



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

Commission Chair
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Commission Vice Chair
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City of Oakland

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Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, October 24, 2013, 2 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Reminder

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

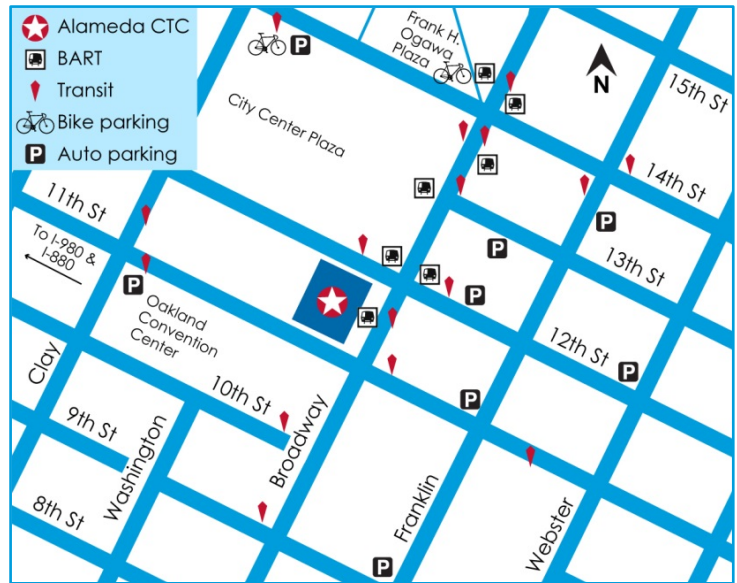
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda

Thursday, October 24, 2013, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance
2. Roll Call
3. Public Comment
4. Chair/Vice Chair Report
 - 4.1. Recognition of Assemblymember Wieckowski
 - 4.2. Recognition of Councilmember Suzanne Chan

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

5. Executive Director Report

6. Approval of Consent Calendar

On October 14, 2013, Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

	Page	A/I*
6.1. Approval of September 26, 2013 Minutes	1	A
Recommendation: Approve the September 26, 2013 meeting minutes.		
6.2. I-580 Express Lane Projects Workshop: Concept of Operations Review	7	I
6.3. I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5/724.4/724.5): Monthly Progress Report	21	I
6.4. I-580 Express Lane Projects (PN 720.4/724.1): Monthly Progress Report	31	I
6.5. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	45	I
6.6. Congestion Management Program: Final 2013 Annual Conformity Requirements	59	A

Recommendation: Approve the finding that all local jurisdictions are in conformance with the Congestion Management Program (CMP) annual conformity requirements and approve the Deficiency Plan status reports regarding SR 260 Posey Tube eastbound to I-880 northbound freeway connection, SR 185 northbound between 46th and 42nd Avenues, and Mowry Avenue eastbound from Peralta

Boulevard to SR 238/Mission Boulevard.

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| 6.7. | <u>Authorization for Alameda CTC Executive Director to Negotiate and Execute a Professional Services Contract for the Goods Movement Collaborative and Plan</u> | 63 | A |
| | Recommendation: Authorize Executive Director to negotiate and execute a contract for Development of a Countywide Goods Movement Collaborative and Plan. | | |
| 6.8. | <u>Sustainable Communities Technical Assistance Program (SCTAP) List of Applications Received</u> | 65 | I |
| 6.9. | <u>2014 State Transportation Improvement Program (STIP): Final Regional Transportation Improvement Program (RTIP)</u> | 71 | A |
| | Recommendation: 1) Approve Resolution 13-012 for the 2014 RTIP Program which includes the list of projects approved by the Commission in September 2013, and 2) Approve any Project Specific Resolutions for projects that will require administration by the Alameda CTC. | | |
| 6.10. | <u>Measure B/Vehicle Registration Fee Compliance Reserve Policies and Monitoring Procedures</u> | 77 | A |
| | Recommendation: Approve Measure B/Vehicle Registration Fee Compliance Reserve Policies and Monitoring Procedures for administration of local program distributions. | | |
| 6.11. | <u>Central County Same Day Transportation Programs</u> | 91 | A |
| | Recommendation: Approve an amendment to the current Memorandum of Understanding with the City of Hayward to obtain additional funds of \$154,000 to support the Central County Same Day Transportation Contract and authorize the Executive Director to execute all necessary agreements. | | |
| 6.12. | <u>Webster Street SMART Corridor Project (PN 740.0): Amendment No. 4 to the Professional Services Agreement CMA A10-010 with Harris & Associates Inc.</u> | 95 | A |
| | Recommendation: Approve the amendment and authorize the Executive Director to execute Amendment No. 4 to Agreement No. CMA A10-010 with Harris & Associates, Inc. for construction management services. | | |
| 6.13. | <u>Guaranteed Ride Home Contract Extension and Augmentation</u> | 97 | A |
| | Recommendation: Approve an extension to Professional Services Agreement A12-0007 with Nelson/Nygaard Consulting Associates for Guaranteed Ride Home Program Operations through November 1, 2014 and allocate \$115,000 of TFCA funding for an additional year of program operations and program enhancements. | | |

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| 6.14. <u>Dumbarton Corridor Improvements Project (PN 625.0): Nomination of tri-city candidate projects for RM2 allocation, program remaining Measure B, and commit to re-direct the future STIP funds to Planning Area 3 projects</u> | 99 | A |
| <p>Recommendation: 1) Approve the nomination of the Tri-City candidate projects to receive the remaining RM2 allocation, 2) Program \$13 million in Measure B funds to the Central Avenue Overpass Project, and 3) Re-direct the \$69 million future STIP commitment to Planning Area 3 projects.</p> | | |
| 6.15. <u>Various Projects: Amendments to Professional Services and Grant Agreements for Time Extensions</u> | 107 | A |
| <p>Recommendation: Approve time extensions and authorize the Executive Director to execute amendments for requested time extensions to Professional Services and Grant Agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.</p> | | |
| 6.16. <u>Alameda CTC Contracting and Procurement Policies</u> | 111 | A |
| <p>Recommendation: Approve the Alameda CTC Contracting and Procurement Policies that consolidate contracting and procurement policies from ACCMA and ACTIA and include new policies to govern Alameda CTC's contracting and procurement processes.</p> | | |
| 6.17. <u>CalPERS Resolution to Allow Tax Deferred Deductions for Service Credit Purchases in the Pension Plan</u> | 117 | A |
| <p>Recommendation: Approve the CalPERS resolution to allow tax deferred deductions for service credit purchase payments withheld from payroll.</p> | | |

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- | | | |
|--|-----|---|
| 7.1. <u>Bicycle and Pedestrian Advisory Committee</u> - Midori Tabata, Chair | 121 | I |
| 7.2. <u>Citizens Watchdog Committee</u> – James Paxson, Chair | 123 | I |
| 7.3. <u>Paratransit Advisory and Planning Committee</u> – Sylvia Stadmire, Chair | 125 | I |

8. Planning, Policy and Legislation Committee Action Items

On October 14, 2013, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|--|-----|---|
| 8.1. Congestion Management Program (CMP) Public Hearing Agenda | | |
| A. <u>Presentation of the Final 2013 CMP</u> | 133 | A |
| B. Open Public Hearing | | |
| C. Close Public Hearing | | |

D. Approval of the Final 2013 CMP

- | | | |
|---|-----|-----|
| 8.2. Legislative Update | 159 | A/I |
| 8.3. Transportation Expenditure Plan Steering Committee Update (Verbal) | | A |

9. Programs and Projects Committee Action Items

On October 14, 2013, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

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|--|-----|---|
| 9.1. Alameda CTC Semi-Annual Programs Status Update | 167 | I |
| 9.2. Alameda CTC Semi-Annual Capital Projects Update | 177 | I |

10. Finance and Administration Committee Action Items

On October 14, 2013, the Finance and Administration Committee approved the following action items, unless otherwise noted in the recommendations.

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|--|-----|---|
| 10.1. Declaration of Official Intent to Reimburse Certain Measure B Expenditures from Proceeds of Indebtedness | 185 | A |
|--|-----|---|

Recommendation: Approve a resolution of official intent to reimburse certain Measure B expenditures from proceeds of indebtedness.

11. Member Reports (Verbal)

12. Adjournment

Next meeting: December 5, 2013

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



1. Pledge of Allegiance

2. Roll Call

A roll call was conducted and a quorum was confirmed.

3. Public Comment

Public Comments were heard by the following:
Charlie Cameron

4. Chair/Vice Chair Report

Chair Haggerty reported that the TEP ad-hoc committee met and reviewed and discussed the results of the focus groups and polling. He stated that the ad-hoc committee approved a recommendation to the full Commission for the creation of a TEP Steering Committee. Chair Haggerty also reported that he attended the California Freight Advisory Committee meeting on September 18, 2013 which was held at the Alameda CTC offices.

5. Executive Directors Report

Art Dao informed the Commission that PAPCO's Annual Mobility Workshop had been rescheduled for October 7, 2013 at Ed Roberts Campus. Art also reported that he attended the California Freight Advisory Committee meeting on September 18, 2013 and reported that the focus of the meeting was freight project selection criteria and the nation freight network to be included in the California Freight Plan. Art concluded by informing the Commission that the final sales tax number was \$121.1 million dollars which is the highest ever for current sales tax.

6. Consent Calendar

6.1. Approval of July 25, 2013 Minutes A

Recommendation: Approve the July 25, 2013 meeting minutes.

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

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

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

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

6.6. Community Advisory Committee Appointments I

Recommendation: Approve the committee advisory appointments

- 6.7. Authorization to Release a Request for Proposals for Development of a Countywide Transit Plan** A
- Recommendation: Authorize the release of a Request for Proposals (RFP) for development of a Countywide Transit Plan and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.
- 6.8. Authorization to Release a Request for Proposals for Development of an Integrated Community Based Transportation Plan** A
- Recommendation: Authorize the release of a Request for Proposals (RFP) for development of an Integrated Community Based Transportation Plans Update and authorize the Executive Director, or a designee of the Executive Director, to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures.
- 6.9. Goods Movement Collaborative and Plan Update and Project Screening Criteria and List** A
- Recommendation: Approve process for recommending projects to MTC for input into the California State Freight Mobility Plan and receive an update on the Goods Movement Collaborative and Plan development
- 6.10. ACEforward Program Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS)** I
- 6.11. Final Plan Bay Area Update** I
- 6.12. Metropolitan Transportation Commission (MTC) Freeway Performance Initiative/Ramp Metering Implementation in Alameda County**
- 6.13. Transportation Fund for Clean Air (TFCA) Program Final FY13-14 Program** A
- Recommendation: Approve the programming of \$90,000 of FY 13-14 TFCA for Alameda County's Fairmont Rd Class 2 Bike Lanes project, including a three-year TFCA expenditure period for the project.
- 6.14. CMA TIP Exchange Program Policy** A
- Recommendation: Approve a policy that the Alameda CTC will withhold Measure B and/or VRF funds pass through funds when payments related to a fund exchange has not been made in a timely manner and the corresponding amendments to the Measure B and VRF Implementation Guidelines.
- 6.15. Fiscal Year 2012-13 Annual Measure B/VRF Program Compliance Workshop** I

- 6.16.I-580 Express Lane Project (RM2 Subproject 32.1f, APN 720.4/724.1):** A
Approve the Initial Project Report for MTC Allocation of Regional Measure 2 Funds
Recommendation: Approve the Initial Project Report and Resolution 13 -009 to Request MTC allocation of Regional Measure 2 Funds for Construction of the I-580 Express (HOT) Lane Project.
- 6.17.I-580 Corridor Improvement Projects (Various): Amendments to the Existing Cooperative Agreements and A New Cooperative Agreement with Caltrans** A
Recommendation: Amend the existing Cooperative Agreements and enter into a new Cooperative Agreement to implement Change Order work for the I-580 Express (HOT) Lane Project (APN 720.4/724.1).
- 6.18.I-880 Southbound High Occupancy Vehicle (HOV) Lane Project – Southern Segment (PN 730.1): Amendment to the Cooperative Agreement with Caltrans** A
Recommendation: Amend the Cooperative Agreement with Caltrans to implement Change Order work for I-880/Marina Boulevard and Davis Street Improvements (PN 730.3 and 750.0).
- 6.19.Various Projects: Amendments to Professional Services, Project Funding and Grant Agreements for Time Extensions** A
Recommendation: Approve time extensions and authorize the Executive Director to execute amendments for requested time extensions to Professional Services, Project Funding, and Grant Agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.
- 6.20.I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project (PN 717.0): Amendment No. 5 to the Professional Services Agreement with RBF Consulting (Agreement No. CMA A10-013)** A
Recommendation: Approve the amendment and authorize the Executive Director to execute Amendment No. 5 to Agreement No. CMA A10-013 with RBF Consulting to provide design services during construction (DSDC).
- 6.21.Various Projects: Encumbrance Authorization for Construction Phase of Project** A
Recommendation: Approve an increase to the construction encumbrance and authorize all contractual actions relative to the use of the authorized construction budget.
- 6.22.Broadway-Jackson Interchange Improvement Project (PN 610.0): Formation of an AdHoc Committee** A
Recommendation: Approve the formation of an Ad-Hoc Committee to guide the project through development.

6.23. Approval of Alameda CTC FY2012-13 Consolidated Year-End Investment Report A

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

6.24. Alameda CTC Growing Responsibilities and Options to Fund Agency Core Functions Funding Shortfall A

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

Item 6.22 was pulled off the Consent Calendar for further discussion. Commissioner Chiang made an amendment to the recommendation for the item, to state that the committee would be comprised of seven members; two elected officials from the City of Alameda, two elected officials from the City of Oakland, one elected official from the City of Piedmont and two members of the community who will be selected by the 5 elected officials already on the committee.

Commissioner Kaplan motion to approve item 6.22 as amended. Commissioner Blalock seconded the motion. The motion passed unanimously.

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

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee

There was no one present from BPAC.

7.2. Citizens Watchdog Committee

James Paxson, Chair of CWC, reported for the committee. The committee finalized the draft annual report. James concluded his presentation by reviewing vacancies on the committee.

7.3. Paratransit Advisory and Planning Committee

There was no presentation given by PAPCO.

8. Planning Policy and Legislation Committee Action Items

8.1. Transportation Expenditure Plan Update (Verbal)

Tess Lengyel updated the Commission on the Transportation Expenditure Plan (TEP). Tess stated that the TEP Ad-Hoc committee met on September 26, 2013 and reviewed and discussed the results of the focus groups and polling. She stated that the ad-hoc committee will not be re-opening the TEP or making any substantial changes to the documents. Tess recommended that the Commission approve the formation of the TEP Steering Committee and approve the TEP 30-year sunset date.

Public Comments were heard on this Item by the following:

Nikki Williams

Nathaniel Arnold

Dave Campbell
Mary Linn-Lampe
Maria Lovelace
Joel Ramos
John Claassen

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

8.2. Legislative Update

Tess Lengyel updated the Committee on state and federal initiatives, providing an overview of policy issues, including federal appropriations; outcomes of the TIGER grant awards, the National Freight Advisory Committee, and an update on state legislation and the AB 32 scoping plan update.

This item was for information only.

8.3. Alameda CTC Workplan Activities and Implementation Schedule

Tess Lengyel provided a review of the agency-wide work plan and implementation timeline. Tess highlighted coordination and support efforts for Planning and Policy, Programming, Finance and Procurement and Projects. She also covered the implementation timeline for fiscal year 2013-14.

This item was for information only.

9. Programs and Projects Committee Action Items

9.1. Proposition 1B Bond Program Update and the California Transportation Commission August 2013 Meeting Summary

Stewart Ng provided an update on the Proposition 1B Bond Program specifically project cost and funding, scheduling and project locations and maps.

This Item was for information only.

9.2. 2014 State Transportation Improvement Program (STIP): Draft Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) Candidates

Stewart Ng recommended that the Commission approve the 2014 State Transportation Improvement Program (STIP): Draft Regional Transportation Improvement Program (RTIP) and Interregional Transportation Improvement Program (ITIP) Candidates. He highlighted 2014 draft STIP recommendations, allocations and next steps.

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

10. Closed Session

Pursuant to Government Code Section 54957: Public Employee Performance Evaluation: Executive Director

10.1. Report on Closed Session

There was no report from the Closed Session.

11. Adjournment

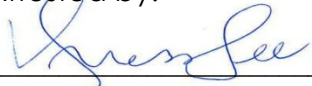
The meeting adjourned at 3:27pm

The next meeting is:

Date/Time: Thursday, October 24, 2013 @2:00 p.m.

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

Attested by:

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

Vanessa Lee,
Clerk of the Commission



Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

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

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

Summary

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

Several design, operations, enforcement and educational decisions must be made to ensure consistency with other Bay Area express lanes. This would facilitate the Public's understanding, acceptance, and utilization of express lanes within the regional network. Staff is implementing a series of workshops with the Commissioners to provide updates on design and operational decisions and seek input on key policy issues. In the July 8th and September 9th workshops, staff provided an overview of overarching design and policy issues, and detailed information about automated violation enforcement and associated policy (toll ordinance) and legislation needs. The October workshop will focus on the following:

- A brief overview of prior meeting discussion topics, and
- An outline of implementing toll policies and business rules and an implementation timeline.

This memo is an informational item.

Background

The I-580 corridor has consistently been rated as one of the top three congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, the Alameda CTC is implementing express lanes in both the east and westbound directions. The express lanes will include the implementation of an

Electronic Toll System (ETS) to collect revenue generated by single-occupant users of the express lanes.

The express lane concept is an innovative transportation solution that utilizes technology to optimize the existing corridor capacity to provide traffic congestion relief, and is expected to provide the following benefits:

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

The draft Concept of Operations plan developed for the Project is consistent with industry protocols and describes implementation of new and improved technologies to address congestion relief. Because the express lane implementation is still a relatively new concept, staff began providing periodic updates to the I-580 Policy Committee about the key concepts beginning in November 2012.

At the July 2013 Workshop, staff discussed the overarching concepts of Project implementation including:

- Express lane access design (near continuous access)
- Toll pricing strategies (zone tolling)
- System design, including automated toll violation enforcement
- Associated toll ordinance and legislation needs (for requiring HOV users to carry switchable transponders)
- Operating organizational structure
- Agency coordination
- Planned public education and outreach strategies

At the September 2013 Workshop, staff discussed the following:

- System design associated with toll and occupancy violation enforcement, and system-operations monitoring through cameras and dashboard
- Policy decisions and customer service center operations associated with employing automated toll violation enforcement
- Switchable transponders that define vehicle occupancy (i.e. a driver can select 1,2 or 3 on the transponder to self-declare number of occupants)
- Legislation needs, requiring HOV users to carry transponders

- Other policy issues such as HOV Degradation (requirement to maintain minimum speed in HOV lanes), National Interoperability (system capabilities to read any transponder issued by other national toll operator), and Caltrans Deputy Directive No. 43 (a draft policy directive, issued for the design and operations of managed lanes)
- Continued collaboration on planning outreach strategies for region-wide implementation

Through the end of this calendar year, staff will continue to provide detailed information on a series of topics and will request feedback from the Commissioners on policy issues to keep project development moving forward. Attachment A includes the list of recently completed and planned focused topics for discussion at upcoming meetings.

At the October 2013 meeting, staff will provide a brief overview of past meeting discussion topics, and include focused discussions on toll policies and business rules that require approval prior to Project implementation. This staff memorandum includes the following topics:

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

1. Design and Infrastructure

Design of express lanes: In the July Workshop staff described why a near continuous (aka more open) access configuration is suitable for implementation on I-580, highlighting that within the Project limits, the interchange densities are high, entrance ramps are closely spaced and the majority of those ramps are carrying large volumes of express lane eligible vehicles. Project design is moving forward with this new access type in order to stay on schedule and deliver the first construction project in fall 2014. See Attachment B for the Project limits and access configuration.

Design of tolling equipment: Project design included several travel zones within the corridor, where a flat fee will be charged for travel within a zone (zone tolling), based on real-time value pricing. Within each zone, overhead toll gantries will be placed at approximately $\frac{3}{4}$ mile intervals, which will be essential to effectively read FasTrak® transponders.

2. Operations and Enforcement

Based upon industry research and discussions with express lane experts/operators, an automated toll violation enforcement system was selected to minimize revenue leakage.

This system includes a violation enforcement system (VES) that employs license plate recognition (LPR) capabilities, (i.e. cameras which are capable of capturing the license plate images when vehicles fail to carry valid transponders). HOV users also will have to carry a switchable transponder as discussed in previous workshops.

3. Policy and Legislation

At the September 2013 Workshop, staff discussed the following policy issues:

- HOV degradation
- FHWA MAP-21 interoperability
- Toll ordinance (for enacting toll violation enforcement/collecting penalties)
- Legislation needs (for requiring HOV users to carry switchable transponders)
- Caltrans deputy directive 43

As discussed during the September workshop, current law allows the Commission to adopt a toll ordinance to enact the toll violation penalties. Staff continues to explore options for addressing how the Alameda CTC will issue violation notices. Staff is also discussing this item with other toll operators to collectively seek legislation for requiring all users to carry transponders while travelling in express lanes.

Several toll policies, business rules and best practices will have to be developed by the project team and adopted by the Commission, or approved by other entities that have jurisdiction over the express lanes, and incorporated by the design team for completing the toll system design, toll implementation and customer service operations.

Toll policies include, but are not limited to:

- Minimum/maximum toll rates
- Hours of operation
- HOV occupancy requirements (2 or 3+)
- Reinvestment of net revenue
- Toll rate adjustments
- Toll violation penalty/delinquent fees
- Dispute resolution and hearing processes, etc.

Business rules include but are not limited to:

- Zone toll implementation
- Toll waivers/ reductions
- Customer service center operations
- Toll violation noticing and processing, etc.

Staff has begun to discuss these items with the project system integrator and other toll operators, and is planning on bringing them to the Commission's attention as they are

developed. A list of identified toll policies/business rules and the timeline for implementation are included as Attachment C.

4. Public Education and Outreach

As described in the past workshops, staff is working toward completing a public education and marketing plan by the end of this calendar year.

Goals of the plan are:

- Advance education about the Project benefits
- Provide information on how to use or access the new facility
- On-going public education to support the use and understanding of this new commute choice

Targeted audiences will include:

- HOV users, current FasTrak® users and other potential express lane users
- Communities and businesses along the corridor
- Elected officials and stakeholders in both Alameda and San Joaquin Counties

In the September 2013 Workshop, staff gathered input from the Commissioners regarding the targeted audience and strategies for reaching out to them. Staff is working with the Project team and will provide additional updates in the November 2013 Workshop.

Staff continues to collaborate with other regional partners to jointly brand the facility and effectively market this new transportation solution to the customer as a congestion management tool. Implementation of the public education and marketing strategies are expected to commence in July 2014, well in advance of the planned opening of the facility in the fall of 2015, and extend at minimum six months beyond the opening date.

5. Agency Coordination

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

Fiscal Impact: There is no fiscal impact.

Attachments

- A: Express Lane Workshop Discussion Items
- B: I-580 Project limits and access configuration
- C: List of Toll Policies and Business Rules

Staff Contact

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

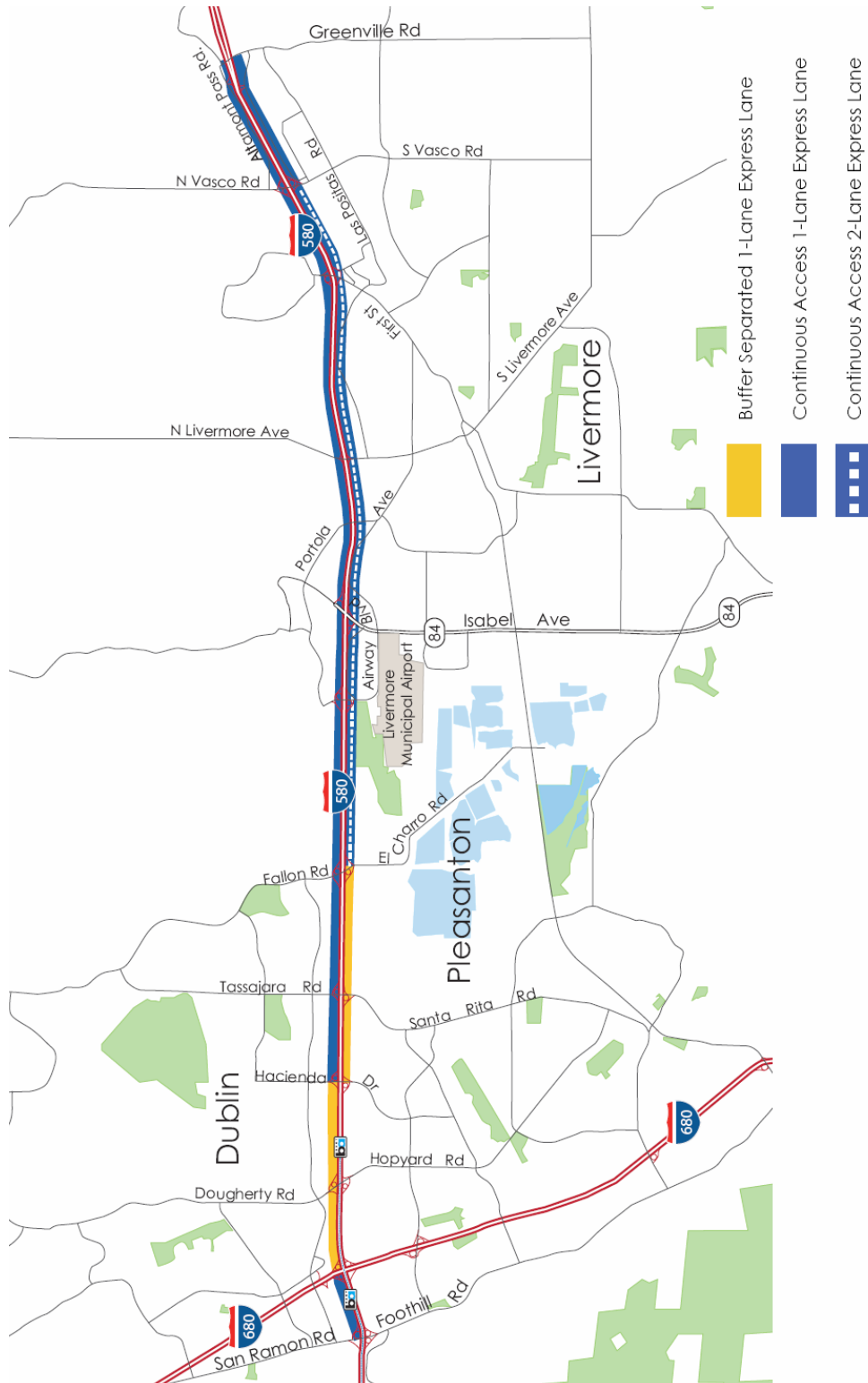
[Kanda Raj](#), Project Controls Team

A: Express Lane Workshop Discussion Items

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

	<ul style="list-style-type: none"> e. Agency Coordination <ul style="list-style-type: none"> 2. Focused Discussion on <ul style="list-style-type: none"> a. Toll Policies b. Business Rules
November 4, 2013	<p>Updates on</p> <ul style="list-style-type: none"> a. Toll Ordinance and Legislation b. Public Education and Marketing Strategies
2014	<ul style="list-style-type: none"> 1. Operations <ul style="list-style-type: none"> a. Revenue Study Results b. Hours of Operations c. HOV Occupancy Requirements d. Financial Breakeven Analysis 2. Policies <ul style="list-style-type: none"> a. Toll ordinance b. Legislation c. Toll Policies and Business Rules d. Caltrans Deputy Directive No. 43 3. Public Education and marketing Strategies 4. Agency Coordination

B: I-580 Project Limits and Access Configuration



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C: List of Toll Policies and Business Rules

No.	Description	Approved By			Schedule	Remarks
		Board	Others	Engineering & Operational Requirements		
Toll Policies						
1	Types of vehicles allowed in HOV/Express Lane		X		N/A	Types of vehicles allowed in HOV/Express Lane, per California Vehicle Code (CVC) requirements
2	Transponder requirements		X		Summer 2014	Commission's input has been sought. Pending legislative action to revise CVC, requiring all users, including HOV users to carry transponders when utilizing the lane. (Legacy transponder for SOV, switchable transponder for HOV/motorbikes/commercial bus users.)
3	Toll rates	X			Summer/fall 2014	Set Min/Max rates. (Requires iterative runs on a revenue/toll platform, to be completed by the system integrator as part of systems design.)
4	Toll rate adjustment	X			Summer/fall 2014	Schedule a timeline for periodically revisiting toll rates
5	Revenue reinvestment	X			Summer 2015	Policy decision/process for revenue reinvestment, per AB 2032 guidelines
6	Toll Ordinance	X			Summer 2014	Commission's input has been sought. Establish administrative procedures and penalties to enact toll violation enforcement process.
7	Toll rate plans			X	Fall 2014	Optimize facility operations within approved min/max rate parameters
8	Hours of Operation		X		Spring 2014	Commission's input will be sought. Hours of operations shall be as same as HOV hours. Procedure: Caltrans-led HOV Lane Committee will review request from the tolling agency and decide whether to change the hours. Discuss a potential for afterhours/weekend operations.

No.	Description	Approved By			Schedule	Remarks
		Board	Others	Engineering & Operational Requirements		
9	HOV occupancy requirement (2 or 3+)		X		Spring 2014	Commission's input will be sought. Procedure: Caltrans-led HOV Lane Committee will review request from the tolling agency and decide whether to change the HOV occupancy requirements.
Business Rules/Agreements						
1	Toll collection method			X	Included in system design scope	All electronic toll (AET) collection through Title 21 compliant transponders. (No toll plaza and/or need to slow down at toll zones.)
2	Access type			X	Included in system design scope	Near continuous access (open for most part to enhance access opportunities)
3	Pricing strategy			X	Included in system design scope	Dynamic pricing. Frequency of rate recalculation and allowed rate changes (up or down) in each cycle will be incorporated. Employ zone-based tolling that will employ a flat rate for travel within a zone. Will publish rates via dynamic message signs (DMS). Lock-in the rate, as published while customer entered the lane. Publish historic rate, when communication with the DMSs is interrupted.
4	Charging practices			X	Included in system design scope	Charge a rate only within the hours of operation, based on vehicle occupancy (identify and charge only the SOV users and toll violators.)
5	Toll waivers/reductions			X	Summer/fall 2014	After consultations with the Commission, develop circumstances or scenarios where toll charges will be waived/reduced

No.	Description	Approved By			Schedule	Remarks
		Board	Others	Engineering & Operational Requirements		
6	Loss of revenue during incidents/events			X	Summer/fall 2014	After consultations with the Commission, develop circumstances or incident scenarios where revenue loss will be permitted
7	Trip building			X	Included in system design scope	<p>Specify information to be included in a trip record (transponder ID, time of travel, first/last reads, etc) to be transferred to customer service center for processing tolls.</p> <p>Single-trip to be formed, unless the users got off and got back in between zones and gaps exist between toll read points.</p> <p>Specify how license plate images will be utilized to form trips, when a transponder is not detected. If a transponder account is found for the license plate read, a trip will be formed and processed. If no account information is found, a trip will be formed and processed as toll violation, utilizing information from DMV records (only made available to MTC/BATA).</p>
8	Modes of operation			X	Included in system design scope	AB 2032 requires that LOS C or higher is maintained in express lane, if not the lane operational mode shall be switched to "HOV Only." Modes of operation may have to be manually changed to respond to incident management.
9	Roles and responsibilities			X	Winter 2014	Define roles and responsibilities of local/regional/state partners and project consultants
10	Routine maintenance and operations	X			Summer 2014	Commission's approval will be sought to memorialize Caltrans role in providing routine roadway maintenance and/or facilitating incident responses in an agreement
11	Enforcement (occupancy violation)	X			Spring 2015	Commission's approval will be sought to memorialize CHP's role in employing manual occupancy violation enforcement in an agreement

No.	Description	Approved By			Schedule	Remarks
		Board	Others	Engineering & Operational Requirements		
12	Enforcement (toll violation)			X	Included in system design scope	Manual toll violation will be curtailed by employing automated violation enforcement. Commission will adopt a toll ordinance and likely enter into an agreement that could delegate processing responsibilities to BATA. (See Toll Policy Item No. 6 and Business Rule Item No. 13 for additional information.)
13	Toll collection and customer services	X			Spring 2014	Commission's approval will be sought on a potential agreement with BATA in providing 1) toll collection services, and 2) M-F customer service center operations. The agreement would stipulate BATA as the processing agency for 3) issuing toll violation/delinquent notices and collecting fees 4) providing dispute resolution and hearing processes.
14	Method of payment			X	Spring 2014	The customer services agreement stipulated above will also define 1) forms of customer payment, 2) account balance and method of replenishment, 3) refund policy, 4) non-revenue accounts, and 5) other account information, etc.



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

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

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

Summary

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

Background

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

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

Attached for the Committee's review are the August 2013 progress reports for the I-580 Eastbound HOV Lane Project (Segment 3 Aux Lanes) and the I-580 Westbound HOV Lane Project (Segments 1 and 2).

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

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

[Stefan Garcia](#), Project Controls Team

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

PROJECT DESCRIPTION

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

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

CONSTRUCTION STATUS

Traffic Handling & Night Work

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

Construction Challenges

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

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

Completed Activities – 24% of the contract work was completed as of 8/20/13

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

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

Ongoing & Upcoming Activities

Caltrans maintains a project website

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

- Construct and backfill remaining retaining walls
- Las Positas Creek (EB and WB) bridge deck construction and falsework removal
- Winterization measures project-wide

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ x million)						
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	Total
PA&ED						0.02	0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct Cap	17.87	2.20	0.14		4.69	6.57	31.47
Construct Sup	2.53	1.12	0.10			0.71	4.46
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

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

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

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

PROJECT DESCRIPTION

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

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

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

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

Construction Challenges

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

SEGMENT 1 (Eastern Segment)

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

SEGMENT 2 (Western Segment)

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

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

Completed Activities

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

SEGMENT 1 (Eastern Segment) – 17% of the contract work was completed as of 8/20/13

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

SEGMENT 2 (Western Segment – 29% of the contract work was completed as of 8/20/13

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

Ongoing & Upcoming Activities

Caltrans maintains a project website

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

SEGMENT 1 (Eastern Segment)

- Bridge deck construction and falsework removal for bridge widenings
- Excavate and construct retaining walls and soil nail walls
- Construct major drainage facilities (e.g. double box culvert)
- Winterization measures project-wide

SEGMENT 2 (Western Segment)

- Bridge widening at Dougherty near Dublin BART station
- Precast concrete pavement slab replacements are in progress
- Stage 2 outside widening
- Bridge deck construction and falsework removal for Tassajara Creek
- Winterization measures project-wide

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 1 (Eastern Segment)

Project Phase	Funding Source (\$ x million)							
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	Total
Scoping		0.53	0.04					0.57
PA&ED		4.38						4.38
PS&E		2.29	0.11	0.15		1.69	0.42	4.66
ROW		1.16				0.04		1.20
Utilities		0.32						0.32
Const Cap	35.34		5.92	6.19	13.54	1.60		62.59
Const. Sup	6.52		1.59			1.08		9.19
Total	41.86	8.68	7.66	6.34	13.54	4.41	0.42	82.91
Total Project Cost: \$82.9M								

Funding Plan – SEGMENT 2 (Western Segment)

Project Phase	Funding Source (\$ x million)							
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	Total
Scoping		0.36	0.02					0.38
PA&ED		2.92						2.92
PS&E		1.53	0.07	0.10		1.12	0.28	3.10
ROW		0.77				0.03		0.80
Utilities		0.21						0.21
Const Cap	33.73		2.49		9.61	0.10	0.30	46.23
Const. Sup	6.75					0.58		7.33
Total	40.48	5.79	2.58	0.10	9.61	1.83	0.58	60.97
Total Project Cost: \$61.0M								

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012; bids were opened on September 19, 2012. The contract was awarded to Ghilotti Construction Company, Inc. (with a bid 16.33% below

Engineer's Estimate) by Caltrans on November 20, 2012. Construction of the HOV lane is planned to complete in late 2014, and the entire contract will complete in 2015.

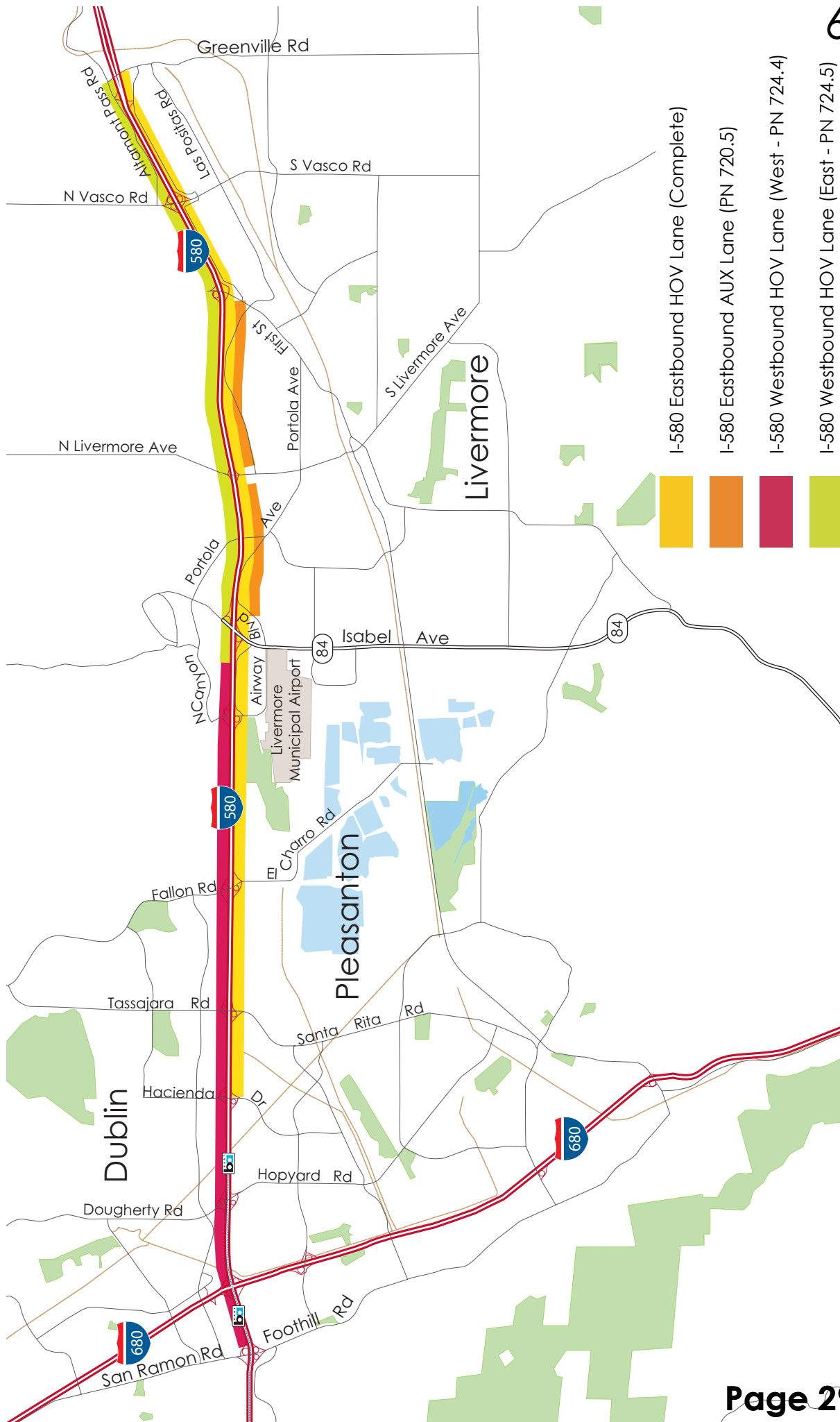
Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	May 2015 (T)

SEGMENT 2 (Western Segment):

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

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

I-580 Corridor HOV Lane Projects - Location map



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Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

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

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

Summary

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

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

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

Background

Delivery Strategy

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

Staff has issued four Contract Change Orders (CCO's) to the on-going construction contracts (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project) along I-580 to incorporate some scope elements for the express lane project. Staff is working with Caltrans to identify additional scope elements that can be incorporated via CCO's to the above mentioned contracts. The benefit of this approach is to avoid working in the environmentally sensitive area, minimize additional traffic disruptions to the traveling public and reduce or eliminate re-work. Items under consideration to be included as contract change order work include:

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

“Near Continuous” Access Configuration Status

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

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

Fiscal Impact: There is no fiscal impact.

Attachments

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

Staff Contact

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

[Gary Sidhu](#), Project Controls Team

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ATTACHMENT A

I-580 Eastbound Express (HOT) Lane Project

Monthly Progress Report

Through September 30, 2013

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

The Environmental Phase for this project is underway as follows:

- Environmental studies are complete and the Initial Study and Environmental Assessment (IS/EA) is drafted and ready to circulate pending updating for changes to address “near continuous” access alternative and Caltrans approval of the Traffic Operational Analysis Report and Draft Project Report in December 2013. The estimated date of circulation of the draft IS/EA is December 2013. A 30 day public circulation period is required in addition to a public meeting expected in January 2014.
- 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).

RECENT ACTIVITIES

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

UPCOMING ACTIVITIES

- Finalize Traffic Study refinements – target December 2013
- Finalize Draft Project Report – target December 2013
- Circulate the Draft IS/EA for 30 day public comment – working toward December 2013 circulation of document; dependent on completion of additional work for conversion to “near continuous” access. A public meeting will be held during the 30 day comment period
- Working toward environmental clearance and project approval by Caltrans and the Federal Highway Administration by February 2014

- Address Caltrans comments on 65% PS&E review and prepare 95% PS&E – target November 2013
- Final Concept of Operations document approved by FHWA – target October

POTENTIAL ISSUES/RISKS

- Schedule impacts –additional project delays to the environmental phase due to refinement of traffic analysis for “near continuous” access configuration and final agreement on the Design Exceptions. The delay in environmental phase is not expected to have any effect on construction start which is scheduled to start in 2014.

FUNDING AND FINANCIAL STATUS

See Attachment C for combined project funding and financial status.

SCHEDULE STATUS

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

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

ATTACHMENT B
I-580 Westbound Express (HOT) Lane Project
Monthly Progress Report
Through September 30, 2013

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

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

RECENT ACTIVITIES

- The environmental document, a Categorical Exemption (CE), was signed on August 2, 2013
- Traffic Operational Analysis Report (TOAR) approved by Caltrans
- CCO packages submitted to Caltrans for construction implementation
- Construction Cooperative Agreement amendments and new cooperative agreements executed to implement CCO work
- Submitted 65% PS&E for Caltrans review
- Initiated development of a new contract with ETC

UPCOMING ACTIVITIES

- Address Caltrans comments on 65% PS&E review and prepare 95% PS&E – target December 2013
- Finalize High Profile Project Agreement with FHWA and Caltrans – target October 2013
- Final Concept of Operations document approved by FHWA – target October

FUNDING AND FINANCIAL STATUS

See Attachment C for combined project funding and financial status.

SCHEDULE STATUS

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

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

ATTACHMENT C

I-580 Express (HOT) Lanes Systems Integration

Monthly Progress Report

Through September 30, 2013

SYSTEM INTEGRATION SCOPE DESCRIPTION

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

Detailed Discussion

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

Project toll system integrator, the ETC Corporation has been revising the system design to support the "near continuous" access configuration in both directions of I-580. The "near continuous" concept provides additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, it looks and feels similar to an HOV facility and, therefore, would expect to provide driver familiarity.

Project Geometry and Electronic Toll System Design

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

In the eastbound I-580 direction:

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

In the westbound I-580 direction:

- Continuous access single-lane HOV/Express Lane will be installed from Greenville Road to Hacienda Drive

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

PROJECT STATUS

Concept of Operations/System Engineering Management & Enforcement Plans

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

Software and hardware design

ETC staff has been revising the Detailed Design Document (DDD) for the software and hardware development based on deploying a “near continuous” access express lane system. The system designers are in the process of assessing the communication network and electrical power needs. ETC staff will then complete the system design, 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 tolling has been included in design to effectively support the “near continuous” access configuration. The zone-based toll rates will be displayed to patrons via the Dynamic Message Signs.

Toll Antennas, Readers and Violation Enforcement Subsystem

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

As discussed previously, the system design includes an automated toll violation enforcement to effectively manage toll violations in this “near continuous” access express lane facility.

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

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

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

RECENT ACTIVITIES

- Working with ETC on the contract amendment for eastbound to reflect “near continuous” access configuration scope. Developing a new contract with ETC for the westbound direction.
- Continue to work on accommodating “zone tolling” and automated violation enforcement in project design documents.

UPCOMING ACTIVITIES

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

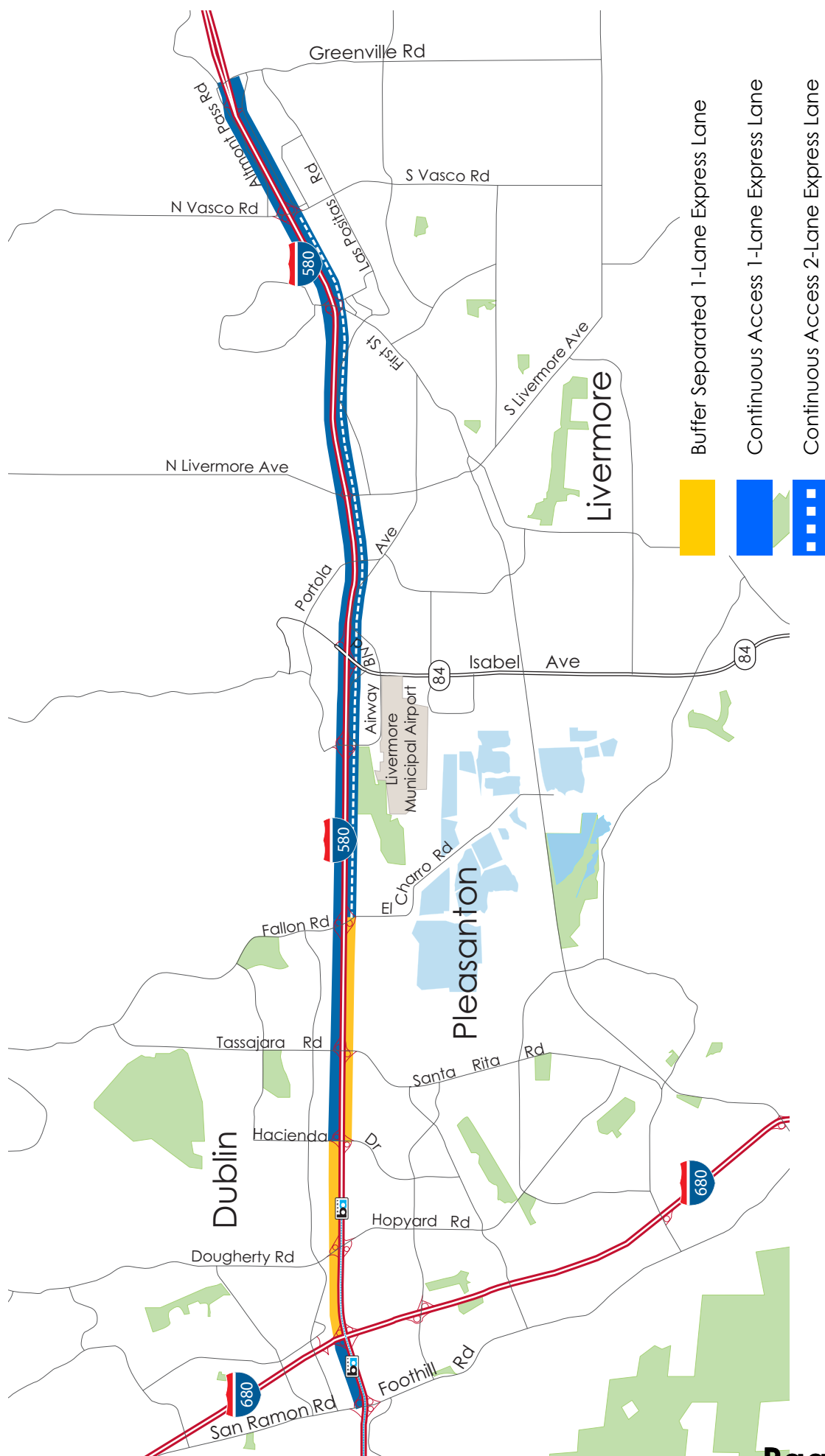
FUNDING AND FINANCIAL STATUS

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

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

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I-580 Express Lane Projects Location map



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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

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

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

Summary

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

Since the last monthly update on September 9, 2013, staff reviewed two NOPs, and two DEIRs. Comments were submitted for three of these documents. The comment letters are attached.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Comment letter for City of Hayward 2040 General Plan NOP
- B. Comment letter for City of Oakland Children's Hospital and Research Center Oakland Master Plan Project NOP
- C. Comment letter for City of Dublin The Village @ Dublin Retail Project DSEIR
- D. Comment letter for City of Newark General Plan Tune-Up DEIR

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner

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August 27, 2013

Sara Buizer, AICP
Senior Planner
777 B Street
Hayward, CA 94541

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the City of Hayward 2040 General Plan

Dear Ms. Buizer,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the City of Hayward 2040 General Plan.

The project location comprises all the land in the City's Sphere of Influence as defined by the Alameda County Local Agency Formation Commission (LAFCO), including all land within the Hayward city limits and adjacent unincorporated county land, including Garin Regional Park, open space areas east of the city, portions of San Lorenzo and Castro Valley, and the communities of Hayward Acres, Cherryland, and Fairview.

The new 2040 General Plan addresses sustainability, preservation and maintenance of distinct neighborhood characteristics, and the fostering of complementary and innovative infill and redevelopment opportunities. The 2040 General Plan also addresses new State mandates and topics relevant to the city that were not part of the 2002 General Plan, such as community health, police services, greenhouse gas emissions and climate change (AB 32 and SB 375), flood safety planning (AB 162), and complete streets (AB 1358). In addition to meeting all State content requirements, the plan takes an integrative approach to addressing the following broad topics and/or State mandates: Sustainability and Community Resiliency, Climate Action Plan (CAP) Integration, and Community Risk Reduction Strategy (CRRS) Integration.

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

- The City of Hayward adopted Resolution No. 92-269 on September 22, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Hayward and the Alameda CTC signed a Countywide Model Agreement on December 3, 2007. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. MTS roadway facilities in the project area include Interstate 880, Interstate 580, Interstate 238, Foothill Boulevard (SR-238)/Mission Boulevard (SR-238), East 14th Street (SR-185)/Mission Boulevard (SR-185), Jackson Street (SR-92), Hesperian Boulevard, Lewelling Boulevard, A Street, B Street, D Street, Winton Avenue, Tennyson Road, Industrial Parkway, and Whipple Road. MTS transit operators include BART, Capitol Corridor, and AC Transit.
 - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used to study impacts on roadway segments.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda County Congestion Management Agency (predecessor to the Alameda CTC) Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

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

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service

and 3.75-15 minute headways for BART during peak hours. The DEIR should also consider the impacts of additional vehicle traffic in the Project Area on bus travel times and operations. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- The DEIR should also consider Travel Demand Management (TDM) related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The DEIR should consider opportunities to implement and enhance countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275. The DEIR should explore whether there are synergies between implementation of proposed segments and other infrastructure improvements needed to support the 2040 General Plan build out. Implementation of these segments could help to mitigate Project vehicle traffic.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.
- The Alameda CTC has developed a number of resources and developed strong expertise in the area of Complete Streets. The Alameda CTC is available to answer questions and offer input as the City of Hayward seeks to make its Circulation Element compliant with Assembly Bill 1358.

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

Sincerely,



Beth Walukas

Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner

File: CMP – Environmental Review Opinions – Responses - 2013

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August 27, 2013

Heather Klein
Planner III
City of Oakland
Department of Planning and Building
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

SUBJECT: Comments on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the Children's Hospital and Research Center Oakland Master Plan Project

Dear Ms. Klein,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the Children's Hospital and Research Center Oakland Master Plan Project.

The project site includes two locations. The Children's Hospital Research Center Oakland main campus is located at 747 52nd Street and is generally bounded by 53rd Street to the north, State Route 24 (SR-24) to the east, and Martin Luther King Jr. Way and the elevated BART tracks to the south and west. The Children's Hospital Oakland Research Institute campus is located at 5700 Martin Luther King Jr. Way and is generally bounded by 58th Street to the north, Dover Street Park to the east, Aileen Street to the south, and Martin Luther King Jr. Way and the elevated BART tracks to the west.

The main purpose of the proposed project is to create new seismically compliant acute care facilities that meet the seismic safety requirements of SF 1953. Other project goals include renovating existing structures, constructing new and replacement hospital facilities and associated infrastructure, and redesigning the campus' access points and internal street layout to improve site access, intermodal circulation, and pedestrian safety within the CHRCO campus and adjacent City streets.

The proposed project would be constructed in two phases. The total buildout for both campuses and both phases will result in a net increase of 327,017 square feet, 40 on-site hospital beds, 71 daily patients, 157 daily visitors, and 205 FTE employees.

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

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda

County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

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

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

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. MTS roadway facilities in the project area include State Route 24 (SR-24), Martin Luther King Jr. Way, Shattuck Avenue, Telegraph Avenue, Stanford Avenue, Adeline Street, Claremont Avenue, and 51st Street. MTS transit operators include BART and AC Transit.
 - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used to study impacts on roadway segments.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda County Congestion Management Agency (predecessor to the Alameda CTC) Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

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

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

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

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,

Handwritten signature of Matthew Bomberg in cursive script, followed by the word "for" in a similar style.

Beth Walukas
Deputy Director of Planning

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

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September 18, 2013

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

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report for The Village @ Dublin Retail Project (PLPA-2012000031)

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report for the The Village @ Dublin Retail Project (PLPA-2012000031). The proposed project would involve constructing a retail commercial center on the site that would include up to 167,200 gross square feet of floor area. Other improvements would include surface parking lots, installation of utilities and services, site landscaping, pedestrian plazas and placement of identification signs. The project site contains 14.3 acres of land located in the Eastern Dublin Planning Area of the City of Dublin. The project site is located on the south side of Dublin Boulevard between Hacienda Drive to the east and Arnold Drive to the west. Martinelli Way forms the southern boundary of the site.

The Alameda CTC respectfully submits the following comments:

- On page 40, the DSEIR states that "The LOS standard for CMA analysis of roadway segments is LOS E." This statement is not accurate and should be removed. The LOS E threshold is used as to determine deficiencies during biennial Level of Service monitoring of existing conditions that the Alameda CTC conducts as the CMA for Alameda County, but is not a threshold of significance for development impact analysis. As stated in the NOP response letter for this project, 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 and professional judgment should be applied to determine the significance of project impacts. The text on page 40 should be changed to state that the LOS E threshold for MTS roadway segment impacts is a threshold that has been defined for this project, not a threshold set by the Alameda CTC.

The Village @ Dublin Retail Project is situated an opportune location for multimodal transportation circulation. The project is immediately adjacent to two Priority Development Areas (PDAs) that are planned for and already experiencing significant new housing development, including some higher density housing (Dublin Transit Center/Dublin Crossings and the Dublin Town Center). Furthermore, the project is located in close proximity to the Dublin/Pleasanton BART station and the LAVTA Rapid route, and the Iron Horse Trail, and the

project falls entirely within an Area of Countywide Significance from the Alameda Countywide Pedestrian Plan. In addition, the project is implementing the City of Dublin's Complete Streets Policy and General Plan, which identify a commitment to a transportation network consisting of "facilities that are planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit riders, and motorists" and that "serve[s] to enable active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets." With these considerations in mind, the DSEIR should consider the following:

- Several mitigation measures should consider secondary impacts to all road users:
 - Page 62-63, the DSEIR proposes removing a crosswalk across Dublin Boulevard if the preferred mitigation of grade-separated bicycle and pedestrian bridge cannot be implemented at the intersection of Dublin Boulevard and Scarlett Boulevard. This intersection is a critical pedestrian junction as it is located along the Iron Horse Trail and in the vicinity of the Dublin Pleasanton BART station. Opportunities for maintaining the crosswalk should be considered if bridge construction is not feasible.
 - Page 68, the DSEIR proposes widening Dublin Blvd to add a fourth eastbound through lane at the Dublin Boulevard /Tassajara Road intersection. Opportunities for accommodating increased transit, bicycle and pedestrian activity should be considered at this location.
- The DSEIR proposes a suite of TDM measures for impacts at several intersections (e.g. page 67 and page 71). The DSEIR should consider whether TDM measures could be appropriate for all locations rather than the few locations where it has been determined there is insufficient right of way to add turn pockets.
- The DSEIR should consider opportunities to implement the proposed segment of bike lane from the Alameda Countywide Bike Plan on Dublin Boulevard to the east of Tassajara Boulevard. This segment would complete a route for residents of the Town Center PDA who wish to access destinations to the west, such as the Village @ Dublin retail center or the Dublin Pleasanton BART station. This improvement could serve to mitigate some of the impacts that the DSEIR identifies along Dublin Boulevard.

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

Sincerely,



Beth Walukas
Deputy Director of Planning

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



September 26, 2013

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

SUBJECT: Comments on the Draft 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 includes updates to the following State-mandated elements: Land Use, Transportation, Open Space and Conservation, and Safety and Noise. The State-mandated Housing Element continues to stand on its own as a separate document. Additionally, the optional Parks and Recreation Element is updated, and three new optional elements added: Economic Development, Sustainability, and Health.

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

- On page 4.13-21, the description of the Countywide Bicycle Plan should be revised to differentiate between the countywide bicycle network and local bicycle routes. The map on the following page, depicts both local and countywide routes, for instance. Also, the countywide bicycle network and countywide pedestrian plan include major interjurisdictional trails, such as the Bay Trail in Newark.
- On page 4.13-23, the statement that "the City of Newark and the Alameda CTC have established vehicular LOS standards for intersection performance is inaccurate." The Alameda CTC has no intersection-based LOS standards, and LOS thresholds apply to roadway segments and to

biennial LOS monitoring, not cumulative impact analysis of developments through the land use analysis program.

- The mitigation measures presented in Table 4.13-5 at Ardenwood Boulevard and State Route 84 WB Ramps and at Newark Boulevard and State Route 84 EB Ramps, while primarily intended to improve auto circulation, should consider opportunities to include upgrades to facilities for other modes. The Alameda Countywide Bicycle Plan identifies improvements to this interchange as a major capital project need. As the City of Newark explores mitigation measure here in conjunction with Caltrans and the City of Fremont, opportunities to improve the bikeway along Newark Boulevard should be sought. Such coordination would be consistent with the Draft Plan's Policy T-1.3: Incorporating Complete Streets Elements in Transportation Projects which specifies that "Any construction, reconstruction, retrofit, maintenance, operations, alteration, or major repair of the street network should consider ways to make streets safer for all users."
- The Draft General Plan acknowledges on page T-37 that the City of Newark's intersection LOS D standard should be considered in a context sensitive fashion: "The City will determine the need for exceptions to its LOS standards on a case by case basis in the future." The Draft Plan specifically names the Old Town Newark commercial district as one such area where "maximizing vehicular flow through intersections may not be the highest priority" as "the City seeks to create a welcoming environment for pedestrians, bicyclists, and transit users with vibrant local businesses and an attractive streetscape." In this context, the DEIR should strong consider impacts to all users from the following mitigation measures proposed in Table 4.13-5
 - Cherry Street and Thornton Avenue: the DEIR proposes adding a through lane on Cherry Street. This intersection is within the Old Town Newark commercial district and is located near the Old Town Mixed Use Priority Development Area. The DEIR should consider options for accommodating all users.
 - Cherry Street and Mowry Avenue: the DEIR proposes widening Mowry Avenue. This intersection is close to a high school, a community college, and a park, and is located along a road with transit service that is also a Countywide Bicycle Route (component of the Bay Trail). The DEIR should consider options for accommodating all users.

We appreciate the opportunity to comment on thie DEIR. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Beth Walukas
Deputy Director of Planning

cc: Matthew Bomberg, Assistant Transportation Planner
Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Congestion Management Program: Final 2013 Annual Conformity Requirements

RECOMMENDATION: Approve the finding that all local jurisdictions are in conformance with the Congestion Management Program (CMP) annual conformity requirements and approve the Deficiency Plan status reports regarding SR 260 Posey Tube eastbound to I-880 northbound freeway connection, SR 185 northbound between 46th and 42nd Avenues, and Mowry Avenue eastbound from Peralta Boulevard to SR 238/Mission Boulevard

Summary

Local jurisdictions are required to comply with the CMP as follows:

1. (a) For Tier 1 Land Use Analysis: submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
(b) For Tier 2 Land Use Forecasts: review ABAG Projections by traffic analysis zones;
2. Complete the Traffic Demand Management (TDM) Site Design Checklist;
3. Pay annual fees; and
4. Provide Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

All of the jurisdictions that are required to provide a Deficiency Plan status report have done so; however the City of Berkeley's concurrence letter is still in progress. In addition, all jurisdictions have complied with the remaining three conformity requirements except for the cities of Fremont and Berkeley. Staff has been working with both jurisdictions and anticipates that the requirements will be met by the October 25, 2013 Commission meeting. Updates on the compliance status will be provided at the ACTAC meeting.

Discussion

Letters were sent to the jurisdictions requesting their confirmation of submissions related to the Tier 1 Land Use Analysis Program, updated TDM Site Design Checklists, and Deficiency Plan status reports from the responsible jurisdictions by September 6, 2013. Responses were received from all of the jurisdictions except Fremont and Berkeley. Attachment A shows the jurisdictions that have completed the annual requirements for CMP conformance.

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no additional CMP roadway segments were found to be deficient in 2012 based on the select link analysis conducted using the Countywide Travel Demand Model and 2012 LOS Monitoring survey data and after applying all applicable CMP exemptions. Therefore, the preparation and submission of Deficiency Plans for 2013 is not required. However, there are three ongoing Deficiency Plans from previous years, for which jurisdictions are required to send progress reports:

1. SR 260 Posey Tube eastbound to I-880 northbound freeway connection
Lead Jurisdiction: City of Oakland
Participating Jurisdictions: City of Alameda; Berkeley concurrence is in progress
Status report and letters of concurrence: Received and progress is satisfactory.
2. SR 185 northbound freeway connection between 46th and 42nd Avenues
Lead Jurisdiction: City of Oakland
Participating Jurisdictions: City of Alameda; Berkeley concurrence is in progress
Status report and letters of concurrence: Received and progress is satisfactory.
3. Mowry Avenue eastbound from Peralta Boulevard to SR 238/Mission Boulevard
Lead Jurisdiction: City of Fremont
Participating Jurisdictions: City of Newark
Status report and letter of concurrence: Received and the progress is satisfactory.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. 2013 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Kara Vuicich](#), Senior Transportation Planner

2013 CMP CONFORMANCE

Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*				
Jurisdiction							
Alameda County	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Alameda	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Albany	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Dublin	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Union City	Yes	Yes	Yes	Yes	Yes	N/A	Yes

N/A indicates that the city is not responsible for any deficiency plan in the past fiscal year.

* This requirement has been met through the CWTP process to provide input on the development of the Sustainable Communities Strategy.

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Authorization for Alameda CTC Executive Director to Negotiate and Execute a Professional Services Contract for the Goods Movement Collaborative and Plan

RECOMMENDATION: Authorize Executive Director to negotiate and execute a contract for Development of a Countywide Goods Movement Collaborative and Plan

Summary

On July 1, 2013, the Alameda CTC released a Request for Proposals (RFP) for Development of a Countywide Goods Movement Collaborative and Plan. Two teams representing twelve firms submitted proposals, and a selection panel comprised of staff from local jurisdictions and relevant partner agencies evaluated the proposals and participated in an interview process. Staff is seeking authorization for the Executive Director to execute a contract with the top ranked firm to develop a goods movement plan and collaborative.

Background

The Alameda CTC is developing a Countywide Goods Movement Collaborative and Plan which will (1) create an organized structure for identifying, planning, and advocating for goods movement projects and programs in Alameda County and the region and (2) create the opportunity for development of a long range vision and documentation of the benefits goods movement brings to Alameda County's competitiveness on a global, national, statewide, and regional level.

On June 27, 2013, the Alameda CTC approved the issuance of a Request for Proposals (RFP) for Development of an Alameda Countywide Goods Movement Collaborative and Plan. Staff released an RFP on July 1, 2013. The RFP required that proposing firms demonstrate an understanding of the required scope of work, expertise and approach, management plan, staffing plan and availability, and a cost proposal. An optional pre-proposal meeting was held on July 24, 2013, which a total of fifteen (15) firms attended. Proposals were due on August 15, 2013. Two teams representing twelve (12) firms submitted proposals.

The evaluation committee was comprised of staff from the Alameda CTC and representatives from Caltrans, MTC, the Port of Oakland, Contra Costa Transportation Authority, Solano Transportation Authority, City of Oakland, City of Hayward, City of Fremont, and City of Livermore. The evaluation committee reviewed and scored the proposals and held interviews on September 16, 2013.

The evaluation committee selected Cambridge Systematics, Inc., a local firm with offices in Oakland, California, as the top ranked team based upon their demonstrated deep understanding of the scope of work, their approach, and their management and staffing plan to effectively support this critical planning effort. Staff is seeking approval for the Executive Director, or his designee, to enter into an agreement with the top ranked firm for an amount not to exceed \$1.4 million. Staff's recommendation to the Commission is based on the conclusions of the evaluation committee.

Staff will provide an update on Goods Movement activities at the local, regional, state and federal levels in November.

Fiscal Impact:

The fiscal impact for approving this item is for a not to exceed amount of \$1.4 million over three years (FY 13/14 through FY 15/16), \$400,000 of which was included in the FY 13/14 budget and the remaining of which will be included future budget updates.

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner



Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Sustainable Communities Technical Assistance Program (SCTAP) List of Applications Received

RECOMMENDATION: Receive an update on applications received for the Sustainable Communities Technical Assistance Program (SCTAP)

Summary

The SCTAP provides significant support to Alameda County jurisdictions in the form of on-call consultant expertise for Priority Development Area (PDA) and Growth Opportunity Area (GOA) planning and implementation, complete streets policy implementation, and bicycle and pedestrian planning and engineering technical support. Areas outside of PDAs and GOAs are also eligible for bicycle and pedestrian planning and engineering technical support.

A call for projects was issued on June 4, 2013, and applications were due on September 17, 2013. A total of 22 applications totaling \$5.9 million in requested funds were received from ten different jurisdictions, AC Transit and LAVTA (see Attachment A). Alameda CTC staff as well as two additional staff members from MTC and ABAG are reviewing applications. Staff will bring a list of projects recommended for funding to the Committees and Commission in January 2014. Alameda CTC will then work with the chosen project sponsors to select consultants from the qualified list using an RFP process.

Background

In February 2013, the Commission approved the program guidelines and the allocation of funds for the SCTAP. An RFQ was released in March 2013 to solicit statements of qualifications from consultants, and a list of qualified consultants has been finalized. Staff is currently working to finalize authorization from Caltrans for expenditure of the federal funds that will be used for the program.

Alameda CTC has allocated up to \$500,000 of Measure B Transit Center Development (TCD) funds which will be combined with TCD Program funds already programmed to the previous Transit Oriented Development Technical Assistance Program (TOD TAP) to provide a match for the \$3.905 million of OBAG PDA Planning and Implementation funds. In addition, \$50,000 of Measure B Bicycle and Pedestrian Safety discretionary funds is budgeted for the SCTAP in FY 2012-13. Accounting for existing project commitments, staff costs associated with managing the SCTAP, and other potential PDA Planning and Implementation activities, it is

estimated that approximately \$4 million will be available for this initial round of SCTAP projects within PDAs. An additional \$50,000 is available for bicycle and pedestrian projects outside of PDAs. The available funding for SCTAP is detailed in the following table.

Summary of SCTAP Funding

Funding Source	Amount
Measure B Transit Center Development Funds	\$500,000
Measure B Transit Center Development Funds leftover from Previous TOD TAP	\$151,700
Federal Surface Transportation Program Funds	\$3,900,000
Program Administration (0.15 FTE and overhead for three years)	(\$240,161)
Countywide Priority Development Area (PDA) Investment and Growth Strategy Implementation (specific activities to be determined)	(\$300,000)
Total Available for Projects within PDAs	\$4,011,539
Measure B Bicycle/Pedestrian Funds (for bicycle/pedestrian projects outside PDAs)	\$50,000

Fiscal Impact

There is no fiscal impact at this time.

Attachments

- A. SCTAP 2013 Call for Projects List of Applications Received

Staff Contacts

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Kara Vuicich](#), Senior Transportation Planner

Attachment A: SCTAP 2013 Call for Projects List of Applications Received

Abbreviations: PDA = Priority Development Area; CS = Complete Streets; BP = Bicycle/Pedestrian

Index	Jurisdiction	Project Type	Project Name	Project Description	Total Requested	Total Project Cost	Matching Funds
1	AC Transit	PDA	Major Corridors Study	Study to improve transit on nine corridors that serve and/or link PDAs.	\$236,000	\$750,000	\$514,000
2	AC Transit	CS	Update of Designing with Transit	Comprehensive revision of current Designing with PDAs and complete streets.	\$100,000	\$100,000	\$ -
3	Alameda (City)	PDA/CS	Clement Ave Complete St Corridor	Preliminary engineering for developing a bikeway along Clement Ave that provides a direct, commuter-oriented route linking central Alameda to the east end and beyond, including Oakland and Fruitvale BART.	\$400,000	\$400,000	\$ -
4	Albany	PDA	Citywide Parking Study and Plan	The parking study would examine existing conditions and develop a strategy for managing parking to support the city's land use objectives.	\$49,000	\$49,000	\$ -
5	Albany	PDA	Solano Ave Concept Design for Complete Streets	Develop a concept design to better address the needs of pedestrians, cyclists, transit, and autos on Albany's primary commercial corridor.	\$55,600	\$55,600	\$ -
6	Albany	PDA/BP	Kains St and Adams St Bicycle Facility Study*	Evaluate the type of bicycle facilities suitable for implementation along Kains and Adams streets in Albany. These streets serve as parallel facilities to San Pablo Ave.	\$32,800	\$32,800	\$ -
7	Emeryville	PDA/CS	Horton St Bicycle and Complete St Design Project	Project #1 is on Horton Street between 45th Street and 53rd Street and involves traffic calming and speed reduction of motor vehicles to increase bicycle and pedestrian safety. Project #2 is on Horton Street adjacent to the Amtrak station covering the area from Powell Street to 62nd Street. This part of Horton Street is designated as both Bicycle Priority and a Transit Priority Streets. There are commercial and residential uses in the area that have motor vehicle loading and parking needs that are not currently being met legally with the existing street configuration.	\$36,800	\$36,800	\$ -

Index	Jurisdiction	Project Type	Project Name	Project Description	Total Requested	Total Project Cost	Matching Funds
8	Hayward	PDA	Hayward Downtown Specific Plan	Development of a new Downtown Specific Plan. The new Downtown Plan will replace six Downtown planning and zoning documents that were adopted between 1987 and 2002.	\$750,000	\$919,000	\$169,000
9	Hayward	PDA/CS	C St Complete Streets Improvements Project Design	Apply complete streets criteria to C St between Grand and Filbert, connecting the Downtown PDA with the Cannery PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes.	\$265,000	\$265,000	\$ -
10	Hayward	PDA/CS	Main St Complete Streets Improvements Project Design	Apply complete streets design to Main St between A and C Sts in the Downtown PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes.	\$280,000	\$280,000	\$ -
11	Hayward	CS	Complete Streets Implementation Procedures	Develop clear guidance and procedures for implementing complete streets policies in the planning and design phases of projects.	\$100,000	\$100,000	\$ -
12	LAVTA. Cities of Pleasanton, Dublin and Livermore	PDA	Tri-Valley Multi-Modal Access and PDA Connectivity Study	<p>The study provides a set of data and analysis that will allow local planners to design and build capital and operational projects. These projects, and the transportation system that will result from them, will implement improved service, infrastructure, safety, reliability and connectivity for all users of all modes. By working together from the initial data gathering stage of the planning process, the project sponsors hope to minimize redundant, duplicative and conflicting project goals and expenses, and provide more economical and streamlined transportation services for the Tri-Valley. Includes the following sub-projects:</p> <ol style="list-style-type: none"> 1) Tri-Valley Smart Parking Technology Study 2) Iron Horse Connectivity to BART Feasibility Study 3) Pleasanton Park & Ride Study 4) Livermore Downtown PDA Parking Management Program 5) LAVTA Onboard O-D, Modeling and Benchmarking Study 6) I-680 O-D Study 	\$1,385,000	\$1,684,200	\$299,200

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Index	Jurisdiction	Project Type	Project Name	Project Description	Total Requested	Total Project Cost	Matching Funds
13	Piedmont	CS	Complete Streets Policy Implementation	Develop revised street standards and policy implementation tools and processes.	\$46,300	\$46,300	\$ -
14	Pleasanton	BP	Feasibility Study for Pedestrian and Bicycle Bridges	Pleasanton has a system of trails adjacent to waterways. The lack of bridges at key locations prevents connectivity and access to destinations, however. Project will develop a prioritized list of bike/ped bridges.	\$25,000	\$50,000	\$25,000
15	San Leandro	CS	Complete Streets: Administrative Code and Design Guidelines Implementation Project	Develop needed procedural documents and facilitate implementation and staff training necessary for a successful complete streets program.	\$90,000	\$90,000	\$ -
16	San Leandro	PDA	San Leandro Downtown Parking Management Plan	Develop a strategy to better manage existing supply and demand and facilitate implementation of future land use and development objectives for the downtown.	\$145,000	\$175,000	\$30,000
17	Oakland	PDA/BP	Bikeway Network 2.0	Project addresses major network gaps in four bikeway corridors that extend across Oakland as well as gaps on three additional bikeways. These seven corridors comprise 37 miles of the city's bikeway network and connect all of Oakland PDAs. The scope addresses gaps along 6 miles of these roadways and at 7 additional intersections. Project would focus on "next generation" bikeway design.	\$500,975	\$500,975	\$ -
18	Oakland	PDA	CEQA Streamlining for PDA and Infill Development	The CEQA streamlining program developed through this project will apply to projects Citywide. However, the focus of the streamlining efforts will be to increase opportunities for infill development, particularly in Oakland's Priority Development Areas (PDAs)	\$375,000	\$375,000	\$ -

Index	Jurisdiction	Project Type	Project Name	Project Description	Total Requested	Total Project Cost	Matching Funds
19	Oakland	PDA	Downtown Oakland PDA Parking Plan	This project seeks to propose changes to the management of downtown parking in order to allow infill development to proceed while maintaining the availability of parking for those who need it. The goal is to take increase the efficient use of the existing parking supply, encourage “park-once” behavior, and incent walking, biking, and transit use in truly multimodal system for getting to and around downtown Oakland.	\$300,000	\$300,000	\$ -
20	Oakland	PDA	RFP for a Transportation Impact Fee Program and a Complete Streets Capital Projects List or Plan	The RFP and Complete Streets Capital Projects list developed through this project will apply Citywide, but especially to development within the PDAs. The focus of the effort will be to increase infill development by addressing transportation impacts without discouraging development. This project works hand-in-hand with the proposed CEQA streamlining program.	\$124,250	\$124,250	\$ -
21	Oakland	PDA	Equitable Transportation Infrastructure Investment Tool	The project intent is to build upon our existing transportation project prioritization tool (funded by ACTC in 2012/13) to develop equity criteria that can be used to recommend City investments and Capital Improvement Program activities of all kinds into Oakland PDAs that show the greatest social need and greatest neglect. These areas are located throughout the Potential and Priority Development Areas of Oakland.	\$229,250	\$229,250	\$ -
22	Oakland	PDA	Downtown Oakland Circulation Study and CEQA Document	The project seeks to evaluate the feasibility of converting one-way streets in downtown Oakland to two-way operation. Previous circulation studies, including the Revive Chinatown Community Transportation Plan (2002) and the Chinatown One-Way Street Conversion Study (2009) have recommended that many of the one-way streets in the Chinatown area of Downtown Oakland be considered for conversion to two-way streets. This study, on the other hand, will examine nearly all of the downtown street system.	\$400,000	\$400,000	\$ -
Total Requested					\$5,925,975	\$6,963,175	\$1,037,200

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: 2014 State Transportation Improvement Program (STIP): Final Regional Transportation Improvement Program (RTIP)

RECOMMENDATION: 1) Approve Resolution 13-012 for the 2014 RTIP Program which includes the list of projects approved by the Commission in September 2013, and 2) Approve any Project Specific Resolutions for projects that will require administration by the Alameda CTC.

Summary

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources administered by the California Transportation Commission (CTC). At the May 2013 meeting, the Commission approved the 2014 STIP Principles for the development of the 2014 STIP. The CTC approved a Final Fund Estimate in August, which includes about \$28.5 million of programming capacity in the 2014 STIP for the Alameda CTC to program to projects. At the September 2013 meeting, the Commission approved the projects included in the Final 2014 STIP Program. This month, it is requested that the Commission approve the Final 2014 STIP Resolution which includes the projects approved by the Commission in September 2013 that make up the RTIP.

Background

The STIP is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources. Senate Bill 45 (SB 45) was signed into law in 1996 and had significant impacts on the regional transportation planning and programming process. The statute delegated major funding decisions to a local level and allows the Alameda CTC to have a more active role in selecting and programming transportation projects. SB 45 changed the transportation funding structure; modified the transportation programming cycle, program components, and expenditure priorities.

The STIP is composed of two sub-elements: 75% of the STIP funds going towards the Regional Transportation Improvement Program (RTIP) and 25% going to the Interregional Transportation Improvement Program (ITIP).

Staff is requesting Commission approval of the Final 2014 STIP Resolution which includes the projects approved by the Commission in September 2013 that make up the RTIP.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Resolution 13-012 – Approval of the Alameda CTC 2014 STIP Program

Staff Contact:

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

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer



Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

City of Alameda
Vice Mayor Marilyn Ezzy Ashcraft

City of Albany
Mayor Peggy Thomsen

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor Tim Sbranti

City of Emeryville
Councilmember Ruth Atkin

City of Fremont
Councilmember Suzanne Chan

City of Hayward
Councilmember Marvin Peixoto

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Larry Reid

City of Piedmont
Mayor John Chiang

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Vice Mayor Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 13-012

Approval of the Alameda County 2014 State Transportation Improvement (STIP) Program

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the Alameda CTC placed a programming priority on components of projects that are currently programmed in the STIP and projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 ; and

WHEREAS, the funding identified in the STIP Fund Estimate for Alameda County includes approximately \$1.5 million of STIP capacity for Planning, Programming and Monitoring (PPM) and \$2.0 million payback of the regional American Recovery and Reinvestment Act (ARRA) funds used to backfill RTIP funding for the Caldecott Tunnel and \$28.5 million of RIP for a total of \$ 32.0 million; and

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2014 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular Alameda CTC Board meeting held on Thursday, October 24, 2013 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Attest:

Scott Haggerty, Chair

Vanessa Lee, Commission Clerk

EXHIBIT A

Alameda County – Final 2014 STIP Program

Index #	Project	Proposed for 2014 STIP (\$ x 1,000)
1	Alameda County I-Bond Projects	8,000
2	Route 84 Expressway (South Segment)	12,000
3	Route 24 Corridor – Caldecott Settlement Projects	2,000
4	AC Transit Bus Rapid Transit Project	6,300
5	Daly City BART Station Intermodal Improvements	200
6	STIP Administration	1,500
7	ARRA Backfill (Caldecott Tunnel)	2,000
	Total	32,000

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Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Measure B/Vehicle Registration Fee Compliance Reserve Policies and Monitoring Procedures

RECOMMENDATION: Approve Measure B/Vehicle Registration Fee Compliance Reserve Policies and Monitoring Procedures for administration of direct local program distributions.

Summary

The Measure B/Vehicle Registration Fee (VRF) Compliance Reserve Policies and Monitoring Procedures ascertain Alameda CTC's approach to administering the evaluation for compliance with the Master Programs Funding Agreement's (MPFA) Timely Use of Funds and Reserve policies.

Per the MPFA, recipients are required to submit Annual *Program* Compliance Reports that demonstrate an expenditure plan using their end-of-year fund balances (reserves) and their following year's anticipated revenue. Alameda CTC monitors these reports to verify recipients are implementing their projects relative to the plan submitted in the previous Compliance Report. If the recipient does not meet the expenditure targets of the plan, outstanding fund balances may be subject to rescission.

The Measure B/VRF Compliance Reserve Policies and Monitoring Procedures detail the approach towards executing the MPFA's provisions. The policy supports the expeditious expenditure of reserve balances, and defines the review process for recipients that may have unexpended fund balances. The Annual Program Compliance Reports are ultimately reviewed by the Citizen's Watchdog Committee and the Commission.

Background

Master Programs Funding Agreement (MPFA)

In Spring 2012, all jurisdictions receiving Measure B and Vehicle Registration Fee (VRF) funds entered into a Master Programs Funding Agreement (MPFA) with Alameda CTC. The MPFA and its associated Implementation Guidelines outlined the direct local program distributions (pass-through), eligible expenditures, recipient reporting requirements, policies on the Timely Use of Funds, and establishment of reserve funds. Measure B/VRF funds recipients are required to submit to Alameda CTC an Audited Financial Statement

within 180 days following the close of each fiscal year and an Annual Program Compliance Report by December 31st of each calendar year.

Article 3 of the MPFA details how recipients are required to use the funds in a timely manner. Alameda CTC requires jurisdictions to provide in their Annual Program Compliance Report an implementation plan using Measure B/VRF funds. Recipients must identify the uses of their reserve balances and projected annual revenues in one or more of the following four fund categories

1. Annual Planned Projects *(must be spent annually as planned)*
2. Capital Fund Reserve *(must be expended in four years of reserve establishment)*
3. Operations Fund Reserve *(revolving fund of up to 50 percent of annual revenues)*
4. Undesignated Fund Reserve *(revolving fund of up to 10 percent of annual revenues)*

Expenditure plans reported in the prior year's Annual Program Compliance Report(s) will be evaluated against the subsequent year's reported expenditure information to determine compliance with the MPFA's Timely Use of Funds policy. The Annual Program Compliance Reports are ultimately reviewed by the Citizen's Watchdog Committee and the Commission.

Implementing the MPFA – Reserve Policies and Monitoring Procedures

Recipients are providing an estimate of planned expenditures when reporting their implementation plan as part of the Annual Compliance Report. There may be unexpended fund balances from these planned budgets due to project bid savings, contingencies, or supplemental savings. Alameda CTC will monitor and evaluate the recipient's Measure B Program comprehensively i.e. the total summation of the planned annual expenditures across all programmatic types (Bike/Pedestrian, Local Transportation, Mass Transit, and Paratransit). Alameda CTC will use the Measure B/VRF Reserve Policies and Monitoring Procedures document to guide the monitoring of fund expenditures per the MPFA's Timely Use of Funds policy. The Alameda CTC expects recipients to expend all funds as originally planned with this policy providing some flexibility to account for adjustments to the reported expenditure plan.

The Measure B/VRF Reserve Policy and Monitoring Procedures define administrative and formal approval processes for unexpended annual balances of the Planned Projects and Capital Fund Reserves at the Timely Use of Funds milestones. With each subsequent Annual Program Compliance Report, the recipient's reported Planned Projects are expected to be expended. Projects included in the Capital Fund Reserve must be expended within the MPFA's four year time limit (from the year the reserve was established through annual reporting process). The policy's approval process for annual unexpended balances is as follows:

1. Administrative approval required for:

- i. Revisions and justifications of Annual balances less than 30 percent of the reported Planned Projects (cumulatively across all fund programmatic types).
 - ii. Revision to projects identified in the Capital Fund Reserve including scope, projects, and funding levels.
- 2. Commission Approval required for:
 - i. Revisions and justifications of Annual balances greater than 30 percent of the reported Planned Projects (cumulatively across all programmatic types).
 - ii. Time-extension requests for funding identified in the Capital Fund Reserve after the original four year window.

In each case, recipients must justify and propose balance reallocations within the Annual Program Compliance Report for unexpended balances. Alameda CTC will review the requests through the compliance reporting process.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Draft Measure B/Vehicle Registration Fee Compliance Report Reserve Policies and Monitoring Procedures

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

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**DRAFT**

Measure B/Vehicle Registration Fee Compliance Report Reserve Policies and Monitoring Procedures

Background

In April 2012, all jurisdictions receiving Measure B and Vehicle Registration Fee (VRF) funds entered into a Master Programs Funding Agreement (MPFA) with Alameda County Transportation Commission (Alameda CTC). The MPFA and its associated Implementation Guidelines outlined the direct local program distributions (pass-through), eligible expenditures, recipient reporting requirements, policies on the timely use of funds and establishment of reserve funds. Recipients of Measure B and VRF funds are required to submit to Alameda CTC an Audited Financial Statement within 180 days following the close of each fiscal year and an Annual Program Compliance Report due by December 31st of each calendar year.

Per Article 3 of the MPFA, jurisdictions receiving Measure B and VRF funds are required to use the direct local program distributions in a timely manner. As such Alameda CTC requires jurisdictions to report in their Annual Program Compliance Report an implementation plan using Measure B/VRF funds. Information reported in the prior year's Annual Program Compliance Report(s) will be evaluated against the subsequent year's reported expenditure information to determine compliance with the MPFA's Timely Use of Funds policy. This process ensures the expeditious expenditure of voter-approved transportation dollars on projects and programs throughout Alameda County.

Timely Use of Funds and Reserve Fund Policies

Per the MPFA, jurisdictions must specify the annual Measure B and VRF funding expenditures, and identify a funding plan of proposed projects/programs to be funded using any remaining Measure B/VRF funds. The applicable policies are captured below:

Article 3.A. Timely Use of Funds Policy

The Timely Use of Funds Policy requires all Measure B and VRF recipients to spend funds expeditiously or place funds into a reserve fund. Any funds not spent within the allotted time, including funds placed into reserve funds, will be subject to rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Article 3.B. Reserve Fund Policy

The Reserve Fund Policy enables Measure B and VRF recipients to establish a reserve fund for specified periods of time. This allows jurisdictions to place unexpended funds into an applicable reserve fund to demonstrate a reasonable plan to expend Measure B and VRF funds. The types of reserve funds and their eligibilities are noted in the Exhibit A: Fund Categories

Article 3.C. Rescission of Funds Policy

If the recipient does not meet the timeliness requirements, Alameda CTC may rescind any unspent funds and interest earned, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Tracking and Monitoring Measure B/VRF Expenditures and Reserve Plans

As part of the Compliance Reporting process, jurisdictions are required to report annual planned expenditures using their fund balances into the four available fund categories listed in Exhibit A. Alameda CTC's tracking and monitoring policies is also further disseminated in the sections below.

EXHIBIT A: FUND CATEGORIES

FUND CATEGORY	MAXIMUM FUNDING ALLOTMENT	TIMELY USE OF FUNDS REQUIREMENT
1. <u>Annual Planned Projects (unreserved)</u> Recipients may report an annual implementation plan using Measure B or VRF direct local program distributions.	None.	<ul style="list-style-type: none"> To ensure expeditious use of funds, Alameda CTC expects recipients to expend funds identified as annual planned projects.
2. <u>Capital Fund Reserve</u> Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year worth of Measure B or VRF direct local program distributions.	None.	<ul style="list-style-type: none"> Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established. <ul style="list-style-type: none"> <i>In the FY 11-12 Compliance Report the established Capital Fund Reserve Window is FY 12/13 through FY 15/16.</i> To ensure expeditious use of funds, Alameda CTC expects recipients to expend funds identified in the first FY of the reserve fund.
3. <u>Operations Fund Reserve</u> Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations	50 percent of anticipated annual direct local program revenues.	<ul style="list-style-type: none"> This is a revolving fund; therefore, unexpended funds may be reassigned in the subsequent fiscal year, but must be expended within the subsequent expenditure period. The next reserve window is FY 13/14 through FY 16/17.
4. <u>Undesignated Fund Reserve</u> Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual direct local program revenues.	This is a revolving fund; therefore, unexpended funds may be reassigned in the subsequent fiscal year, but must be expended within the subsequent expenditure period. The next reserve window is FY 13/14 through FY 16/17.

Annual Expenditure Threshold Guideline

Alameda CTC recognizes recipients are providing an estimate of planned expenditures when reporting their implementation plan as part of the Annual Compliance Report. As a result there may be unexpected funds balances from these planned budgets due to project bid savings, contingencies, or supplemental savings. Thus, Alameda CTC will monitor and evaluate the total summation of the planned annual expenditures across all programmatic types (*Bike/Pedestrian, Local Transportation, Mass Transit, and Paratransit*).

SECTION 1: Measure B/VRF Annual Planned Projects

Purpose of Annual Planned Projects

Through the Annual Program Compliance Report, jurisdictions may report annual planned projects using Measure B/VRF funds in the compliance reporting forms, *Table 3 Section 1 Planned Projects*.

Project Types include:

- One-year Capital Projects
- Traffic Operations
- Traffic Signal Coordination
- Slurry Seal/Pavement Rehabilitation
- Program Management

Timely Use of Funds Policy Implementation

- Alameda CTC will monitor the recipient's planned versus actual expenditures in the Annual Program Compliance Report.
- Alameda CTC expects recipients to expend funds identified as annual planned projects.
 - Recipient's annual reported expenditures collectively across the planned sections for all applicable programmatic types must be at least 70 percent expended to demonstrate expeditious use of Measure B/VRF funds.
 - 70 percent expenditure threshold is derived from:
 - Jurisdictions planned annual expenditures are reported in December, which is mid-way through the relevant fiscal year.
 - Permits an allowance for contingencies or unexpected cost savings.
 - Any unspent funds greater than 30 percent of the reported planned expenditures across the planned sections for all applicable programmatic categories must be justified and may be subject for rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC (MPFA, Article 3).

Program Compliance Report Table 3

Section 1: Planned Projects (unreserved)

RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are required to be implemented and funded as planned during the specified fiscal year.</p> <p><u>Project Types include:</u></p> <ul style="list-style-type: none"> - One-year Capital Projects - Traffic Operations - Traffic Signal Coordination - Slurry Seal/Pavement Rehabilitation - Program Management 	<p>Recipients are allowed to outline specific projects that are planned to be implemented during the specified fiscal year.</p> <p>Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status.</p>	<p>Alameda CTC will review projects listed in this section through the Annual Program Compliance Report process and ensure the Recipient is adhering to the Timely Use of Funds Policy.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports. Alameda CTC will evaluate unexpended fund balances.</p>
<p><u>What happens to unexpended balances?</u></p> <ol style="list-style-type: none"> 1. All funds specified in this section must be no less than 70 percent expended collectively across the planned sections for all applicable programmatic categories. A written justification is required for unexpended balances for administrative or Commission approval. Annual balances less than 30 percent are subject to administrative approval, and balances greater than 30 percent are subject to Commission approval. 2. Any funds not expended may be subject to rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC. 		

SECTION 2: Measure B/VRF Capital Fund Reserve

Purpose of Capital Fund Reserve

Through the Annual Program Compliance Report, jurisdictions may report planned uses of Measure B/VRF fund reserves for Capital Projects in *Table 3 Section 2 Capital Fund Reserve* of the compliance reporting forms.

The Capital Fund Reserve is for anticipated Capital Projects planned over four fiscal years. Recipients cannot reserve funds past the end of the third fiscal year immediately following the fiscal year during which the reserve was established.

Project Types include:

- Multi-year Capital Projects
- Roadway Projects
- Drainage/Facilities Projects
- Slurry Seal/Pavement Rehabilitation
- Bike/Pedestrian Projects

Timely Use of Funds Implementation Policy

- Alameda CTC will track each project's proposed budget in the Capital Fund Reserve by phase and year through the Annual Program Compliance Report process.
- Alameda CTC will monitor the recipient's reported Capital Fund Reserve planned versus actual expenditures.
- Recipient's annual reported planned expenditures for the overall reserve section must demonstrate expeditious use of Measure B/VRF funds.
- Recipient may request fund adjustments from year to year within the reserve period as part of the Annual Compliance Report. However, Alameda CTC will monitor each individual project to ensure that the reported expenditures for each fiscal year are being expended within the Timely Use of Funds requirements.
 - Any unspent funds for individual projects and/or Capital Fund Reserve section must have a justification for the unexpended funds.
 - Recipient may reallocate funds to an outer year in the reserve window to the same project or to an alternative project.
 - Unexpended funds must be reallocated in the same Capital Fund Reserve window in which the reserve was established.
 - Any funds not expended by the end of third fiscal year immediately following the fiscal year during which the reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC (*MPFA, Article 3*).

Program Compliance Report Table 3

Section 2: Capital Fund Reserve

RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are designated with Capital Fund Reserves during a reserve window over four fiscal years.</p> <p><i>Reserve Window: All funds must be expended prior to the end of the third fiscal year immediately follow the fiscal year during which the reserve was established.</i></p> <p><u>No.1 Initial Reserve Window</u> - FY 12-13 through FY 15-16</p> <p><u>No.2 Second Reserve Window</u> - FY 13-14 through FY 16-17</p> <p>The Capital Fund Reserve is for large capital project(s) that could otherwise not be funded with a year's worth of Measure B/VRF direct local program distributions. All programmed funds must be expended by the end their respective fiscal year window.</p> <p><u>Project Types include:</u></p> <ul style="list-style-type: none"> - Multi-year Capital Projects - Roadway Projects - Drainage/Facilities Projects - Slurry Seal/Pavement Rehabilitation - Bike/Pedestrian Projects 	<p>Recipients are expected to report large capital projects funded with Measure B/VRF revenue over a four fiscal year reserve window.</p> <p>Any projects that require additional Measure B/VRF funding beyond the total anticipated fiscal year's revenue that is allocated in this reserve must state in the project status notes:</p> <ol style="list-style-type: none"> 1. The total project cost using Measure B/VRF funding; 2. The outstanding Measure B/VRF balance that is required to complete the project; and 3. Specify anticipated future funding using additional Measure B/VRF revenue for the project in subsequent years. <p>Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status (i.e. continuing or close-out).</p>	<p>Alameda CTC will track each project proposed in the Capital Fund Reserve through the Annual Program Compliance Report process to ensure the Recipient is adhering to the Timely Use of Funds Policy of the MPFA.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.</p> <p>Alameda CTC will evaluate unexpended fund balances.</p>
<p><u>What happens to unexpended balances?</u></p> <ol style="list-style-type: none"> 1. Recipients must expend the funds identified for projects as reported within their respective reserve window. <ol style="list-style-type: none"> a. Capital Fund Reserve balances may be forwarded to an outer year of the original reserve window. b. As part of the Program Compliance Report, a written justification is required for unexpended balances. 2. Any funds not expended by the end of third fiscal year immediately following the fiscal year during which the reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC. 		

SECTION 3: Measure B/VRF Operations Fund Reserve

Purpose of Operations Fund Reserve

As part of the Annual Program Compliance Report, jurisdictions may establish an operational reserve of up to 50 percent of annual Measure B/VRF fund revenues in *Table 3 Section 3 Operations Fund Reserve* of the compliance reporting forms.

The Operations Fund Reserve allowed to accounts for fluctuations in revenues, and operational adjustments.

Project Types include:

- Transit Operations
- Traffic Signal Coordination
- Street Lights Maintenance
- Roadway/Traffic Studies
- Facilities Maintenance
- General Studies

Timely Use of Funds Implementation Policy

- Alameda CTC will monitor recipient's annual Operations Fund Reserve to ensure it does not exceed 50 percent of the annual Measure B/VRF revenue.
- There are no expenditure requirements for the immediate fiscal year that the reserve was established for. However, in the following fiscal year, recipients must reallocate the reserve balance to a planned project or Capital Fund Reserve project.
 - Once reallocated, any funds not expended by the end of third fiscal year immediately following the fiscal year during which the initial operating reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Program Compliance Report Table 3		
Section 3: Operations Fund Reserve		
RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects and activities included in this section are designed to address operational issues, such as fluctuations in revenues, and to help maintain transportation operations.</p> <p>The total amount identified may not exceed 50 percent of anticipated annual revenue.</p> <p>Project Types include:</p> <ul style="list-style-type: none"> - Transit Operations - Traffic Signal Coordination - Street Lights Maintenance - Roadway/Traffic Studies - Facilities Maintenance - General Studies 	<p>Recipients are allowed to program up to 50 percent of anticipated annual revenue for operational projects/programs such as transit operations, traffic operations, streetlight maintenance, etc.</p> <p>Recipients may also create a reserve item for general operations. Recipients cannot program more than 50 percent of anticipated annual revenue.</p> <p>Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status (i.e. continuing or close-out).</p>	<p>Alameda CTC will review the project list to determine eligibility in the operational reserve.</p> <p>Alameda CTC will ensure the programmed amount does not exceed 50 percent of anticipated annual revenue.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.</p>
<p>What happens to unexpended balances?</p> <p>Unexpended Operational Fund Reserve balance may be reassigned as part of the subsequent Annual Program Compliance Reporting process.</p>		

SECTION 4: Measure B/VRF Undesignated Fund Reserve

Purpose of Undesignated Fund Reserve

As part of the Annual Program Compliance Report, jurisdictions may establish an undesignated reserve of up to 10 percent of annual Measure B/VRF fund revenues in *Table 3 Section 4 Undesignated Fund Reserve* of the compliance reporting forms.

The Undesignated Fund Reserve accounts for project contingencies or unexpected circumstances.

Timely Use of Funds Implementation Policy

- Alameda CTC will monitor recipient's annual Undesignated Fund Reserve to ensure it does not exceed 10 percent of the annual Measure B/VRF revenues.
- There are no expenditure requirements for the immediate fiscal year that the reserve was established for. However, in the following fiscal year, recipients must reallocate the reserve balance to a planned project or Capital Fund Reserve project.
 - Once reallocated, any funds not expended by the end of third fiscal year immediately following the fiscal year during which the initial undesignated fund reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Program Compliance Report Table 3

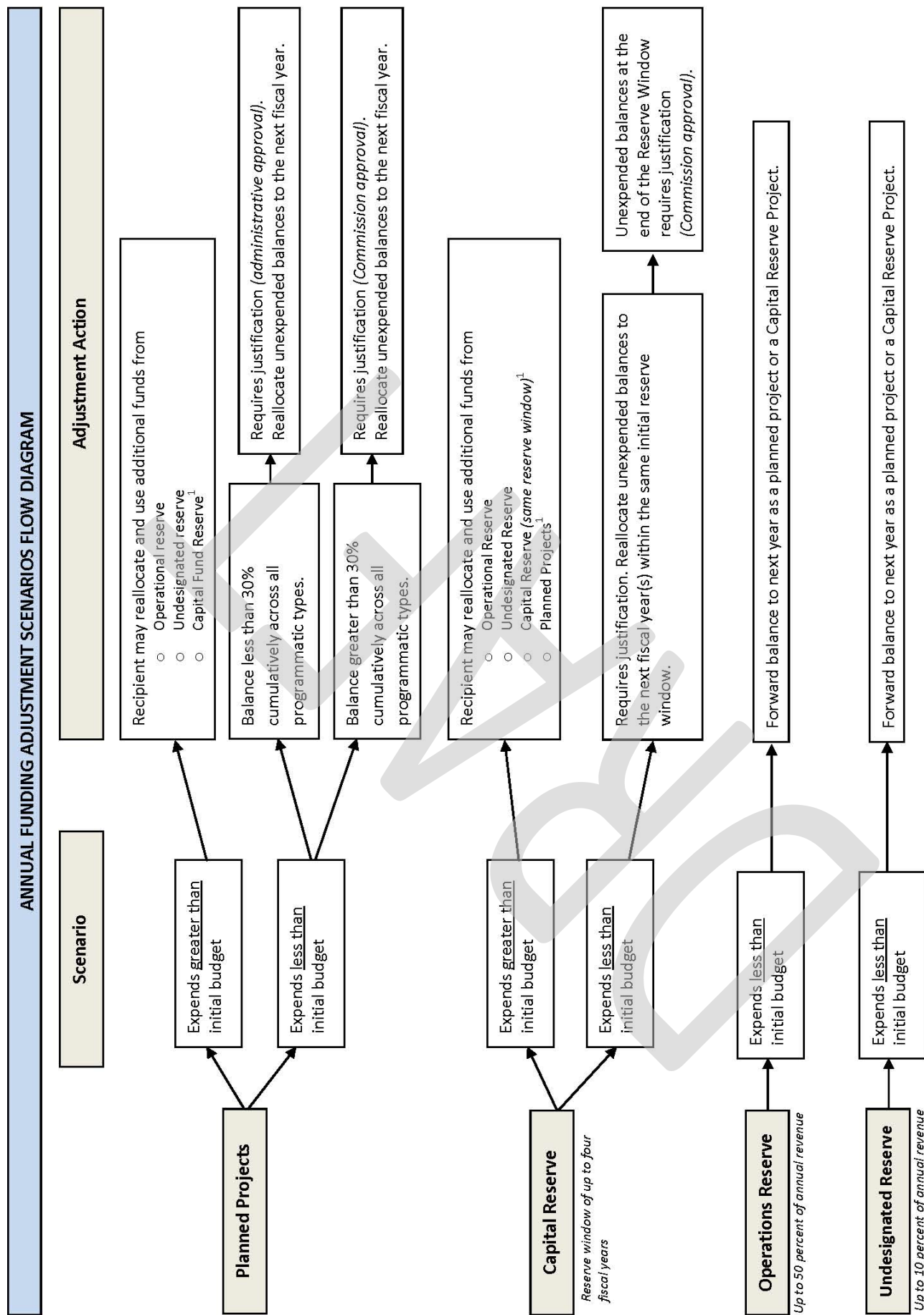
Section 4: Undesignated Fund Reserve

RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are for unspecified/as-needed transportation activities such as matching funds for grants, project development work, studies for transportation purposes, or contingency funds for a project or program.</p> <p>This fund may not contain more than 10 percent of annual direct local program revenues.</p>	<p>Recipients may establish an undesignated reserve fund for yet to be defined transportation funding needs of up to 10 percent of anticipated annual revenue.</p> <p>Recipients may propose potential uses of undesignated fund reserves in the additional information or status section.</p>	<p>Alameda CTC will ensure the programmed amount does not exceed 10 percent of anticipated annual revenue.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.</p>
<p><u>What happens to unexpended balances?</u></p> <ol style="list-style-type: none"> 1. Unexpended annual undesignated Fund Reserve balance may be reassigned as part of the subsequent Annual Program Compliance Reporting process. 		

Exhibit B: Annual Funding Adjustment Scenarios

FUND CAT.	SCENARIO	ADJUSTMENT
PLANNED PROJECTS	1. Recipient expends <u>greater than</u> initial budget <ol style="list-style-type: none"> Projects required additional funds Implemented more projects than expected 	<ul style="list-style-type: none"> Recipient may reallocate and use funds from <ul style="list-style-type: none"> Operational Reserve Undesignated Reserve Capital Fund Reserve¹
	2. Recipient expends <u>less than</u> initial budget <ol style="list-style-type: none"> Projects contained project savings or other funding sources acquired Projects were not delivered 	<p><u>Unexpended balance less than 30%</u></p> <ul style="list-style-type: none"> Recipient may reallocate unexpended balances less than 30 percent of overall planned allocation (<i>cumulatively across all programmatic types</i>) to the next fiscal year. Justification is required and reallocation subject to Alameda CTC administrative approval. <p><u>Unexpended balance greater than 30%</u></p> <ul style="list-style-type: none"> If unexpended amount is greater than 30 percent of overall planned allocation (<i>cumulatively across all programmatic types</i>). Recipient may propose to reallocate balances to the following fiscal year. Justification is required and reallocation is subject to Alameda CTC's Commission approval.
CAPITAL FUND RESERVE	3. Recipient expends <u>greater than</u> initial budget <ol style="list-style-type: none"> Projects required additional funds Implemented more projects than expected 	<ul style="list-style-type: none"> Recipient may reallocate and use funds from <ul style="list-style-type: none"> Operational Reserve Undesignated Reserve Capital Reserve (<i>same reserve window</i>)¹ Planned Projects¹
	4. Recipient expends <u>less than</u> initial budget <ol style="list-style-type: none"> Projects contained project savings or other funding sources acquired Projects were not delivered 	<p><u>Unexpended balances</u></p> <ul style="list-style-type: none"> Recipient may reallocate unexpended balances per project and/or overall planned Capital Fund Reserve allocation to the next fiscal year(s) within the same reserve window. <ul style="list-style-type: none"> Justification statements are required for fund balances and proposed reallocations. Funds must remain within the same initial Capital Fund Reserve window. Unexpended balances at the end of the four fiscal year reserve window may be subject to rescission.
OPERATIONS FUND RESERVE	5. Recipient expends <u>less than</u> initial budget	<ul style="list-style-type: none"> Operations Reserve balance to be forwarded to following fiscal year as a planned project or a Capital Reserve Project.
UNDESIGNATED FUND RESERVE	6. Recipient expends <u>less than</u> initial budget	<ul style="list-style-type: none"> Undesignated Fund Reserve balance to be forwarded to following fiscal year as a planned project or a Capital Reserve Project.

Notes: 1. Drawing funds from the "Planned" or "Capital Fund" fund sources should be considered after exhausting other Fund Reserves. If drawing funds from the "Planned Projects" or "Capital Fund Reserve" project(s), recipient must disclose the impact of removing funds for the project(s), and alternative funding to fulfill the original project funding plan.



Notes: 1. Drawing funds from the "Planned" or "Capital Fund" fund sources should be considered after exhausting other Fund Reserves. If drawing funds from the "Planned Projects" or "Capital Fund Reserve" project(s), recipient must disclose the impact of removing funds for the project(s), and alternative funding to fulfill the original project funding plan.

“BASELINE” IMPLEMENTATION PLANS AND FUND RESERVES

The Timely Use of Funds policy dictates that Measure B and VRF funds must be expended expeditiously and within specified time periods as outlined for each of the reserve categories.

As such, recipients are required to submit an Annual Program Compliance Report on December 31st. This submitted report will be reviewed by Alameda CTC staff, the Citizens Watchdog Committee, and posted on the Alameda CTC’s website. Recipients may be requested to clarify reporting data and project implementation plans. Thus, recipients may be asked to modify their Annual Program Compliance Report submittal. By mid-March, recipients’ may submit revisions to the Annual Program Compliance Reports, if necessary. Revision must include information on the delivery status of planned projects and programs, and reasons for changes. These reports establish a baseline implementation plan used for evaluation to subsequent compliance reports.

The finalized (*executed*) reported information provided in the Annual Program Compliance Report’s Table 3 will be used to evaluate the recipient’s adherence to the Timely Use of Funds policy as described in the MPFA. Information reported in the Annual Program Compliance Report’s Table 3 will be evaluated against the subsequent year’s reported expenditure information to determine compliance with the Timely Use of Funds policy.

AMENDMENT REQUESTS

Alameda CTC will consider the following amendment requests:

1. Reallocation of unexpended annual balances of Planned Projects or Capital Fund Reserve at the Timely Use of Funds milestone.
 - a. Annual balances less than 30 percent (*cumulatively across all programmatic types*) are subject to administrative approval, and
 - b. Annual balances greater than 30 percent (*cumulatively across all programmatic types*) are subject to Commission approval.
2. Revision to projects identified in the Capital Fund Reserve including scope, project lists, and dollars.

Administrative Amendment Procedure

1. Recipients must justify and propose balance reallocations within the Annual Compliance Report for balances less than 30 percent of overall planned project sections (*cumulatively across all programmatic types*) or for amendments within the Capital Fund Reserve.
2. Alameda CTC will review the requests through the compliance reporting process and may request additional information, if required, prior to its determination of the request.

Formal Amendment Procedure

1. Recipients must submit a written request for a time extension and reallocation of balances greater than 30 percent of overall planned project sections (*cumulatively across all programmatic types*) to Alameda CTC or unexpended funds at the end of the Capital Fund Reserve period.
2. Alameda CTC staff will evaluate the eligibility of time extension request and will prepare the staff report to Alameda CTC Commission.
3. Alameda CTC Commission approval is required for a formal amendment.
4. Alameda CTC staff will notify recipient of the Commission’s action in writing.



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Central County Same Day Transportation Program

RECOMMENDATION: Approve an amendment to the current Memorandum of Understanding with the City of Hayward to obtain additional funds of \$154,000 to support the Central County Same Day Transportation Contract and authorize the Executive Director to execute all necessary agreements.

Summary

A Coordination and Mobility Management Planning (CMMP) Pilot program for Central County Same Day Transportation was funded with \$240,000 in Measure B Paratransit direct local program distribution (pass-through) and Paratransit Gap Grant Program funds. Of the \$240,000, the City of Hayward provides about 72% (\$173,256) from direct local program distribution funds, and the remaining 28% (\$66,744) from Grant funds identified to implement CMMP projects. The program has shown impressive growth, particularly in Hayward, and this amendment will allow the service to continue until its transition to a locally administered contract in July 2014.

Background

In April 2011, the Commission approved \$500,000 of Paratransit Gap Grant Program Funds for Coordination and Mobility Management Planning (CMMP) Pilots. In October 2011 the Commission approved \$66,744 to fund expansion of same day transportation taxi service to Central County as a CMMP Pilot.

The Central County Same Day Transportation program enables the 2,000 city-based paratransit program registrants in Central Alameda County (Cities of Hayward, City of San Leandro and surrounding unincorporated areas) to call the service provider 24 hours a day, seven days a week, and receive a trip within 45 minutes of their call or within ten minutes of a time order request. These trips fulfill essential same-day needs and provide a flexible and valuable supplement to the city-based paratransit programs and the ADA-mandated paratransit programs. This pilot project was intended to build upon the success of the existing South County Tri-City Taxi program and maximize flexibility for users.

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The Central County Same Day Transportation contract included a budget of \$240,000 with the City of Hayward providing about 72% (\$173,256) from Measure B paratransit direct local program distribution (pass-through) funds, and the remaining 28% (\$66,744) from Measure B Gap Grant funds identified to implement CMMP projects. The overall budget was estimated based on experience with the South County Tri-City Taxi program. The distribution of the funds between the Cities was based on the Measure B direct local program distributions (pass-through) formula which incorporates population of seniors and people with disabilities. The Alameda CTC agreed to administer this pilot project contract for the initial two years, and if successful, would transition the administration of the program to the local agencies. The City of Hayward and the Alameda CTC entered into a Memorandum of Understanding (MOU A11-0092) to allow the Alameda CTC to use \$173,256 of Measure B direct local program distribution (pass-through) special transportation funds. Consistent with our initial program implementation strategy, both cities are providing administrative tasks (e.g. outreach and education, distribution of vouchers, and receiving service feedback) as a complementary task to their current city-based programs.

The Same Day Transportation services for people with disabilities and seniors in the Central County area was initiated in summer 2012. The service is provided through a contract with a taxi service provider. The local agencies offer vouchers to city-based paratransit program registrants (ie a voucher purchased from the city for \$3.50 provides a \$14 taxi trip). The contract provides for accessible and non-accessible vehicles. The Agreement continues until July 31, 2014.

The program has been very successful. The San Leandro portion of the service has shown a leveling off of the trips provided per month in 2013. Approximately 150 rides were provided in August. The Hayward portion of the service has shown tremendous growth, with a trip growth rate of approximately 8% in 2013. Approximately 650 rides were provided in August. Though we do not expect the trips to continue to grow at this rate indefinitely, we have identified that additional funds are required to maintain this high level of service through the term of the contract. Staff is requesting an additional \$154,000 of City of Hayward Measure B paratransit direct local program distribution (pass-through) funds to provide the trips projected through the end of the service contract (July 31, 2014). This request also authorizes the Executive Director to amend current service contracts and execute purchase orders as necessary to deliver the same day transportation service to Central Alameda County participants. In the event less funds are required, the funds would remain with the City of Hayward. This level of funding is within the identified operating reserve level of their FY 13/14 Paratransit Program Plan, and the City of Hayward staff is concurrently seeking approval of the proposed funding.

In May 2013, the Commission approved a Gap Cycle 5 Grant of \$52,100 for the Central County Taxi Program to continue to provide services from August 1, 2014 to June 30, 2015. This funding is primarily designated for San Leandro's share of the service, with the funding plan calling for Hayward to continue to utilize their Measure B Paratransit pass-through

funds to also support the program. With the transition from CMMP Pilot to local administered project, the cities will also assume complete administration of the program.

Staff requests the Commission approve an amendment to the current Memorandum of Understanding with the City of Hayward to obtain additional funds of \$154,000 of Measure B Paratransit direct local program distribution (pass-through) funds to support the Central County Same Day Transportation Contract and authorize the Executive Director to execute all necessary agreements.

Fiscal Impact: The fiscal impact for approving this item is \$154,000, which will consist of Measure B Paratransit direct local program distribution (pass-through) funds from the City of Hayward.

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

John Hemiup, Senior Transportation Engineer

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Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	October 17, 2013
SUBJECT:	Webster Street SMART Corridor Project (PN 740.0): Amendment No. 4 to the Professional Services Agreement CMA A10-010 with Harris & Associates Inc.
RECOMMENDATION:	Approve the amendment and authorize the Executive Director to execute Amendment No. 4 to Agreement No. CMA A10-010 with Harris & Associates, Inc. for construction management services.

Summary

Alameda CTC is responsible to Advertise, Award, and Administer (AAA) the Webster Street SMART Corridor Project in Alameda. Construction activities began in February 2013 and are anticipated to be completed in October 2013. Due to unforeseen delays during construction, an additional \$53,000 is needed to provide continued construction management support services to successfully complete the project. Approval by the Authority to execute the requested contract amendment will allow Harris and Associates, Inc. to provide the originally contracted services through the completion of the project.

Background

The Alameda CTC in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans and AC Transit are implementing the Webster Street SMART Corridor Project 6. This project will be an expansion of the existing East Bay SMART Corridors System. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System (MVDS) devices along Webster Street in the city of Alameda. The field elements will connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC).

On August 16, 2010, a contract was entered into with Harris & Associates, Inc. in the amount of \$112,000 to provide construction management services for the Webster Street SMART Corridor Project.

Due to delays in obtaining FHWA approval of the project and the allocation of Federal Funds, the project did not start construction until 2-1/2 years later in February 2013. Unforeseen construction issues have further delayed the completion of construction from July 2013 to October 2013.

Previously executed amendments were for time only extensions to address the 2-1/2 year project delay. An amendment history is provided in Table A below. This amendment will add an additional \$53,000 to fund the construction management services through project construction and closeout. Budget for this additional need is accounted for in the project's funding plan. The original contract was funded with and paid for with Federal and local (TFCA) funds. This amendment will be funded and paid for in the same manner.

Approval by the Authority to execute the requested contract amendment will allow Harris and Associates, Inc. to provide the originally contracted services through the completion of the project.

Table A: Amendment History

Amendment No.	Description	Date of Board Action	Fiscal Impact
1	1 year time extension	July 28, 2011	None
2	1 year time extension	April 26, 2012	None
3	6 months time extension	June 27, 2013	None

Fiscal Impact: The fiscal impact for approving this item is \$53,000, which was included in the budget adopted for FY 13-14.

Staff Contact

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

[Connie Fremier](#), Project Controls Team



Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Guaranteed Ride Home Contract Extension and Augmentation

RECOMMENDATION: Approve an extension to Professional Services Agreement A12-0007 with Nelson/Nygaard Consulting Associates for Guaranteed Ride Home Program Operations through November 1, 2014 and allocate \$115,000 of TFCA funding for an additional year of program operations and program enhancements.

Summary

The Guaranteed Ride Home (GRH) program is a Transportation Demand Management (TDM) strategy that encourages people to reduce their vehicle trip making by offering them a ride home for emergency situations or unscheduled overtime when they take alternative modes of transportation to work. The Alameda County GRH program was initiated by the Alameda CTC in 1998 and the GRH Program is one of the TDM measures that the Alameda CTC undertakes to meet state requirements in the Congestion Management Program (CMP) and to reduce greenhouse gas emissions as required by state legislation including Senate Bill 375 and Assembly Bill 32. The GRH program has been funded by Transportation Fund for Clean Air (TFCA) funds since its inception.

Nelson Nygaard was selected as the consultant team to operate the program through a Request for Proposals (RFP) process in 2012. It is recommended that the Commission extend the contract with Nelson/Nygaard to provide GRH operational services through November 1, 2014 and allocate \$115,000 in TFCA funding for an additional year of program operations and program enhancements. The TFCA funding would come from an award of \$270,000 approved by the Alameda CTC on July 25, 2013.

Background

The Guaranteed Ride Home (GRH) program is a Transportation Demand Management (TDM) strategy that encourages people to reduce their vehicle trip making by offering them a ride home for emergency situations or unscheduled overtime when they take alternative modes of transportation to work. The Alameda County GRH program was initiated by the Alameda CTC in 1998 and the GRH Program is one of the TDM measures that the Alameda CTC undertakes to meet state requirements in the Congestion Management Program (CMP) and to reduce greenhouse gas emissions, as required by state legislation including Senate Bill 375 and Assembly Bill 32.

The program is currently funded through a Transportation Fund for Clean Air (TFCA) award of \$270,000 approved by the Alameda CTC on July 25, 2013 that covers fiscal years FY 2013/14 through FY 2014/15. This TFCA award is intended to cover GRH program operations for two years as well as the development of countywide TDM information services.

The Alameda CTC contracted with Nelson/Nygaard to provide Guaranteed Ride Home program operational services on November 1, 2012 (Contract A12-0007). The agreement covers a period through November 30, 2013, with an option to extend the agreement for up to 5 years depending on program funding availability.

Staff has negotiated a budget and scope of work for an additional year of Guaranteed Ride Home program operations and associated program enhancements with Nelson/Nygaard. The budget for this work is \$115,000. The scope of work includes:

- Ongoing program operations through November 1, 2014,
- Implementation of program enhancements including a reimbursement-based payment system that will increase ease of use for GRH members and enable program administrative cost-savings, and
- Development of countywide TDM information resources which will reinforce the GRH program, as outlined in the Countywide TDM strategy approved by the Alameda CTC on May 23, 2013.

Fiscal Impact: The fiscal impact for approving this item is \$115,000, which was included in the budget adopted for FY13-14 as part of the Alameda CTC approved 2013 TFCA program.

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Matthew Bomberg](#), Assistant Transportation Planner



Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE:	October 17, 2013
SUBJECT:	Dumbarton Corridor Improvements Project (PN 625.0): Nomination of tri-city candidate projects for RM2 allocation, program remaining Measure B, and commit to re-direct the future STIP funds to Planning Area 3 projects
RECOMMENDATION:	1) Approve the nomination of the Tri-City candidate projects to receive the remaining RM2 allocation, 2) Program \$13 million in Measure B funds to the Central Avenue Overpass Project, and 3) Re-direct the \$69 million future STIP commitment to Planning Area 3 projects.

Summary

The Metropolitan Transportation Commission (MTC) has requested that sponsors of Regional Measure 2 (RM2) funded projects with unallocated funds submit an implementation plan to advance the project or a usable segment. The Dumbarton Rail project has unallocated RM2 funds of approximately \$34.6 million. The project sponsor, the San Mateo County Transportation Authority (SMCTA), and the Alameda CTC have worked with the stakeholder cities in the Peninsula and the East Bay respectively, to develop an inventory of projects that would be eligible to receive unallocated RM2 funds. It is recommended that the Tri-City projects nominated to receive the remaining RM2 funding allocation be approved.

The 2000 Measure B had programmed \$19 million for Dumbarton Corridor Improvement Projects (PN 625). The Commission has previously allocated \$6 million to projects. The remaining Programmed Balance is \$13 million in unallocated funds. Dedicating these remaining programmed funds to the Central Avenue Overpass Project will allow the future allocation and subsequent expenditure of the funds for right of way and construction. It is recommended that the remaining balance be programmed to the Central Avenue Overpass Project.

In 2008, Alameda County Congestion Management Agency committed to program \$69 million of Planning Area 3 future STIP commitment funds to Warm Springs Extension based on a projected shortfall. Since then, Warm Springs Extension project has experienced bid savings rendering the \$69 million STIP commitment as project contingency. As a result, at

the completion of Warm Springs Extension Project, the STIP commitment will become available to Planning Area 3 to program the funds for its priority projects. It is recommended that the future STIP commitment be re-directed to the Planning Area 3 projects.

Background

The Alameda CTC identified funding for the Dumbarton Corridor Improvements in the 2000 Transportation Expenditure Plan. The projects were identified to relieve congestion and promote transit use in the Dumbarton Bridge corridor. The RM2 Program was approved in 2004 to fund transportation project to reduce congestion or make improvements in the toll bridge corridors. The Program included funding for the Dumbarton Rail Corridor (DRC) Project. The San Mateo County Transportation Authority (SMCTA) is the project sponsor, with the Capitol Corridor and the Alameda CTC as co-sponsors.

The DRC Project proposes a rail connection from the Caltrain corridor on the San Francisco Peninsula to the Union City intermodal Station, including upgrading the Dumbarton Rail Bridge and providing other commuter improvements to relieve congestion in the Dumbarton bridge corridor. The proposed passenger rail service will span the southern portion of the San Francisco Bay and connect communities in the east bay with the Peninsula. The environmental phase began in 2005 which refined the alternatives and developed engineering and cost estimates that identified a significant funding shortfall.

The project was on hold until November 2010 when completion of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) was authorized. The Draft EIS/EIR was completed in 2012; however, the Federal Transportation Authority (FTA) will not review and approve the documents until full funding for the project is identified.

In January 2012, the MTC approved a change of project scope and use of RM2 operating funds for expanded Express Bus operations between the Union City Intermodal Station and the Menlo Park/Palo Alto area. The Express Bus services are currently in operation.

In May 2013, MTC contacted sponsors of RM2 funded projects that had unallocated funds due to a delay in project delivery. MTC requested that the project sponsor submit an implementation plan to MTC that demonstrates how the agency intends to advance the project toward a usable segment of the project so that RM2 funds can be allocated by March 31, 2014. The Dumbarton Rail project has an unallocated amount of approximately \$34.6 million.

In the past several months, the Project Development Team for the Dumbarton Rail project has met to discuss the preparation of a RM2 implementation plan. The SMCTA and the

Alameda CTC have worked with the stakeholder cities on the Peninsula and in the East Bay, respectively. The Alameda CTC met with the cities of Union City, Newark and Fremont individually, and at a South County Summit meeting on September 16, 2013. As a result of the meetings, the cities have each identified a list of priority projects for RM2 funding, as well as other funding sources. The project selection process considered the following criteria for the unallocated RM2 funds:

- The project should have a strong nexus to the DRC project.
- The project will be fully funded with the inclusion of the RM2 funding.
- The project is able to receive the RM2 allocation by March 2014.
- The project can comply with the RM2 Timely Use of Funds provisions (and other policies and provisions of MTC Resolution 3636)
- The project will provide a usable segment to the Dumbarton Corridor project.
- The project should have a “strong appeal to the voters.”

The Tri-Cities' combined project list is included as Attachment A, Proposed Projects – East Bay.

The SMCTA has worked with the stakeholder cities in the Peninsula and has established a priority list. The priority list includes local capital projects and equipment and operational improvements for the Dumbarton Express Bus service.

During the process of identifying candidate projects that are eligible to receive remaining RM2 funds, a need to convene a South County Summit meeting was identified. The purpose of the Summit was to develop a list of priority projects for the region eligible for other funds committed for the region. Following actions were identified at the South County Summit meeting:

1. Program \$13 million in 2000 Measure B Funds to Central Avenue Overpass Project in Newark – The 2000 Measure B had identified \$19 million for Dumbarton Corridor Projects. There is \$13 million in unallocated funds remaining for the corridor. Programming these remaining funds to the Central Avenue Overpass Project will allow the future allocation and subsequent expenditure of the funds for right of way and construction. An existing allocation of \$2.7 million in Measure B funds has been made to the City of Newark for project development. Central Avenue is an important east-west route through the City and serves as a bypass for regional traffic using Route 84 and Interstate 880 to travel the Dumbarton bridge corridor.
2. Re-direct \$69 million commitment in Future State Transportation Improvement Program (STIP) – In 2008, Alameda County Congestion Management Agency committed to program \$69 million of Planning Area 3 future STIP commitment funds to Warm Springs Extension based on a projected shortfall. Since then, Warm Springs

Extension project has experienced bid savings rendering the \$69 million STIP commitment as project contingency. As a result, the STIP commitment will become available to Planning Area 3 to program the funds for its priority projects.

3. Future Transportation Expenditure Plan (TEP) for Dumbarton Corridor – In the 2012 Measure, \$120 million was committed to Dumbarton Corridor Projects. If a similar future TEP is adopted and passed, \$120 million would become available for projects in the region. At the south county summit, the three cities recommended following concept for the future TEP language:

Dumbarton Area Transportation Improvements – Projects that support Transit, Transit Oriented Development (TOD), Priority Development Area (PDA), Transportation projects such as local streets and roads, bike and pedestrian investments within the cities of Fremont, Newark, and Union City.

At the South County Summit meeting, a list of candidate priority projects was identified to program these funds in the future. The identified Tri-City Priority Projects are shown in Attachment B.

It is recommended that the Commission approve the nomination of the Tri-City Priority Projects as candidate projects to receive the remaining RM2 allocation, program the remaining Programmed Balance of \$13 million in 2000 Measure B Funds to the Central Avenue Overpass Project and re-direct the \$69 million future STIP commitment to Planning Area 3 projects.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Potential Projects – East Bay
- B. Tri-City Priority Projects

Staff Contact

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

[Raj Murthy](#), Project Controls Team

Potential Projects - East Bay

Improvement	Description	Order of Magnitude Cost (\$ Millions)
Express Bus Station and Pedestrian overcrossing, Newark	Construction of the Newark Rail Station for use as an express bus station/park and ride lot. The station would include a 550 space parking lot, access roads, bus bays and a passenger platform. it could be served by AC transit, the Dumbarton Express Bus system as well and private employer busses and shuttles.	\$9.73
Decoto Road Complete Street and Railroad Xing Signal Coordination, Union City	This project will provide complete street improvements to Decoto Road from Mission Blvd to the City Limits with Fremont. Improvements include: overlaying with new AC; restriping the roadway and bike lanes; upgrading signage and BART directional signage; providing Bay friendly landscape and rain gardens along with irrigation to both sides of the street and median within existing ROW. In addition this project includes an advance warning railroad signal preemption system to connect the traffic signals on Decoto Road with the railroad crossing.	\$6.00
Security/Fueling upgrades for Dumbarton Express Bus located at Union City Corp Yard	This project provides upgrades to the underground fueling system and provides a video surveillance system of the Bus Storage yard at the City's corporation yard. The Dumbarton Express Buses are fueled and parked in the Union City corporation yard.	\$0.10
Centerville Station, Fremont	This project would upgrade the existing short asphalt concrete train station passenger platform at the southern side of the Centerville Station to concrete and extend the platform to approximately 700' to improve passenger access and convenience and allow modification of the train crossing signals so the crossing gates no longer block Fremont Boulevard the entire time a train is in the station.	\$1.00
Safety improvements at UPRR/Street crossings, including raised medians, four quadrant railroad gates, improved sidewalks and lighting, etc.	This project will provide safety improvements at the UPRR crossings of Fremont Boulevard, Maple Street, Dusterberry Way and Blacow Road west of the Centerville Train Station. Four-quadrant gates will be installed at the Fremont and Maple crossings which will prevent vehicles from driving around crossing arms. At the Dusterberry and Blacow crossings a median will be installed to accomplish the same restriction on vehicles driving around the gates. All crossings will have minor roadway and sidewalk improvements associated with the crossing improvements.	\$3.20
Rail Spur Relocation to open access to Warm Springs BART Station (stand alone portion of west side access structure project, below)	The City's highest priority project is providing access from the west side of the Warm Springs BART station to the 109 acre UPRR parcel west of the station. This parcel is currently being sold by UPRR to a developer for transit oriented jobs and residential development consistent with the City's Warm Springs Community Plan. However, for TOD to be built there must be access to the station. Currently, the entire eastern frontage of the 109 acre parcel is a UPRR spur track that completely blocks access to the west side of the BART station. In order to provide BART access to this parcel and many other properties west of the station, this spur track, which is critical to the operation of UPRR's Warm Springs Yard, must be relocated.	\$2.07

Fremont Blvd. Streetscape, pedestrian and bicycle improvements in Centerville PDA	<p>This project would provide streetscape and complete street elements to Fremont Blvd. and improve safety and access to the Centerville Train Station with ACE, Capitol Corridor and possible future DRC service. Improvements proposed include installing new continuous bike lanes, bulb-outs at intersections to improve pedestrian safety, striping lane configurations to provide traffic calming, providing on-street parking, installing accommodations for future bus transit and constructing enhanced landscaping in the new median and sidewalks. These bike and pedestrian access improvements would benefit all the patrons using the Centerville station including ACE, Capitol Corridor and Amtrak riders and also be consistent with the goals of the Centerville PDA.</p>	<p>\$7.40</p>
Final Design Phase of BART Warm Springs Station West Side Access Structure	<p>The project scope includes: 1) A wide, visually appealing access bridge; 2) Elevators, escalators and stairs to transition from the bridge to ground level; 3) An attractive station entrance plaza with passenger drop off, bicycle lockers and benches; and 4) Possible relocation and/or raising of the PG&E transmission towers adjacent to the UPRR tracks.</p>	<p>\$4.50</p>

Project Location/Name	Project Cost	Funding Need
	(\$ X 1,000)	
City of Newark		
Dumbarton Rail Corridor		
Express Bus Station and Pedestrian overcrossing	\$9,730	\$9,730
Central Avenue Overpass	\$21,700	\$18,300
Thornton widening	\$14,000	\$14,000
Future Funds		
Lindsay Tract Street & Storm Drainage Improvements	\$2,500	\$2,500
Thornton Avenue Pavement Rehabilitation (I-880 to Olive)	\$1,400	\$1,400
Thornton Avenue/Old Town Streetscape Improvements (Olive to Elm)	\$2,000	\$2,000
Thornton Avenue Streetscape Improvements (Elm to Willow)	\$2,000	\$2,000
Bay Trail Gap Closures		
Expansion of Pedestiran and Bicycle Programs and Facilities		
Paratransit Services		
Local Streets and Roads: maintenance & minor improvements		
City of Union City		
Dumbarton Rail Corridor		
Decoto Road Complete Street and Railroad Xing Signal Coordination	\$6,000	\$6,000
Security/Fueling upgrades for Dumbarton Express Bus located at UC Corp Yard	\$100	\$100
Future Funds		
East West Connector	\$225,000	\$115,000
Shinn Connection Right of Way and Construction	\$5,000	\$5,000
Passenger Rail Segment G	\$180,000	\$180,000
Decoto Road Grade Sep. at Oakland Sub	\$20,000	\$20,000
UC Passenger Rail Station	\$20,000	\$20,000
I-880 Auxiliary Lanes from Whipple to Alvarado/Fremont	\$50,000	\$50,000
UCB Bike lanes Phase 2	\$5,000	\$5,000
Bike Ped Xing UPRR	\$20,000	\$20,000
UC Transit/ Para transit Vehicles	\$3,350	\$3,350
City of Fremont		
Dumbarton Rail Corridor		
Centerville Station Platform Improvements	\$1,000	\$1,000
Safety improvements at UPRR/Street crossings, including raised medians, four quadrant railroad gates, improved sidewalks and lighting, etc.*	\$3,200	\$3,200
Rail Spur Relocation to open access to Warm Springs BART Station (stand alone portion of west side access structure project, below)	\$2,070	\$2,070
Fremont Blvd. Streetscape, pedestrian and bicycle improvements in Centerville PDA*	\$7,400	\$7,400
final design phase of BART Warm Sprins Station West side Access Structure	\$4,500	\$4,500
Future Funds		
Existing RTP Projects to Continue		
Widen Kato Road from Warren Ave. to Milmont Drive including bike lanes*	\$12,700	\$12,700
Programmatic Projects		
Expansion of Bicycle and Pedestrian Facilities and Programs		
Bay Trail Gap Closures in Fremont		
Continuing funding for Paratransit Services Run by the City of Fremont		
Local Street and Road Maintenance and minor improvement funding		
Sidewalk and Intersection ADA Ramp Improvements city-wide		
Transit Projects		
Irvington BART Station (Irvington PDA)*	\$126,930	\$126,930
Improved Bus Service on Fremont Blvd. from Union City BART Station via Decoto Road and Fremont Blvd. to Centerville, Fremont BART, Irvington BART and Warm Springs BART Stations (Spans all Fremont PDA's)	TBD from AC Transit	TBD from AC Transit
City Center/Downtown Bus/Shuttle Circulator (City Center PDA)	TBD	
Capitol Corridor & ACE Train Station at west end of Auto Mall Parkway*	\$10,930	\$10,930

Tri-City Priority Projects

Project Location/Name	Project Cost	Funding Need
	(\$ X 1,000)	
Bicycle/Pedestrian Projects		
“Rails to Trails” project in Union Pacific Railroad/BART right of way: Niles to Warm Springs* Include bike/pedestrian grade separation and bicycle improvements in Centerville PDA*	\$44,000	\$44,000
Phase 2 of Downtown Pedestrian Streetscape improvements on existing Capitol Avenue and portion of New Middle Road (City Center PDA)*	\$60,000	TBD
Greenbelt Gateway Project on Grimmer Blvd. between Fremont Blvd. and Paseo Padre Parkway creating improved pedestrian and bicycle connections with Central Park*	\$9,300	\$9,300
Regional Road Projects		
Auto Mall Parkway - widen to 6 lanes from I-680 to I-880*	\$25,200	\$25,200
Phase 1 – Widen Auto Mall/Osgood Intersection for BART Access, is now funded with Measure B funds from STIP swap	\$3,500	\$0
Mission Boulevard – widen to 6 lanes from Warm Springs Blvd. to I-680 and improve Warm Springs/Mission intersection*	\$5,000	\$5,000
I-680/Mission Blvd. Interchange Reconstruction*	\$22,000	\$22,000
Local Road Projects		
Access/roadway connections to the west side of the Irvington BART station* Construct extension of High Street at the terminus of Main Street (under Washington Grade Separation) to the station area Construct a new road connecting to Roberts Avenue and to High Street at the station	Included in Irvington station estimate above	
Relinquished Route 84 – upgrade current route from I-880 to Mission Blvd* Improve signals and intersections to current City standard Widen unimproved sections of Peralta and add bike lanes and sidewalks to current City standards Widen Mowry Avenue below UPRR tracks (new UPRR bridges)	\$44,700	\$44,700
Fremont Blvd. – widen to 6 lanes from I-880 to Grimmer Blvd.*	\$4,750	\$4,750
Vargas Road Safety Improvement Project from I-680 to Vargas Plateau Regional Park*	\$5,160	\$5,160
Warm Springs PDA Infrastructure Projects		
Access Structure to West Side of Warm Springs BART Station*	\$32,000	\$30,000
Upgrade Lopes Court to a complete street with possible extension	\$4,500	\$4,500
Construct Innovation Way from Fremont Blvd. to Lopes Court (and BART station)	\$11,500	\$11,500
New north/south road from Innovation Way to So. Grimmer	\$4,700	\$4,700
Convert Tesla Access Road to a City street and make into a complete street	\$3,000	\$3,000
Other Regional Road Projects not previously submitted		
Northbound I-680 – add new Express Lane from Rt. 237 to Pleasanton – submitted by ACTC or Caltrans		
Remaining funding needed for East-West Connector Project – submitted by Union City (see above)		
Totals	\$1,035,720	\$856,920

Notes:

* Denotes projects previously submitted for Measure B3 Expenditure Plan by Fremont

Projects must be in the CWTP and the RTP (Plan Bay Area)

Projects must be feasible and deliverable

Projects must be in the local jurisdictions CIP

RM2 funding requires that projects are delivered within five years

STIP Projects must comply with the Principles for Development, including project readiness and consistency with the CWTP



Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Various Projects: Amendments to Professional Services and Grant Agreements for Time Extensions

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

Summary

Alameda CTC enters into professional services agreements with firms and grant agreements with project sponsors to provide the services necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

Three agreements have been identified with justifiable needs for a time extension and are recommended for approval.

Background

Through the life of an agreement, situations may arise that warrant the need for a time extension.

The most common and justifiable reasons include:

1. Sole source services that are not available through any other source (eg: Engineer of Record and Proprietary software).
2. Delays in the procurement of new replacement contract.
3. Project delays.
4. Extended project closeout activities.

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

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

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

[Trinity Nguyen](#), Senior Transportation Engineer

A. Table A: Contract Time Extension Summary

Index No.	Contract No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code	Fiscal Impact
1	A09-0022	City of Newark	Expand and Enhance Bicycle and Pedestrian Services in Alameda County	A1: Additional time A2: Additional time A3: Additional time A4: Additional time A5: Additional time A6: Additional time	1 year	3	None
2	A07-0001	TY Lin International	East-West Connector/Preliminary Engineering, Environmental, and Design Services	A1: Increase budget	1 year	3	None
3	A10-012	PB Americas, Inc.	I-80/Gilman Street Interchange Improvements/ Project Study Report (PSR)	A1: Additional time	1 year	3	None

- (1) Sole source services that are not available through any other source.
- (2) Delays in the procurement of new replacement contract.
- (3) Project delays.
- (4) Extended project closeout activities.

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Memorandum

6.16

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Alameda CTC Contracting and Procurement Policies

RECOMMENDATION: Approve the Alameda CTC Contracting and Procurement Policies that consolidate contracting and procurement policies from the Alameda County Congestion Management Agency (ACOMA) and the Alameda County Transportation Improvement Authority (ACTIA) and include new policies to govern Alameda CTC's contracting and procurement processes.

Summary

The contracting and procurement policy recommendations aim to streamline contracting efforts and expand local business participation. The Alameda CTC's contracting and procurement policy includes the following objectives:

- **Foster a vibrant, livable Alameda County:** Contract to deliver transportation congestion relief, mobility, and accessibility through effective planning, programming, and delivery of transportation programs and projects.
- **Deliver voter expectations:** Contract to support transportation programs and projects to fulfill the voter-approved sales tax measures and the Vehicle Registration Fee, Measure F (2010), in Alameda County.
- **Enhance delivery excellence:** Implement high-quality, effective transportation programs, projects, and services by contracting with firms and jurisdictions committed to delivery of the best available resources to benefit the traveling public.
- **Support local and small, local businesses:** Alameda CTC is committed to contracting with businesses in Alameda County to encourage retention and attraction of local business enterprises, employ residents of Alameda County, and to spend funds on goods and services within Alameda County.
- **Equal opportunity and non-discrimination:** Alameda CTC does not and shall not discriminate on the basis of race, color, religion (creed), gender, gender expression, age, national origin (ancestry), disability, marital status, sexual orientation, or military status, in any of its activities or operations.

The recommendation described below includes comments from the Finance and Administration Committee regarding the Executive Director contracting authority to require a minimum of three competing bids for contracts that \$25,000 and up to and including \$75,000.

Background

The Alameda CTC contracts for administrative, professional, and construction services to deliver transportation investments throughout the County. To most effectively deliver transportation investments and optimize delivery of projects, programs, and administrative services related to transportation, Alameda CTC awards contracts using a mix of funding sources, including local sales tax revenues, vehicle registration fees, other local funds, and regional, state, and federal funding.

The agency follows federal contracting procedures and its own Local Business Contract Equity Program to achieve equity in contracting:

- **Caltrans Disadvantaged Business Enterprise (DBE) Program:** For contracts funded by federal funds that must follow federal requirements, Alameda CTC must comply with the California Department of Transportation (Caltrans) DBE Program adopted in accordance with federal regulations contained in 49 C.F.R. Part 26, as amended from time to time. Note: A DBE is a for-profit small business registered as a DBE with the California Department of Transportation that:
 - 1) Is at least 51 percent owned by one or more individuals who are both socially and economically disadvantaged, or in the case of a corporation, 51 percent of stock is owned by one or more such individuals; and
 - 2) Has management and daily business operations controlled by one or more of the socially and economically disadvantaged individuals who own it.
- **ACTIA's Local Business Contract Equity (LBCE) Program:** For contracts funded by local funds, Alameda CTC applies the LBCE program that was adopted by ACTIA to contracts that receive local sales tax funds (Measure B). This program encourages businesses to locate and remain in Alameda County and to employ residents of Alameda County. This program applies to contracts funded solely by Measure B funds or a combination of Measure B and local funds. Contracts that include state and federal funds are excluded from the LBCE Program, but must adhere to state and federal requirements.

Prior to merger proceedings which began in June 2010, ACCMA and ACTIA followed separate procurement policies and procedures. The previously adopted policies and procedures include:

- *ACCMA Administrative Services Procurement Policy* (April 2007)
- *ACCMA Project Delivery Administration Guide* (February 2007)

- *ACCMA Small Business Enterprise Policy and Local Business Enterprise Policy (2006)*
- *Alameda County Transportation Authority (ACTA) and ACTIA Local Business Contract Equity Program (January 2008)*
- *ACTIA Procurement Policy (July 2006)*—ACTIA also developed *Draft Construction Contract Administration Procedures* in July 2007.

Section 3.48 of the Alameda CTC Administrative Code specifically states that pre-merger ACCMA policies apply to ACCMA projects and pre-merger ACTIA policies apply to ACTIA projects until the Alameda CTC adopts its own policies.

The purpose of Alameda CTC's new agencywide procurement policies are to establish policies, guidelines, and procedures to govern the procurement of goods and services, including administrative, engineering, professional, construction, and other services, to deliver effective and efficient transportation investments while supporting businesses in Alameda County. In addition, these policies will govern other contracts and agreements that Alameda CTC executes including cooperative agreements with partners and grant agreements with grant fund recipients.

Proposed Contracting and Procurement Policies

The following policies are recommended for approval to be adopted as the Alameda CTC Contracting and Procurement Policies.

- **Executive Director contracting authority up to and including \$75,000:** Under the adopted ACTIA and ACCMA procurement policies, the Executive Director is currently authorized to execute contracts in amounts up to \$50,000, subject to certain requirements regarding solicitation of proposals or quotes. It should be noted that Public Utilities Code Section 180514, which applies to all contracts using 2000 Measure B funds, contains language implying that any contract over \$10,000 utilizing such funds for services, supplies, equipment, and materials must be awarded by competitive bidding. However, pursuant to other applicable statutes and case law, this contracting limit does not apply where the person or firm must be "specially trained and experienced and competent to perform the special services required." Given the type of services generally required by Alameda CTC, this limit applies to a small portion of the agency's contracting opportunities. Based on the experience of Alameda CTC and its predecessors, staff recommends increasing the Executive Director's contracting authority from \$50,000 to \$75,000, subject to the following requirements:
 - 1) Contracts exceeding \$75,000 require a formal request for proposal (RFP) process and approval by the Commission.
 - 2) Contracts from \$25,000 and up to and including \$75,000 require solicitation of at least three competing bids, a formal agreement with the successful bidder, and approval by the Executive Director.

- 3) Contracts over \$10,000 using any amount of 2000 Measure B funds for goods and services which do not require any special skills or training (e.g., paper products, cleaning services, etc.) require solicitation of at least three competing bids, an agreement with the successful bidder, and approval by the Executive Director.

This recommendation applies to the purchase of equipment and goods, and administrative, engineering, professional, and other services. It does not apply to construction contracts, which go through a formal process requiring competitive bids.

- **Executive Director authority to authorize contract time extension amendments:** Staff recommends authorizing the Executive Director to amend an existing, approved contract for a one-time only extension of up to 12 months, if a time extension will not compromise contract deliverables. Any subsequent time extensions must be approved by the Commission.

Other contract changes, such as a business or name change, or substitution of a consultant's key personnel, can be documented by written approval from the Executive Director without a full contract amendment or Commission action.

- **Renewal timeframe for administrative and professional services agreements:** ACCMA and ACTIA each adopted procurement policies that generally limited service contracts (excluding construction-related contracts) to a period of five years. The agencies were then allowed the right to enter into new contracts with the providers after the expiration of the five-year period, except for contracts for auditing services as noted below. Staff recommends adoption of a similar policy for Alameda CTC service contracts. After the request for proposals process, Alameda CTC may renew contracts for a total time period of up to five years, by requesting a proposal, negotiating with the proposer, and executing a new contract. Although the agencies' adopted policies permitted five-year contracts, current practices have been to request approval from the Commission for each annual renewal. Staff recommends authorizing the Executive Director the flexibility to enter into multi-year contracts with such firms and to renew contracts within the five-year contract period limitation, subject to any restrictions included as part of the original Commission action approving the contract. Staff recommends continuation of the ACTIA policy regarding auditors, pursuant to which incumbent auditors will not be eligible to re-bid after five (5) continuous years of auditing services in the immediate subsequent competitive bid solicitation process. This restriction, however, may be waived to maintain continuity if there is a significant turnover in the Finance Department, or other circumstances justifying the waiver, at the discretion of the Commission.
- **Application of the ACTIA Local Business Contract Equity Program (LBCE) to all locally funded contracts.** Alameda CTC strives to spend Alameda CTC funds for goods and services within the county. Small and local businesses not only provide economic and social vitality to our communities, they also help the Alameda CTC accomplish its

purchasing objectives. ACTIA established an LBCE Program to benefit Local Business Enterprise (LBE), Small Local Business Enterprise (SLBE), and Very Small Local Business Enterprise (VSLBE) firms. Currently, the LBCE Program applies only to Measure B-funded projects. This recommendation includes continuing the existing LBCE Program and applying it to Vehicle Registration Fee-funded projects, similar to Measure B capital projects.

- **Adoption of local participation preference on federally funded non-construction contracts:** Alameda CTC supports local participation for federally funded contracts, to the extent permitted by applicable law. Under current federal laws and regulations, where a need for local knowledge and skills has been established, a locality preference of no more than 10 percent can be used. On a project-by-project basis for architectural, engineering, and other contracts requiring similar skills funded with federal funds, Alameda CTC recommends using a point preference system as part of its scoring criteria that gives up to 10 percent of total points to firms for being local.
- **Annual presentation of contract goal attainment:** Each year, staff presents to the Commission an analysis of contract goal attainment on the LBCE program and an update on DBE participation for contracts funded with federal dollars. Per a previous Commission action on September 27, 2012, staff recommends that this reporting be presented on an annual basis, rather than a semi-annual basis. This recommendation would reflect an annual reporting requirement in the LBCE program.

If approved, these recommendations will streamline contracting efforts and become the Alameda CTC Contracting and Procurement Policies.

Fiscal Impact

There is no fiscal impact.

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy

[Seung Cho](#), Contracting, Administration, and Fiscal Resource Manager

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Memorandum

6.17

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: CalPERS Resolution to Allow Tax Deferred Deductions for Service Credit Purchases in the Pension Plan

RECOMMENDATION: Approve the CalPERS resolution to allow tax deferred deductions for service credit purchase payments withheld from payroll.

Summary

CalPERS requires the Alameda CTC to adopt a resolution which allows the deductions made from payroll for service credit purchases in the CalPERS pension plan to be made on a pretax basis. The former agencies had this resolution on file. In order for new requests for deductions to be made on a pretax basis, CalPERS is requiring that the Alameda CTC have this resolution on file.

Background

Since Assembly Bill 340 became law (the Pension Reform Act) in September 2012 which disallowed service credit purchases if formal requests were not submitted by December 31, 2012, many Alameda CTC employees reviewed their pension plan status and submitted formal requests to purchase service credits before the deadline. CalPERS has begun to catch up on the processing of these many requests and has sent paperwork for the Alameda CTC to begin payroll deductions for some of the service credit purchase requests. According to CalPERS, the Alameda CTC is required to begin these deductions on an after tax basis until the approved resolution to allow tax deferred deductions for service credit purchases to be treated as they historically have been, as pretax deductions, is submitted.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Employer Resolution Tax Deferred Deduction Plan for Service Credit Purchases

Staff Contact

[Trish Reavey](#), Director of Finance

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CalPERS ID: 1523787248

**EMPLOYER RESOLUTION
TAX DEFERRED DEDUCTION PLAN
FOR SERVICE CREDIT PURCHASES**

WHEREAS, the Board of Administration of the California Public Employees' Retirement System (CalPERS) at the April 1996 meeting approved a Tax-Deferred payroll deduction plan for service credit purchases under Internal Revenue Code (IRC) section 414(h)(2); and

WHEREAS, the Alameda County Transportation Commission has the authority to implement the provisions of IRC section 414(h)(2) and has determined that even though implementation is not required by law, the tax benefit offered by this section should be provided to those employees who are members of CalPERS; and

WHEREAS, the Alameda County Transportation Commission elects to participate in the Tax-Deferred payroll deduction plan for all employees in the following CalPERS employee groups or classifications (i.e., miscellaneous, safety, police, fire, etc.):

All Miscellaneous Employees

NOW, THEREFORE, BE IT RESOLVED:

- I. That the Alameda County Transportation Commission will implement the provisions of IRC section 414(h)(2) by making employee contributions for service credit purchases pursuant to the California State Government Code on behalf of its employees who are members of CalPERS and who have made a binding irrevocable election to participate in the Tax-Deferred payroll deduction plan. "Employee contributions" shall mean those contributions reported to CalPERS which are deducted from the salary of employees and are credited to individual employee accounts for service credit purchases, thereby resulting in tax deferral of employee contributions.
- II. That the contributions made by the Alameda County Transportation Commission to CalPERS, although designated as employee contributions, are being paid by the Alameda County Transportation Commission in lieu of contributions by the employees who are members of CalPERS.
- III. That the employees shall not have the option of choosing to receive the contributed amounts directly instead of having them paid by the Alameda County Transportation Commission to CalPERS.
- IV. That the Alameda County Transportation Commission shall pay to CalPERS the contributions designated as employee contributions from the same source of funds as used in paying salary, thereby resulting in tax deferral of employee contributions.
- V. That the effective date for commencement of the Tax-Deferred payroll deduction plan cannot be any earlier than the date the completed resolution is received and approved by CalPERS.

VI. That the governing body of the Alameda County Transportation Commission shall participate in and adhere to requirements and restrictions of the Tax-Deferred payroll deduction plan by reporting Tax-Deferred payroll deductions when authorized by CalPERS for those employees of the above stated employee groups or classifications who have elected to participate in this plan.

PASSED AND ADOPTED by the governing body of the Alameda County Transportation Commission
this 24th day of October, 2013.

BY _____
(Signature of Official)

Scott Haggerty, Chairperson
(Title of Official)

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2013-2014**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since Jul '13*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms.	Welsh, Vice-Chair	Ann	Pleasanton	Alameda County Supervisor Nate Miley, District 4	Oct-09	Jan-12	Jan-14	0
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	0
5	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	0
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	0
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	0
9	Mr.	Maddox	Heath	Berkeley	Transit Agency (Alameda CTC)	Sep-12		Sep-14	0
10	Mr.	Ben	Schweng	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	0
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	0

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Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2013-2013

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '13*
1	Mr.	Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2	Ms.	Saunders, Vice-Chair	Harriette	Alameda	Paratransit Advisory and Planning Committee	Jul-09		N/A	1
3	Mr.	Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Richard Valle, D-2	Oct-10	Mar-13	Mar-15	0
4	Mr.	Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	1
5	Ms.	Hamlat	Sandra	Oakland	East Bay Bicycle Coalition	Apr-13		N/A	0
6	Mr.	Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10	Sep-12	Sep-14	1
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12		Dec-14	0
8	Mr.	Klinke	William	Berkeley	Alameda Labor Council AFL-CIO	Feb-13		N/A	0
9	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	0
10	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Sep-13	Sep-15	0
11	Ms.	Taylor	Deborah	Oakland	Alameda County Supervisor Wilma Chan, D-3	Jan-13		Jan-15	0
12	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	Apr-12	Apr-14	0
13		Vacancy			Alameda County Mayors' Conference, D-3				
14		Vacancy			Alameda County Mayors' Conference, D-4				
15		Vacancy			Alameda County Mayors' Conference, D-5				
16		Vacancy			League of Women Voters				
17		Vacancy			Sierra Club				

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Paratransit Advisory and Planning
Committee Meeting Minutes
Monday, June 24, 2013, 1 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

MEETING ATTENDEES

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>A</u> Larry Bunn	<u>A</u> Rev. Carolyn Orr	<u>P</u> Esther Waltz
<u>P</u> Shawn Costello	<u>P</u> Suzanne Ortt	<u>P</u> Hale Zukas
<u>P</u> Herb Hastings	<u>P</u> Sharon Powers	
<u>P</u> Joyce Jacobson	<u>P</u> Vanessa Proee	

Staff:

P Matt Todd, Principal Transportation Engineer
P John Hemiup, Senior Transportation Engineer
P Naomi Armenta, Paratransit Coordinator
P Cathleen Sullivan, Paratransit Coordination Team
P John Nguyen, Alameda CTC Project/Program Team
P Krystle Pasco, Paratransit Coordination Team
P Margaret Strubel, Alameda CTC Project/Program Team

Guests:

Dana Bailey, City of Hayward Paratransit; Heather Hafer, City of San Leandro Paratransit; Reba Knickerbocker, Bay Area Outreach and Recreational Program; Margaret Walker, Paratransit consumer

MEETING MINUTES

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1 p.m. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

Margaret Walker requested information on wheelchair loading preferences on AC Transit buses. She wanted more information on any feedback that was given regarding ramps on buses. Staff suggested that this question be taken to the AC Transit Access Advisory Committee as their staff has received more feedback regarding the accessibility of bus ramps and their designs.

3. Approval of May 20, 2013 Minutes

A member noted that on page two, under agenda item number five, the minutes should read "this funding is comprised..." not "compromised."

Jonah Markowitz moved to approve the May 20, 2013 PAPCO Meeting minutes with the above corrections. Michelle Rousey seconded the motion. The motion passed (12-0-2).

4. Elect Officers for Fiscal Year 13-14

Naomi Armenta reviewed the PAPCO evaluation for FY12-13 and noted that the summary is located in the agenda packet. She also reviewed outreach, the meeting per diem policy, membership as well as a summary on member attendance. Lastly, Naomi reminded the members that Alameda CTC will be moving to a new location in August. Staff would like for members to fill out the PAPCO travel survey so staff can gather information on how to best accommodate everyone's travel needs for getting to the new location.

Naomi reviewed the PAPCO officer roles and responsibilities and commenced the nomination process.

PAPCO members nominated the following members:

- Sylvia Stadmire as Chair
- Will Scott, Michelle Rousey (declined), Herb Hastings, or Jonah Markowitz as Vice Chair
- Harriette Saunders or Michelle Rousey (declined) as the Citizens Watchdog Committee (CWC) representative

- Rev. Carolyn Orr, Jonah Markowitz, or Sharon Powers as the East Bay Paratransit Service Review Advisory Committee (SRAC) representative

The committee used the ballot approach to elect the following officers and committee representatives:

- Sylvia Stadmire, PAPCO Chair
- Will Scott, PAPCO Vice Chair
- Harriette Saunders, CWC Representative
- Sharon Powers, SRAC Representative

Jonah Markowitz moved to approve the time and location of the PAPCO meetings; 4th Mondays of every month from 1:00 p.m. to 3:30 p.m. at the new Alameda CTC offices. Michelle Rousey seconded the motion. The motion passed unanimously (16-0).

5. Coordinated Funding/One Bay Area Grant Program Update

Matt Todd gave an update on the FY12-13 Coordinated Funding/One Bay Area Grant program. He noted that staff brought a draft program to PAPCO at the last committee meeting in May. The program included funding for transportation projects and programs that will improve local streets and roads, transit, etc. That draft program was approved by PAPCO in May with no changes. It will then go to the Commission later in the month.

6. Member Reports on PAPCO Mission, Roles, and Responsibilities Implementation

Sylvia Stadmire attended the senior day at the Alameda County Fair. She also attended the AC Transit meeting.

Esther Waltz attended the Alameda County Fair and was excited to see Naomi, Krystle, and Sylvia.

Joyce Jacobson attended a meeting in Emeryville regarding the local streets and roads improvements that will start later this week.

Sharon Powers attended the Four Seasons of Health Expo in Fremont with Suzanne Ortt.

Harriette Saunders also attended the senior day at the Alameda County Fair. She noted that there were charging stations available for wheelchairs but individuals were not aware of them.

Vanessa Proee went to Sacramento on Wednesday, June 19th to discuss immigrant issues.

Sandra Johnson-Simon shared information about USOAC's Healthy Living Festival on Thursday, July 18th from 8:00 a.m. to 2:00 p.m. at the Oakland Zoo.

7. Committee Reports

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

Sharon Powers reported that East Bay Paratransit will start calling individuals as drivers are en route to pick up riders via the IVR system. As a result they are encouraging people to get cell phones in order to receive the notifications. East Bay Paratransit staff will also be looking at strategies to reduce the amount of people that are on standby. Lastly, they discussed the mobility management inventory that AC Transit will be sponsoring.

B. Citizens Watchdog Committee (CWC)

Harriette Saunders reported that the committee finalized the draft of the Annual Report. She also stated that the committee is discussing various methods to publicize the Annual Report to the public. There is still time to provide feedback before the final draft is approved. Email any comments or suggestions to Harriette Saunders.

8. Mandated Program and Policy Reports

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

9. Information Items

A. Mobility Management

Naomi reviewed the Easter Seals Project Action newsletter included in the agenda packet. She noted the newsletter is focused on safety and that this issue has come up during the Countywide Travel Training Working Group meetings. This newsletter is one of the resources on addressing safety that will be shared with that group. Naomi also stated that the last Countywide Travel Training Working Group meeting took place on Thursday, May 30th and we had a great response in attendance.

Cathleen Sullivan gave an update on the AC Transit mobility resources inventory. She noted that Nelson\Nygaard staff will be sending out a survey to all transportation providers in Alameda and west Contra Costa Counties. The survey will remain accessible in the future and will be a dynamic online resource. The purpose of the inventory is to better assist East Bay Paratransit in coordinating with other transportation providers in the area and to share resources. The inventory will also become a publicly available resource for transportation options on the local level. Various committee and ParaTAC members are also involved in this effort.

B. Annual Mobility Workshop Update

Cathleen Sullivan gave an update on the upcoming Mobility Workshop. She noted that in the morning, attendees will hear various presentations including a presentation from the architects of Ed Roberts Campus and the discussions around SF MTA's accessible parking policy. At lunchtime attendees will be able to enjoy a self guided tour as well as the resource fair. In the afternoon there will also be a panel on mobility management that will include such speakers as Paul Branson from the Regional Mobility Management Working Group and Naomi on what we can look forward to next year in Alameda County's project.

C. Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 6/27/13 – Senior Day at the Alameda County Fair, Alameda County Fairgrounds from 12:00 p.m. to 5:00 p.m.
- 7/1/13 – Annual Mobility Workshop, Ed Roberts Campus from 9:30 a.m. to 3:30 p.m.
- 7/18/13 – Healthy Living Festival, Oakland Zoo from 8:00 a.m. to 2:00 p.m.
- 8/7/13 – Healthy Aging Fair, Chabot College from 10:00 a.m. to 2:30 p.m.

D. Other Staff Updates

There were no other staff updates.

10. Draft Agenda Items for September 23, 2013 PAPCO Meeting

A. Workshop Outcomes Report

B. Development and Approval of PAPCO Work Plan for FY13-14

11. Adjournment

The meeting adjourned at 2:20 p.m. The next meeting is scheduled for September 23, 2013 at Alameda CTC's new offices located at 1111 Broadway, Suite 800, in Oakland.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2013-2014**

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

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2013-2014**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-13
16	Ms.	Richards-Reiss	Dianne	Newark	City of Newark Councilmember Luis Freitas	Jun-13		Jun-15	0
17	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jan-12	Jan-14	0
18	Ms.	Rousey	Michelle	Oakland	Alameda County Supervisor Richard Valle, D-2	May-10		May-12	0
19	Ms.	Saunders	Harriette	Alameda	City of Alameda Vice Mayor Marilyn Ezzy Ashcraft	Jun-08	Oct-12	Oct-14	0
20	Ms.	Walker	Margaret	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Jul-13		Jul-15	0
21	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
22	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
23		Vacancy			Alameda County Supervisor Nate Miley, D-4				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Final 2013 Congestion Management Program

RECOMMENDATION: Approve Final 2013 Congestion Management Program

Summary

As required by state Congestion Management Program (CMP) legislation, Alameda CTC biennially develops and updates a Congestion Management Program for Alameda County to monitor the level of service of the county's CMP roadway network, assess the performance of the county's transportation system, develop strategies to address congestion and improve the performance of this multimodal system, and strengthen the integration of transportation and land use planning. The CMP is required to incorporate five key elements: a designated CMP roadway network, level of service (LOS) monitoring, multimodal performance element, land use analysis program, and capital improvement program (CIP). Since April 2013, Alameda CTC has performed a comprehensive review of the Alameda County's CMP, conducted a multimodal performance review, evaluated strategies for reducing congestion, evaluated local jurisdiction conformity with the CMP, and incorporated the actions and recommendations previously approved by the Commission during the adoption of the 2011 CMP into the updated document. In addition to the required updates to the CMP elements, the 2011 CMP identified about ten specific recommendations and the necessary follow-up actions to enhance the CMP. The 2013 update reflects the implementation of those actions and includes the required updates to the CMP elements.

The attached executive summary (Attachment A) of the 2013 CMP highlights the key features, related issues, recommendations, and outcomes for each CMP element as a result of this 2013 update. The complete final CMP document is available on the [Congestion Management Program page](#) of the Alameda CTC website. Upon adoption of the 2013 CMP by the Commission, Alameda CTC will submit it to the Metropolitan Transportation Commission (MTC) by the November 11, 2013 deadline to meet the MTC requirement for CMP Conformity and for inclusion of the proposed Alameda County 2014 State Transportation Improvement Program projects, as defined in the CMP CIP and adopted by the Commission, into the 2014 Regional Transportation Improvement Program for California Transportation Commission's adoption of the State Transportation Improvement Program.

Background

As the Congestion Management Agency for Alameda County, Alameda CTC is required to be in conformance with the state CMP legislation and to update the CMP every two years, including developing, adopting, and updating the following CMP elements:

- **Roadway Monitoring:** Monitor congestion levels against the LOS standards established for the county's designated CMP roadway system. If roadway LOS standards are not maintained in the CMP roadway system, a deficiency plan is required that defines how improvements will be implemented to bring the LOS to an acceptable standard.
- **Multimodal Performance Measures:** Evaluate the region's multimodal transportation system against adopted performance measures.
- **Transportation Demand Management:** Promote alternative transportation strategies with a transportation demand management (TDM) element.
- **Land Use Impact Analysis:** Analyze the effects of local land use decisions on the regional transportation system.
- **Capital Improvement Program:** Prepare a capital improvement program that maintains or improves the performance of the transportation system.

The 2013 CMP update incorporates the actions identified as next steps in the 2011 CMP and more closely aligns the CMP with the 2012 Countywide Transportation Plan (CWTP) and Plan Bay Area (the Bay Area Regional Transportation Plan and Sustainable Communities Strategy), and other related efforts and legislative requirements (e.g., Assembly Bill 32 and Senate Bill 375) to better integrate transportation and land use for achieving greenhouse gas reductions. Since April 2013, Alameda CTC has undertaken a comprehensive review of Alameda County's CMP. The following table provides a summary of the technical review, evaluation, and findings within each CMP chapter and highlights the recommended changes to the 2011 CMP adopted by the Commission for inclusion in the 2013 update.

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
2, Designated CMP Roadway Network	<ul style="list-style-type: none">• Reviewed the designated CMP roadway network for potential additions as required by legislation. No new roadways were proposed by the jurisdictions.• Identified the need to review and update the CMP roadway criteria in the 2015 CMP update in conjunction with the outcome of the Countywide Multimodal Arterial Corridor Plan to expand the CMP network to include significant rural roadways in the county.	Incorporated the action to update the CMP roadway criteria as the next step.

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
3, Level of Service Standards	<p>The state law recommended Highway Capacity Manual (HCM) defined methods for monitoring roadway and other transportation modes levels of service. In 2010, the HCM was updated to include alternative LOS monitoring. As directed by the Commission in the 2011 CMP adoption, Alameda CTC assessed the use of the most recent HCM (HCM2010) as compared to current use of HCM1985 to monitor LOS for auto and other modes.</p> <ul style="list-style-type: none"> Evaluation results for auto LOS showed that the HCM2010 methodology's shift from measuring speed to measuring density to assign auto LOS would result in the loss of Alameda CTC's ability to track network performance trends and conformity, particularly for the Tier 1 network that is subject to conformity. For Tier 2 arterials that are not subject to conformity, both the 1985 and 2000 HCMs can be applied in 2014 when the next LOS monitoring is performed. Evaluation results for alternative modes LOS showed that HCM2010 Multi Modal LOS (MMLOS) is not well-designed for annual monitoring application, as it is very data-intensive. 	<ul style="list-style-type: none"> Continue to use speed-based HCM1985 for auto LOS monitoring for Tier 1 network. Apply both 2000 and 1985 HCMs to Tier 2 network as appropriate and reevaluate expanded HCM use in the 2015 CMP update. Use countywide modal studies to identify countywide facilities and metrics for monitoring alternative modes, and incorporate these in the 2015 CMP for future LOS monitoring efforts.
4, Multimodal Performance Element	Identified the need for a comprehensive review and alignment of performance measures from all Alameda CTC planning efforts for use in programming and transportation investment decisions.	Incorporated this action as an implementation step, and updated the performance report to continue tracking the performance of the CMP network by mode and incorporated Plan Bay Area goals.
5, Travel Demand Management Element	Updated the 2013 CMP based on the Countywide Comprehensive Transportation Demand Management (TDM) Strategy adopted by the Commission in May 2013.	Incorporated the approved TDM strategy adopted in May 2013.
6, Land Use Analysis Program	<p>Comprehensively reviewed and reorganized the Land Use Analysis Program to better document the various related efforts of the agency and incorporate Plan Bay Area goals.</p> <ul style="list-style-type: none"> Identified that Alameda CTC will work with MTC and the Association of Bay Area Governments (ABAG) to identify ways to support improvements to rural roadways that facilitate agricultural operations and agricultural tourism in East Alameda County and to develop 	<ul style="list-style-type: none"> Incorporated the Alameda County Priority Development Area Investment and Growth Strategy recommendations adopted by the Commission in March 2013. Incorporated as an implementation step the action to address rural roadway improvement needs to support PCA goals and objectives. Encourage use of HCM2010 to study auto impacts on roadways but provide flexibility to conform to local

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
	<p>a more comprehensive approach to mitigating impacts from rural roadway improvements that support PCA goals and objectives.</p> <ul style="list-style-type: none"> Reviewed the application of HCM2010 to assess impact of auto and other modes. For auto impact analysis of the land use analysis program, using HCM2010 data to perform the impact analysis was found to be consistent with the current data requirements; therefore, use of HCM2010 is encouraged per regional direction, but flexibility to use HCM2000 is permitted where consistency is needed by local jurisdictions. Evaluation results for LOS monitoring of alternative modes impact analysis showed that HCM2010 MMLOS is suitable to identify multimodal trade-offs in mitigation measures, and use of HCM2010 is encouraged. Implemented development of land use database based on development approvals information from the local jurisdictions. Identified alternative trip generation methodologies to support infill development projects. Updated subarea model guidelines consistent with MTC's updated regional model consistency requirements. 	<p>requirements as needed.</p> <ul style="list-style-type: none"> Encourage study of multimodal tradeoffs of mitigation measures proposed in environmental documents, including use of HCM2010 MMLOS to perform the analysis. Include recommendations for the types of impacts to be analyzed for alternative modes in Alameda CTC's standard response for environmental review. Develop a database of countywide land use approvals and track local jurisdiction Housing Element progress. This is a new requirement for local jurisdictions to submit information on development approvals that occurred in the prior fiscal year for developing a countywide land use approvals database, and provide a copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development, starting 2014. See recommended changes under Chapter 9, Program Conformance and Monitoring. Incorporate identified alternative trip generation methodologies for use in Traffic Impact Analysis. Implement updated subarea model guidelines.
7, Database and Travel Demand Model	Included information that the countywide model is currently in the process of being updated.	No change
8, Capital Improvement Program	<ul style="list-style-type: none"> Updated the 2013 CMP to include new STIP projects, other capital improvement projects planned to improve the CMP transportation network for the next seven years, and new funding sources. Identified the development of the Strategic Plan including a comprehensive Capital Improvement Program and Program Investment Plan (CIP/PIP). 	<ul style="list-style-type: none"> Incorporate 2014 STIP. Incorporate updated CIP projects for fiscal years 2013-2014 to 2019-2020. Develop CIP/PIP as next steps.
9, Program Conformance and	Identified two new requirements through the Land Use Analysis Program to track land developments and to identify how	Local jurisdictions will submit to Alameda CTC as part of the Annual Conformity Findings process:

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
Monitoring	well transportation investments are coordinated with the land use to support monitoring the implementation of SB375 in Alameda County	<ul style="list-style-type: none"> Information on development approvals that occurred in the prior fiscal year, starting 2014; and A copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development.
10, Deficiency Plans	<ul style="list-style-type: none"> Updated deficiency plan guidelines to incorporate procedures for developing areawide deficiency plans to improve performance of multimodal transportation infrastructure over a larger area when localized improvements are not practical or workable. Updated conflict resolution process for multijurisdictional deficiency plans. 	<ul style="list-style-type: none"> Follow updated deficiency plan guidelines for developing areawide deficiency plans when appropriate. Follow updated conflict resolution process.

In addition to the changes in the table, the updated final 2013 CMP incorporates the 2012 Annual Performance Report as a new appendix, as well as the following modifications, based on input from the Alameda County Technical Advisory Committee and the Planning, Policy and Legislation Committee.

Comments from Alameda County Technical Advisory Committee

The committee requested that the CMP acknowledge rural roadway improvement needs that require addressing, including measures related to the Priority Conservation Areas (PCAs). In response, Alameda CTC updated CMP Chapter 6, Land Use Analysis Program, which states that in Alameda County, improvement needs for rural roadways that facilitate agricultural operations and agricultural tourism in East Alameda County need to be addressed, as well as to acquire mitigation lands or establish mitigation banks associated with mitigating habitat impacts from rural roadway improvements.

As next steps, Alameda CTC will work with MTC and the Association of Bay Area Governments to identify ways to support improvements to rural roadways that facilitate agricultural operations and agricultural tourism in East Alameda County and to develop a more comprehensive approach to mitigating impacts from rural roadway improvements that support PCA goals and objectives.

Comments from Planning, Policy and Legislation Committee

The committee reviewed the adopted criteria for identifying Tier 1 and Tier 2 CMP roadways and commented that the CMP roadways should also include significant rural roads that are cross-county roadways, particularly in the east county, such as Patterson Pass Road. The CMP currently includes Vasco Road, Tassajara Road, and Crow Canyon Road that are partly rural

roads and cross county lines to connect to Contra Costa County. The upcoming Countywide Arterial Corridor Plan is anticipated to identify significant arterial corridors in Alameda County including the roadways that traverse rural areas of the county. In addition, the next 2015 CMP update will review the criteria for selecting CMP roadways and will update them to identify significant rural roadways in the county to become part of the CMP network. These efforts will identify significant rural roadways in the county, such as Patterson Pass Road.

The committee also inquired about how the CMP addresses parking management, particularly parking for infill development areas where demand for parking may not be adequately accommodated and could potentially impact nearby local streets. Currently, Alameda CTC is working with the local jurisdictions to address parking management as part of the Priority Development Area Investment and Growth Strategy implementation efforts. The updated CMP also identifies, as next steps, exploring parking policies and standards as a way to develop parking management strategies as a land use tool for local jurisdictions to promote alternative modes.

Further, the committee asked if the two types of bicycling, commute and recreational bicycling, are identified separately and if their needs are addressed. While the CMP does not address the needs related to the different types of bicycling currently, Alameda CTC anticipates that the upcoming Countywide Arterial Corridor Plan will explore this issue.

Fiscal Impact: There is no fiscal impact for this item.

Attachments

A. Final 2013 Congestion Management Program – Executive Summary

Staff Contact

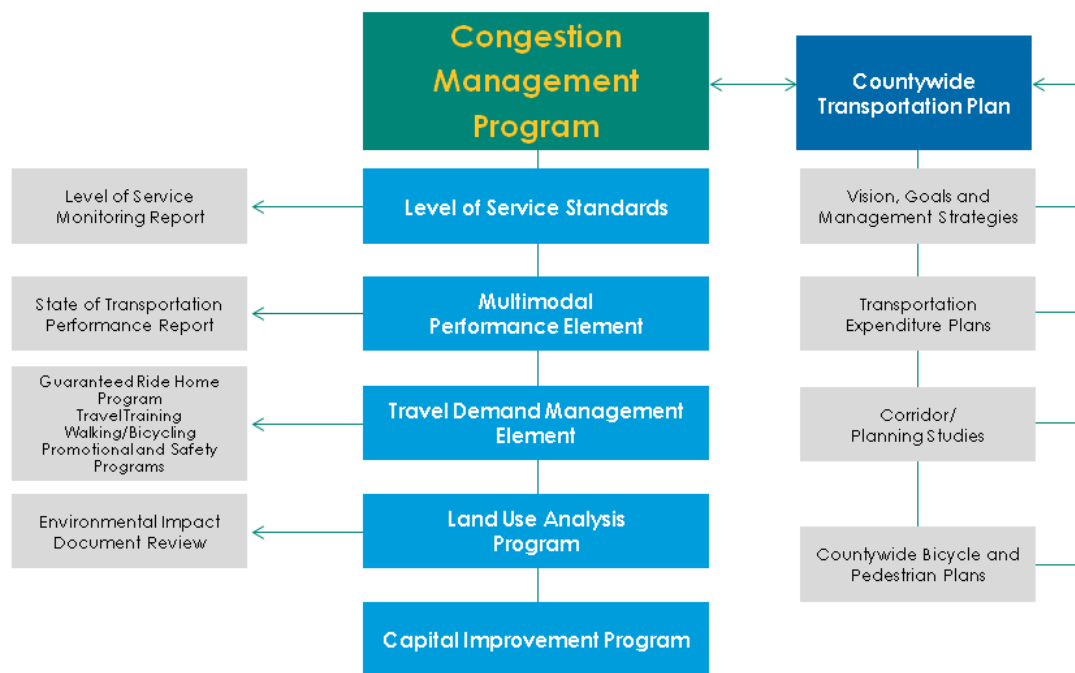
[Tess Lengyel](#), Deputy Director of Planning and Policy

[Saravana Suthanthira](#), Senior Transportation Planner

Executive Summary

California law requires urban areas to develop and biennially update a “congestion management program,” or CMP—a plan that describes the strategies to assess and monitor the performance of the county’s multimodal transportation system, address congestion and improve the performance of a multimodal system, and strengthen the integration of transportation and land use planning. In Alameda County, the Alameda County Transportation Commission (Alameda CTC) as the Congestion Management Agency (CMA) for Alameda County prepares the CMP. Alameda CTC works cooperatively with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans), and the Bay Area Air Quality Management District (BAAQMD) to manage and update the CMP. The CMP for Alameda County incorporates various strategies and measures to improve congestion management on the Alameda County multimodal transportation system. The CMP is required to incorporate five key elements: designated CMP roadway network, level of service monitoring, multimodal performance element, land use analysis program, and capital improvement program. The CMP also acts as a short-range plan to implement the long-range Countywide Transportation Plan.

Figure ES1—CMP and Five Main Elements



The CMP law places considerable authority with the CMAs for the CMP. Appendix A contains the full text of the pertinent sections of state law. For example, these agencies are required to oversee how local governments meet the requirements of the CMP. The legislation also forges a new relationship between local governments and the California Department of Transportation (Caltrans) by requiring new highway projects in urban areas to be included in a CMP if they will be part of the State Transportation Improvement Program (STIP). This means that funding of highway projects is, in part, controlled by local government in the form of the CMAs. With this authority comes the responsibility to recognize federal and state funding limitations and to work with Caltrans and MTC to formulate cost-effective projects.

The CMP is designed to meet legal requirements and address the challenges in doing so. Furthermore, Alameda CTC has developed working relationships with all levels of government as well as the private sector and is prepared to demonstrate that local governmental agencies—working together—can solve regional transportation problems.

The 2013 CMP update incorporates several actions identified as next steps in the 2011 CMP and more closely aligns the CMP with the 2012 Countywide Transportation Plan (CWTP) and the 2013 Regional Transportation Plan and Sustainable Communities Strategy (Plan Bay Area), and other related efforts and legislative requirements (e.g., Assembly Bill 32 and Senate Bill 375) to better integrate transportation and land use for achieving greenhouse gas reductions. Outcomes of the update include a number of actions and recommendations by the Commission highlighted in the Table ES-1, which follows (see details in the relevant chapters of the report).

Table ES1—2013 CMP Update Actions/Recommendation and Policy Changes

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
2, Designated CMP Roadway Network	<ul style="list-style-type: none"> Reviewed the designated CMP roadway network for potential additions as required by legislation. No new roadways were proposed by the jurisdictions. Identified the need to review and update the CMP roadway criteria in the 2015 CMP update in conjunction with the outcome of the Countywide Multimodal Arterial Corridor Plan to expand the CMP network to include significant rural roadways in the county. 	Incorporated the action to update the CMP roadway criteria as a next step.
3, Level of Service Standards	<p>Assessed use of the most recent Highway Capacity Manual (HCM2010) to monitor LOS for auto and other modes.</p> <ul style="list-style-type: none"> Evaluation results for auto LOS showed that the HCM2010 methodology's shift from measuring speed to measuring density to assign auto LOS would result in the loss of Alameda CTC's ability to track network performance trends and conformity, particularly for the Tier 1 network that is subject to conformity. For Tier 2 arterials not subject to conformity, both the 1985 and 2000 HCMs can be applied in 2014 when the next LOS monitoring is performed. Evaluation results for LOS monitoring of alternative modes showed that HCM2010 multimodal LOS (MMLOS) is not well-designed for annual monitoring application, as it is very data-intensive. 	<ul style="list-style-type: none"> Continue to use speed-based HCM1985 for auto LOS monitoring for Tier 1 network. Apply both 2000 and 1985 HCMs to Tier 2 network as appropriate and reevaluate expanded HCM use in the 2015 CMP update. Use countywide modal studies to identify countywide facilities and metrics for monitoring alternative modes, and incorporate these in the 2015 CMP for future LOS monitoring efforts.
4, Multimodal Performance Element	Updated performance report to continue tracking the performance of the CMP network by mode and incorporate Plan Bay Area goals.	Identified the need for a comprehensive review and alignment of performance measures from all Alameda CTC planning efforts for use in programming and transportation investment decisions.
5, Travel Demand Management Element	Updated the 2013 CMP based on the Countywide Comprehensive Transportation Demand Management (TDM) Strategy adopted by the Commission in May 2013.	No change
6, Land Use Analysis Program	<p>Comprehensively reviewed and reorganized the Land Use Analysis Program to better document the various related efforts of the agency and incorporate Plan Bay Area goals.</p> <ul style="list-style-type: none"> Identified that Alameda CTC will work with MTC and the Association of Bay Area Governments (ABAG) to identify ways to support improvements to rural roadways that facilitate agricultural operations and agricultural tourism in East Alameda County and to develop a more comprehensive approach to mitigating impacts from rural roadway improvements that support PCA goals and 	<ul style="list-style-type: none"> Incorporate the Alameda County Priority Developments Area Investment and Growth Strategy recommendations adopted by the Commission March 2013. Incorporated as an implementation step the action to address rural roadway improvement needs to support PCA goals and objectives. Encourage use of HCM2010 to study auto impacts on roadways but provide flexibility to conform to local requirements as needed.

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
	<p>objectives.</p> <ul style="list-style-type: none"> Reviewed the application of HCM2010 to assess impact of auto and other modes. For auto impact analysis in the land use analysis program, using HCM2010 data to perform the impact analysis was found to be consistent with the current data requirements; therefore, use of HCM2010 is encouraged per regional direction, but flexibility to use HCM2000 is permitted where consistency is needed by local jurisdictions. Evaluation results for LOS monitoring of alternative modes showed that HCM2010 MMLOS is suitable to identify multimodal trade-offs in mitigation measures, and use of HCM2010 is encouraged. Implemented development of land use database based on development approvals information from the local jurisdictions. Identified alternative trip generation methodologies to support infill development projects. Updated subarea model guidelines consistent with MTC's updated regional model consistency requirements. 	<ul style="list-style-type: none"> Encourage study of multimodal tradeoffs of mitigation measures proposed in environmental documents, including use of HCM2010 MMLOS to perform the analysis. Include recommendations for the types of impacts to be analyzed for alternative modes in Alameda CTC's standard response for environmental review. Develop a database of countywide land use approvals and track local jurisdiction Housing Element progress. This is a new requirement for local jurisdictions to submit information on development approvals that occurred in the prior fiscal year for developing a countywide land use approvals database, and provide a copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development, starting 2014. See recommended changes under Chapter 9, Program Conformance and Monitoring. Incorporate identified alternative trip generation methodologies for use in Traffic Impact Analysis. Implement updated subarea model guidelines.
7, Database and Travel Demand Model	Included information that the countywide model is currently in the process of being updated.	No change
8, Capital Improvement Program	<ul style="list-style-type: none"> Updated the 2013 CMP to include new State Transportation Improvement Program (STIP) projects, other capital improvement projects planned to improve the CMP transportation network for the next seven years, and new funding sources. Identified the development of the Strategic Plan including a comprehensive Capital Improvement Program and Program Investment Plan (CIP/PIP). 	<ul style="list-style-type: none"> Incorporate 2014 STIP. Incorporate updated Capital Improvement Program projects for FY2013-14 to 2019-20). Develop CIP/PIP as next steps.
9, Program Conformance and Monitoring	Identified two new requirements through the Land Use Analysis Program to track land developments and to identify how well transportation investments are coordinated with the land use to support monitoring the implementation of SB 375 in Alameda County.	<p>Local jurisdictions will submit to Alameda CTC as part of the Annual Conformity Findings process:</p> <ul style="list-style-type: none"> Information on development approvals that occurred in the prior fiscal year, starting 2014; and A copy of the most recent Housing Element Annual Progress Report submitted to the State Department of Housing and Community Development.

Chapter	Technical Review, Evaluation, and Findings	Recommended Changes
10, Deficiency Plans	<ul style="list-style-type: none"> Updated deficiency plan guidelines to incorporate procedures for developing areawide deficiency plans to improve performance of multimodal transportation infrastructure over a larger area when localized improvements are not practical or workable. Updated Conflict Resolution process for multijurisdictional deficiency plans. 	<ul style="list-style-type: none"> Follow updated deficiency plan guidelines for developing areawide deficiency plans when appropriate. Follow updated conflict resolution process.

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Following the adoption of the 2013 CMP by Alameda CTC Commission, Alameda CTC will submit the CMP to MTC. As the regional transportation planning agency in the San Francisco Bay Area, MTC is required to evaluate the CMP's consistency with MTC's RTP and with the CMPs of the other counties in the Bay Area. If the Alameda County CMP is found to be consistent with the RTP, MTC will incorporate the projects listed in the CMP's Capital Improvement Program into MTC's Regional Transportation Improvement Program (RTIP).

THE TRANSPORTATION SYSTEM

Alameda CTC must define and identify components of the transportation system that is being monitored and improved. For the purposes of the CMP, two different systems are used: the designated CMP roadway network (Chapter 2, Designated CMP Roadway Network) and the broader Metropolitan Transportation System (MTS). The CMP roadway network is a subset of the MTS. Alameda CTC monitors performance in the CMP roadway network in relation to established level of service (LOS) standards. Alameda CTC also uses the MTS in the Land Use Analysis Program (Chapter 6).

Designated CMP Roadway Network

The designated CMP roadway network was developed in 1991 and includes state highways and principal arterials that meet all minimum criteria (carry 30,000 vehicles per day; have four or more lanes; be a major cross-town connector; and connect at both ends to another CMP route or major activity center). The system of roadways carries at least 70 percent of the vehicle miles traveled countywide and contains 232 miles of roadways. Of this total, 134 miles (58 percent) are interstate freeways, 71 miles (31 percent) are state highways (conventional highways), and 27 miles (11 percent) are city/county arterials.

Recognizing the need to expand the CMP network to reflect the changes in land use patterns over the years, in 2011, the Alameda CTC Commission adopted a two-tier approach for the CMP network in Alameda County. The first tier (Tier 1) is the existing CMP network, and the second tier (Tier 2) consists of roadways identified using a set of adopted criteria. This Tier 2 network forms a supplemental network monitored for informational purposes only and is not used in the conformity findings process. The identified Tier 2 network roadways have a total length of 92 miles. Details are included in Chapter 2, Designated CMP Roadway Network.

No new CMP roadways were proposed by the local jurisdictions during this 2013 update. For the 2015 CMP update, Alameda CTC will review and update the criteria for inclusion of roadways to the CMP network in conjunction with the outcome of the Countywide Multimodal Arterial Corridor Plan to expand the CMP network to include significant rural roadways in the county.

MTS System

A regionally designated system, MTS includes the entire CMP network, as well as major arterials, transit services, rail, maritime ports, airports, and transfer hubs critical to the region's movement of people and freight. MTS roadways were originally developed in 1991 and updated in 2005 and include roadways

recognized as “regionally significant” and all interstate highways, state routes, and portions of the street and road system operated and maintained by local jurisdictions.

LOS MONITORING

State law requires that level of service (LOS) standards be established to monitor the CMP roadway network’s LOS as part of the CMP process. The legislation leaves the choice of LOS measurement methodology to the CMAs, but mandates that the LOS be measured by the most recent version of the Transportation Research Board’s Highway Capacity Manual (HCM) or a uniform methodology adopted by the CMA, in our case Alameda CTC, that is consistent with the HCM. LOS definitions describe traffic conditions in terms of speed and travel time, volume and capacity, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. LOS is represented by letter designations, ranging from A to F. LOS A represents the best operating conditions, and LOS F represents the worst.

The purpose of these standards is to provide a quantitative tool to analyze the effects of land use changes and to monitor congestion, which is a measure of system performance. Alameda CTC is required to determine how well local governments meet the standards in the CMP, including how well they meet LOS standards. The CMP legislation requires a standard of LOS E for all CMP Tier 1 roadways in Alameda County.

Alameda CTC uses LOS standards as defined in the 1985 Highway Capacity Manual (HCM1985), the nationally accepted guidelines published by the Transportation Research Board, and re-evaluated its applicability in 2005 for roadway LOS monitoring purposes and again in 2013 for roadway and alternative modes purposes. The review conducted in 2013 showed that using the 2000 and 2010 HCM versions for roadway LOS monitoring purposes would result in applying density-based rather than speed-based LOS methodology for freeways and changed speed classifications for arterials, which would hinder the ability to compare past performance trends important for determining conformity with the CMP. Based on this review, Alameda CTC will continue to use the speed-based LOS methodology in the HCM1985 to monitor freeways and existing roadway classifications for arterials for the Tier 1 roadway network, which is subject to the conformity process. For the Tier 2 network, since it has been only monitored for informational purposes since 2012 and is not comparable to any previous performance data, LOS will be reported using the methodologies in both the HCM1985 and HCM2000 in 2014 when the next LOS monitoring will be performed, and future use of appropriate HCM for Tier 2 purposes will be determined in the 2015 CMP update.

The evaluation of HCM2010 for the 2013 CMP update also reviewed its applicability for monitoring service level standards for alternative modes by using Multi Modal Level of Service (MMLOS). It was found that using the 2010 HCM-based MMLOS is data and resource intensive and costly for large-scale applications such as monitoring countywide performance of the alternative modes; therefore, it is not well designed for annual LOS monitoring purposes. Alameda CTC will assess how to best include the performance measurement metrics for monitoring alternative modal performance in the 2015 CMP update, based on the outcomes of the following countywide modal plans—Goods Movement Plan, Multimodal Arterial Corridor Plan, and Transit Plan. A summary of the evaluation and comparison of

using 1985, 2000, and 2010 HCMs for LOS monitoring purposes, including a comparison of approaches adopted by various large CMAs in the Bay Area, is provided as Appendix B.

Alameda CTC conducts a LOS monitoring study every two years. The last study was conducted in spring 2012, and the next one will be in 2014. The 2013 CMP incorporates the results of 2012 LOS monitoring, and Alameda CTC is exploring use of commercially available travel time data for 2014 LOS monitoring.

At present, Alameda CTC is monitoring the designated CMP roadway network by contracting biennially with a consultant to collect speed data. Alameda CTC analyzes the data and prepares the results. If a local government or Caltrans assumes responsibility for monitoring roadways in the CMP network within its jurisdiction, it will be required to do the following: biennially monitor the LOS on the designated system and report to the Alameda CTC by June 15 of each year relative to conformance with the adopted standards (see Chapter 3, Level of Service Monitoring for more information).

MULTIMODAL PERFORMANCE ELEMENT

The CMP must contain performance measures that evaluate how highways and roads function, as well as the frequency, routing, and coordination of transit services. The performance measures should support mobility, air quality, land use, and economic objectives and be used in various components of the CMP. The legislation intends for the performance element to include multimodal performance measures, in addition to the required roadway and transit measures. However, only the roadway LOS standards will be used to trigger the need for a deficiency plan in Alameda County.

Combined with LOS standards, the multimodal performance element provides a basis for evaluating whether the transportation system is achieving the broad mobility and congestion management goals in the CMP. These include developing the Capital Improvement Program, analyzing land use impacts, and preparing deficiency plans to address problems. They help comprehensively evaluate the performance of the countywide multimodal transportation system and include the goals and performance measures adopted for the 2012 CWTP and *Plan Bay Area* (refer to Chapter 4, Multimodal Performance Element for a more comprehensive table listing the performance measures and related goals). The CMP performance measures appear in Table ES2 below.

Table ES2—Multimodal Performance Measures

CMP Performance Measures
Average Highway Speeds
CO ₂ Emissions*
Completion of Countywide Bicycle Plan
Completion of Countywide Pedestrian Plan*
Coordination of Transit Service
Duration of Traffic Congestion
Fine Particulate Emissions*
Low-income Households Near Activity Centers*
Low-income Households Near Transit*
Roadway Collisions*

CMP Performance Measures
Roadway Maintenance
Transit Availability
Transit Capital Needs and Shortfall
Transit Frequency
Transit Ridership
Transit Routing
Transit Vehicle Maintenance
Travel Time*
Trips by Alternative Modes*

*Denotes new or expanded existing performance measure resulting from integrating the measures from the 2012 CWTP. Extent of data collection for these measures depends on additional funds being available.

Using these measures, Alameda CTC prepares an annual Transportation System Performance Report, which local agencies and transit operators review prior to publication. To minimize cost, Alameda CTC relies on established data-collection processes and regularly published reports for data. A list of established data collection resources, by agency, follows in Table ES3.

Table ES3—Agency Data Collection Resources

Agency	Resources
Alameda CTC	<ul style="list-style-type: none"> • Roadway Speeds on CMP Roads, Except Freeways • Travel Times for Origin-Destination Pairs
Caltrans	<ul style="list-style-type: none"> • Accident Rates on State Freeways • Freeway Speed Runs and Duration of Freeway Congestion (when performed by Caltrans) • Highways in Need of Rehabilitation
Cities and County	<ul style="list-style-type: none"> • Countywide Bicycle Plan (Cities and County Public Works Department and Alameda CTC)
MTC	<ul style="list-style-type: none"> • Freeway Speed Runs and Duration of Freeway Congestion (when performed by MTC) • Pavement Management System Data for the MTS • Roadway Maintenance Needs
Transit Agencies	<ul style="list-style-type: none"> • Average Time Between Off-Loads (BART) • Frequency (number of lines operating at each frequency level) • Mean Time Between Service Delays (BART and ACE) • Miles Between Mechanical Road Calls (AC Transit, LAVTA and Union City Transit) • Service Coordination (number of transfer centers) • Service Schedules and On-Time Performance • Transit Capital Needs and Shortfall for High Priority (Score 16) Projects • Transit Ridership Routing (percentage of major centers served within 1/4-mile of a transit stop) • Transit Service Frequency During Peak Periods and Population at All Transit Stations in County

Local agencies are encouraged to provide data to MTC or to maintain their own database of maintenance needs on the MTS. However, there is no compliance requirement for local agencies or transit operators related to the multimodal performance element.

The 2012 Performance Report for Fiscal Year 2011-12 (attached as Appendix C) shows that in the past five years, 2012 marked the first time that the Alameda County economy added jobs, and reported increases in commuting and economic activity that are reflected in a number of transportation indicators. Average travel speeds declined by roughly 1 mph from 2010 to 2012 and weekday freeway congestion increased by nearly 20 percent between FY 10/11 and FY 11/12. Transit boardings increased in 2012, reversing several years of decline; rail and ferry in particular showed strong ridership growth from 2011 to 2012, increasing ridership by 10 and 19 percent. State of repair improved in 2012, but major system investment needs loom on the horizon: local road pavement condition improved and transit service interruptions declined in 2012, but many miles of roadway are at risk of rapid deterioration and transit operators have a number of aging assets requiring rehabilitation or replacement. Biking and walking both saw increases in fiscal year 2012, and several key countywide projects were completed. In addition, several local pedestrian and bicycle master plans were completed, and most jurisdictions have up to date local master plans to guide investment in active transportation modes.

The 2012 performance report also revealed interesting longer term trends around commuting patterns in Alameda County. Alameda County's commuting has become more regional over the last decade, as the percent of workers employed in Alameda County who also live in the county has declined. Roughly two thirds of workers who live or work in Alameda County cross county lines as part of their daily commute. At the same time, the use of alternative modes for commuting purposes has increased. Between 2000 and 2011, the share of workers carpooling declined by nearly 4 percent and the share driving alone by 1 percent, while the shares working from home, riding BART, and bicycling all increased.

Based on the review of Performance Report and performance measures used in various monitoring activities, Alameda CTC identified the need for a comprehensive review to streamline the reporting timeline and availability of data for various multimodal performance measures from all Alameda CTC planning efforts for use in programming and transportation investment decisions. This will be done for the 2015 CMP update.

TRAVEL DEMAND MANAGEMENT ELEMENT

Transportation demand management (TDM) measures seek to reduce pressure on existing roadway and parking capacity by using various strategies that include incentives and disincentives to influence travel choice. They reduce peak-period vehicle trips and total vehicle miles traveled. Related benefits include reducing congestion and carbon emissions, improving public health, and increasing transportation choice. The most effective TDM programs include some form of financial incentive, either through pricing parking or subsidizing transit and other non-drive alone modes. TDM strategies tend to be cost-effective ways of meeting regional goals. By making the most efficient possible use of the available

system capacity, they complement the region's investments in transit systems and other alternatives to driving.

The Commission adopted a Countywide Comprehensive TDM Strategy in May 2013 that provides an inventory of the broad range of TDM programs and activities present in Alameda County and recommends a strategy for better integrating, supporting, and building on these existing efforts, including implementation of the regional commute benefit program and the Guaranteed Ride Home Program. These programs are designed to reduce the need for new highway facilities over the long term and to make the most efficient use of existing facilities. The TDM element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming. Funding generally comes from the Transportation Fund for Clean Air (from motor vehicle registration fees) and from the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program. Alameda County's TDM element represents a fiscally realistic program that effectively complements the overall CMP.

A balanced TDM element requires actions that local jurisdictions, Alameda CTC, BAAQMD, Caltrans, MTC, and local transit agencies undertake. As required by state law, the Alameda County TDM program promotes alternative transportation methods (carpools, vanpools, transit, bicycles, park-and-ride lots, etc.), promotes improvements in the jobs-housing balance and SMART Growth, considers parking cash-out programs (paying employees who do not use parking), and promotes other strategies such as flextime and telecommuting.

The county's approach to TDM includes the following major actions:

- **Regional actions:** BAAQMD, Caltrans, and MTC take actions to support TDM throughout the San Francisco Bay Area. Alameda County's efforts work within the context of these broader regional initiatives.
- **Countywide actions:** Alameda CTC takes actions to encourage, supplement, and support local governments in their TDM efforts, including allocating funds for multimodal transportation improvements, providing guidance and technical assistance to localities in developing their own TDM programs, and monitoring compliance with the **Required Program** in the CMP. Alameda CTC also manages certain key TDM programs, such as Guaranteed Ride Home, that work most effectively at the countywide level.
- **Local jurisdiction actions:** Local governments have primary responsibility for implementing TDM programs and encouraging and incentivizing TDM by private organizations. The CMP requires local governments to undertake certain TDM actions, known as the **Required Program**. The CMP also encourages local governments to undertake TDM efforts above and beyond these requirements.
- **Private TDM actions:** Private employers, developers, homeowner associations, and nonprofit organizations can undertake TDM measures on a voluntary basis or as required by a city. Alameda CTC provides resources to support these actions, including guidance on best practices and other technical resources.

Chapter 5, Travel Demand Management Element includes a variety of tools available to local governments for facilitating TDM. To be found in conformance with this element of the CMP, local jurisdictions must adopt and implement the **Required Program** by September 1 of each year.

LAND USE ANALYSIS PROGRAM

The CMP incorporates a program to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation systems (MTS), including estimating costs associated with mitigating those impacts. The intent of this legislatively required component of the CMP is to:

- Coordinate local land use and regional transportation facility decisions;
- Assess the impacts of development in one community on another community; and
- Promote information sharing between local governments when the decisions made by one jurisdiction will impact another.

While the Alameda CTC's land use analysis program was initially developed as a program to meet the CMP legislative mandate, the growing focus at all levels of governments on improved coordination between land use and transportation planning has resulted in the program's evolution. In this context, the Alameda CTC's Land Use Analysis Program (Chapter 6) currently includes:

- Legislatively required review of:
 - Land use actions of local jurisdictions by Alameda CTC to ensure that impacts on the regional transportation system are disclosed and mitigation measures identified; and
 - Long-range land use projections by local jurisdictions for use in the countywide model database.
- Planning initiatives and programs that foster transportation and land use connections; and
- Strategic monitoring of transportation-land use coordination performance measures.

Although land use remains the purview of local governments, Alameda CTC can apply sanctions if local agencies do not conform to the requirements of the CMP. Local jurisdictions have the following responsibilities under the Alameda CTC Land Use Analysis Program element of the CMP:

- Throughout the year:
 - Forward to the Alameda CTC all Notices of Preparation, Draft and Final Environmental Impact Reports and Environmental Impact Statements, and final dispositions of General Plan Amendment and development requests.
 - Analyze large development projects according to the adopted guidelines, including the use of the Alameda Countywide Travel Demand Model or an approved subarea model and disclosure of impacts to the MTS, if the Alameda CTC determines the project exceeds the threshold for which CMP review is required.

- Work with Alameda CTC on the mitigation of development impacts on the regional transportation system.
- By October 1 of each year as part of the annual conformity process:
 - Demonstrate to Alameda CTC that the Land Use Analysis Program is being carried out.
 - Provide the Alameda CTC with 1) a list of land use development projects approved during the previous fiscal year; and 2) a copy of the most recent Housing Element Annual Progress Report submitted to the state Department of Housing and Community Development. These items are new and to be used to develop a database of land use approvals for enhanced monitoring of transportation-land use coordination and planning.
- During travel model updates:
 - Provide an update (prepared by the jurisdiction's planning department) of the anticipated land use changes likely to occur using the most recent Association of Bay Area Government (ABAG) forecast for a near-term and long-term horizon year. This land use information should be provided in a format that is compatible with the countywide travel model.

The 2013 CMP update includes expanded discussion of the Alameda CTC's activities to fulfill the legislative requirements of Senate Bill 375 and Assembly Bill 32 to better integrate transportation and land use and to reduce greenhouse gas emissions by curtailing vehicle miles traveled. The following enhancements are made to the Land Use Analysis Program to meet these objectives:

- Incorporate the recommendations of the Alameda County Priority Development Investment and Growth Strategy including facilitating implementation of Priority Conservation Areas as required by MTC and adopted by the Commission in March 2013; identify that Alameda CTC will work with MTC and ABAC to identify ways to support improvements to rural roadways that facilitate agricultural operations and agricultural tourism in East Alameda County and to develop a more comprehensive approach to mitigating impacts from rural roadway improvements that support PCA goals and objectives.
- Modify the agency's guidelines for environmental review consistent with action items identified in the 2011 CMP.
 - HCM 2010: Alameda CTC performed an assessment of the HCM2010 including its MMLOS methodologies for use in the Land Use Analysis Program similar to the evaluation effort for the LOS Monitoring element. Based on this assessment, the following changes are made:
 - Encourage use of HCM2010 to study auto impacts on roadways but provide flexibility to conform to local requirements as needed.

- Encourage study of multimodal tradeoffs of mitigation measures proposed in environmental documents, including use of HCM2010 MMLOS to perform the analysis.
 - Expand and clarify language as to the types of impacts to transit, bicyclists, and pedestrians that project sponsors should consider.
- In-fill development trip generation: Alameda CTC performed an assessment of alternative project trip generation methodologies that more accurately account for the nature of trip generation in areas such as PDAs or infill sites; based on this assessment, Alameda CTC proposes three alternative methods for project sponsors to use for CMP land use analysis:
 - EPA’s Mixed Use Development (MXD) model
 - Caltrans/UC Davis Smart Growth Trip Generation rates
 - MTC’s Station Area Residents Study (STARS) mode share adjustment method
- Establish a development approvals database that will be populated using information provided by local jurisdictions as part of the annual conformity process starting in 2014.

Many action items identified in the 2011 CMP update for a further enhanced land use analysis program are still valid and continue to be carried forward, so that based on the resource availability and coordination with other efforts of Alameda CTC, they can be implemented.

DATABASE AND TRAVEL DEMAND MODEL

Alameda CTC has developed a uniform land use database for use in the countywide travel model. The database and travel demand model bring to the congestion management decision-making process a uniform technical basis for analysis. This includes consideration of the benefits of transit service and TDM programs, as well as projects that improve congestion on the CMP network. The model is also intended to assist local agencies in assessing the impacts of new development on the transportation system.

The most recent update to the model was completed in May 2011. It incorporates land use assumptions based on ABAG’s *Projections 2009*. Projections of socioeconomic variables were made for the traffic analysis zones defined for Alameda County. By aggregating the projections made for each zone, Alameda CTC produced projections of socioeconomic characteristics for unincorporated areas of the county, the 14 cities, and for the four planning areas.

Table ES4—Alameda County Planning Areas

Planning Area	Cities
North Planning Area	Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont
Central Planning Area	Hayward, San Leandro, and the unincorporated areas of Castro Valley, Ashland and San Lorenzo
South Planning Area	Fremont, Newark, and Union City
East Planning Area	Dublin, Livermore, Pleasanton, and the unincorporated areas of East County

The countywide model is being updated to include the recently adopted SCS and RTP, the *Plan Bay Area*. The updated model will also incorporate 2010 US Census data along with updates to the model base year from 2000 to 2010, to correspond with the 2010 US Census and to change the long-term forecast year from 2035 to 2040, along with updates to other related features of the model (see Chapter 7, Database and Travel Demand Model for details). In spring 2014, the updated Alameda Countywide Travel Demand Model is expected to be available for use.

CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) reflects Alameda CTC's efforts to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the Land Use Analysis Program.

Per federal requirements, Alameda CTC considers various multimodal methods to improve the existing system, such as traffic operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs. Projects selected for the CIP also are consistent with the assumptions, goals, policies, actions, and projects identified in the *Plan Bay Area*, MTC's basic statement of Bay Area transportation policy.

The 2013 CIP covers fiscal year 2013-2014 to 2019-2020 and is comprised of:

- Major capital projects and rehabilitation projects programmed in the 2014 STIP and Moving Ahead for Progress in the 21st Century (MAP-21); and
- Other major highway, transit, bicycle and pedestrian, and local projects intended to maintain or improve the performance of the CMP network.

The CIP projects link to the vision and projects presented in the 2012 Countywide Transportation Plan, either as a specific capital project or from funding set aside to cover categories of projects. Project types include maintaining and rehabilitating local streets and roads, transit capital replacement, bicycle and pedestrian improvements, and operational improvements.

By July 31st of each odd-numbered year, to be in conformance with the CMP, local jurisdictions and project sponsors must submit to Alameda CTC a list of projects intended to maintain or improve the LOS on the CMP network and to meet transit performance standards.

In 2013, Alameda CTC initiated a new process for an enhanced Strategic Plan/CMP that will include a Capital Improvement Program/Programs Investment Plan (CIP/PIP) and Allocation Plan. To meet legislative requirements and help maintain and improve the performance of the multimodal transportation system, the CIP/PIP will be incorporated in to the 2015 CMP update. The new comprehensive CIP/PIP is anticipated to be adopted in 2014.

PROGRAM CONFORMANCE AND MONITORING

Alameda CTC is responsible for ensuring local government conformance with the CMP and annually monitors the implementation of four elements: LOS standards on CMP network, travel demand management including implementation of the Required Program, land use analysis program, and capital improvement program. Alameda CTC ensures local agencies are in conformance with CMP requirements for these elements.

To assist local jurisdictions, Alameda CTC provides LOS standards resources (Chapter 3, Level of Service Standards); travel demand management resources and countywide programs to facilitate implementation of the Required Program (Chapter 5, Travel Demand Management Element); and a database and Countywide Travel Demand Model (Chapter 7, Database and Travel Demand Model). Alameda CTC has also developed a Land Use Analysis Program for implementation by local agencies. This program analyzes the impacts and determines mitigation costs of land use decisions on the regional transportation system (see Chapter 6, Land Use Analysis Program). Local jurisdictions remain responsible for approving, disallowing, or altering projects and land use decisions. The program must be able to determine land development impacts on the MTS and formulate appropriate mitigation measures commensurate with the magnitude of the expected impacts.

In addition, Alameda CTC is required to prepare and biennially update a CIP (see Chapter 8, Capital Improvement Program) aimed at maintaining or improving transportation service levels. Each city, the county, transit operators, and Caltrans provide input to these biennial updates.

As part of Alameda CTC's annual monitoring, if it finds a local jurisdiction in non-conformance with the CMP, it will notify the local jurisdiction, which then has 90 days to remedy the area(s) of non-conformance. If the local jurisdiction fails to provide a remedy within the stipulated time, it may lose local, state, and/or federal funding (see Chapter 9, Program Conformance and Monitoring for more information).

DEFICIENCY PLANS

CMP legislation requires preparation of deficiency plans when a CMP roadway segment does not meet the adopted level of service standard, which is LOS E for Alameda County CMP roadways. Local jurisdictions must develop a deficiency plan to achieve the adopted LOS standards at the deficient segment or intersection, or to improve the LOS and contribute to significant air-quality improvements. The two types of deficiency plans include Localized Deficiency Plans and Areawide Deficiency Plans, which address transportation impacts to more than one CMP roadway and including alternative modes in a large geographic area. To provide support to local jurisdictions in terms of meeting any potential deficiency plan requirements, Alameda CTC updated the deficiency plan guidelines to include more details and procedures for developing Areawide Deficiency Plans (included as Appendix D) as part of the 2013 CMP update.

Responsibilities for Deficiency Plans

Local governments are responsible for preparing and adopting deficiency plans; however, they need to consult with Alameda CTC, BAAQMD, Caltrans, and local transit providers regarding the deficient roadway segment, and coordinate with more than one jurisdiction to develop multijurisdictional Deficiency Plans. Local public-interest groups and members of the private sector may also have an interest in developing deficiency plans.

During the process of developing a deficiency plan, a local agency needs to consider whether it is possible to make physical improvements to the deficient segment or if an areawide deficiency plan needs to be prepared. In developing the deficiency plan, the local agency must consider and describe both local and system alternatives. Local governments and Alameda CTC must consider the impact of the proposed deficiency plan on the CMP system. The local agency must also provide an action plan to implement the chosen alternative. The selection of either alternative is subject to approval by Alameda CTC, which must find the action plan in the interest of the public's health, safety, and welfare. In 2011, Alameda CTC has adopted a policy to consider providing funding priority to projects that would improve the performance of deficient segments. The procedure for assigning priority for those projects will be defined in the CIP/PIP, which is anticipated to be adopted in 2014.

CONCLUSIONS AND FUTURE CONSIDERATIONS

The CMP has several interrelated elements intended to foster better coordination among decisions about land development, transportation, and air quality. Several conclusions can be reached about the CMP relative to the requirements of law and its purpose and intent (Chapter 11 Conclusions and Future Considerations). Specifically, the CMP:

- Contributes to maintaining or improving multimodal transportation service levels;
- Conforms to MTC's criteria for consistency with the *Plan Bay Area*;
- Provides a travel model with specifications and output consistent with MTC's regional model;
- Is consistent with BAAQMD's Clean Air Plan Transportation Control Measures;

- Specifies a method for estimating roadway LOS that is consistent with state law and expanding options to assess LOS for alternative modes;
- Identifies candidate projects for the STIP and federal Transportation Improvement Program;
- Has been developed in cooperation with the cities, the County of Alameda, transit operators, the BAAQMD, MTC, adjacent counties, Caltrans, and other interested parties;
- Provides a forward-looking approach to deal with the transportation impacts of local land use decisions; and
- Considers the benefit of greenhouse gas reductions in developing the CIP.

During the development and update of the 2013 CMP for Alameda County, several long-standing issues have been uncovered that will continue to need further action by the Alameda CTC.

- Lack of funding to support the CMP, including adequate capital resources and Alameda CTC/local government funding;
- Limited ability of Alameda CTC to influence transportation investments when most transportation funding programs are beyond the purview of the CMP legislation;
- The need to identify the responsible agency for monitoring and maintenance of LOS on the state highway system; and
- Scope of the CMP network and lack of incentive to local jurisdictions to add new roadways.

The 2013 CMP update made recommendations as next steps in addressing issues related to addressing new and existing legislative requirements, monitoring standards and other efforts related to congestion management, and better integrating transportation and land use. The following highlights key areas identified for follow-up:

- Based on the California Environmental Quality Act reform efforts and recently enacted Senate Bill 743, in collaboration with the local jurisdiction and regional agencies, comprehensively evaluate and identify efforts and next steps for Alameda CTC to actively participate in the process of developing new standards of significance for transportation impacts and in supporting local jurisdictions in implementing the new standards.
- Continue efforts to improve land use and transportation connections in Alameda County including addressing issues related to parking standards and policies to reduce green house gas emissions and implementing the Alameda County Priority Development Area Investment and Growth Strategy.
- Coordinate the outcome of the countywide modal plans to identify facilities to monitor and metrics to follow for monitoring performance of countywide alternative modes along with auto monitoring.
- Perform a comprehensive review and alignment of performance measures from all Alameda CTC planning efforts for use in programming and transportation investment decisions.

- Develop a land use development database to track land development approvals from local jurisdictions for use in various planning efforts and to analyze how and whether the land development and transportation investments are coordinated.
- Develop a comprehensive Strategic Plan that includes a performance-based Capital Improvement Program/Program Investment Plan (CIP/PIP) to better inform the programming process.



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities and provide input on draft legislative program priorities

Summary

This memo provides an update on federal, state and local legislative activities including an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 2013 and is included in summary format in Attachment A. The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues germane to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

At the time of this writing, the shutdown of the federal government continues as the House and Senate have been unable to pass appropriations bills or a continuing resolution to fund the government in the new federal fiscal year, which began on October 1, 2013.

On October 16th, the Senate crafted a bi-partisan plan that will move forward for a vote. Under the outline of the Senate plan, the federal government would be funded at the current rate of \$986 billion a year through January 15. The debt limit would be raised until

February 7, and the Treasury Department would be able to use "extraordinary" special accounting measures to continue borrowing money for a few weeks after that date, if it needs to. A minor concession was made by Democrats that would enforce additional "income verification" measures to ensure that people receiving some subsidies under the ACA are reporting their income accurately. A budget conference report would be due to Congress by December 13, the product of a new budget negotiating committee that would include Senate Budget Committee Chairwoman Patty Murray and House Budget Committee Chairman Paul Ryan. The deal also provides back Even if the House passes stand-alone bills, Senate Democrats have indicated their unwillingness to engage with House Republicans on a series of small, short term bills. Meanwhile, the Administration continues to insist on a clean continuing resolution funding the entire federal government.

The debate around funding the federal government became entwined with the raising the federal debt limit prior to and during the Government shutdown. Secretary Jack Lew stated in late September in a letter to Congress that it needs to raise the debt ceiling in mid-October (specifically no later than October 17 for the country to meet its commitments that Congress already approved.

Secretary Lew noted in his letter that by October 17th, the Treasury would have only approximately \$30 billion to meet the country's commitments, an amount which would be far short of net expenditures on certain days, which can be upward to \$60 billion. He also noted that if there is insufficient cash in the Treasury, it would be impossible for the United States to meet all of its obligations for the first time in its history. He also clarified that extending the United States borrowing authority does not increase government spending; rather, it allows the Treasury to pay for expenditures that Congress already approved.

In 2011, Congress wrestled for a long time with the debt limit legislation, and the United States' credit was downgraded.

Policy

Highway Trust Fund: In late September, the Senate Environment and Public Works (EPW) Committee held a hearing entitled "The Need to Invest in America's Infrastructure and Preserve Federal Transportation Funding." The purpose of the hearing was to discuss the need for innovative financing and additional government assistance to build and maintain the national network of roads, highways, bridges, airports, waterways, and sea ports.

This effort continues discussions regarding how to fund transportation in the United States. During this hearing, Committee members and witnesses were in agreement that reforms have to be made to the system of transportation revenue from the ways fees are collected and the types of fees collected. Many noted that the gas tax should be indexed to inflation as one way to address the declining buying power of gas tax revenues. Others suggested that vehicle miles traveled tax (VMT) would be a good

model to use once the privacy concerns and collection issues are addressed. Staff will continue to provide updates on discussions at the federal level regarding how to fund transportation.

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.

The State Legislature finished the first year of the 2013-14 session in mid-September and is not expected to return to Sacramento until January 6th.

All bills not sent to the Governor for consideration are now considered "two-year" bills and can be revisited when the Legislature reconvenes in January. All two-year bills must be out of their house of origin by the end of January in order to remain alive. In addition, bills held on the Suspense Files in either the Senate or Assembly Appropriations Committees are also considered two-year bills. The Governor has until October 13th to sign or veto the bills sent to his desk.

Policy

AB 32 Scoping Plan: On October 1, 2013, California Air Resources Board released its Discussion Draft update of the AB 32 Scoping Plan. The existing AB 32 Scoping Plan was adopted in 2008 and focused on 2020 reduction goals. The updated plan will set the path to achieve 2050 reduction goals.

The update to the AB 32 Scoping Plan allowed CARB to review and revise the 2008 Scoping Plan, and address near and long term goals for reducing greenhouse gas emissions. The update focused on the following six sectors for post-2020 GHG emission reduction strategies:

- Energy
- Transportation, Land Use, Fuels, and Infrastructure
- Agriculture
- Water
- Waste Management
- Natural and Working Lands

The updated Scoping Plan will likely influence the Cap & Trade expenditure plan that is anticipated to be included in the Governor's 2014-15 budget proposal that he will release in January 2014. Alameda CTC and its partners are reviewing the updated Scoping Plan and staff recommends that the following four concepts be included in a comment letter to the California Air Resources Board (CARB).

To support the required 80% reduction of greenhouse gas emissions from the transportation sector, it is important to:

- **Fund transportation now** to achieve 80% GHG reduction targets
- **Direct transportation fuels funds for transportation investments** to support public expectation of return on investments
- **Administer regionally** and allocate to regions on a per capita basis to leverage and expand current investments
- **Build on successes** of planning and investment strategies developed and delivered by the regions and local agencies
- **Support cities and counties on which SCS implementation largely relies upon to achieve GHG reduction targets** by implementing transportation and land use changes. Cities and counties should be recognized and supported for the level of effort it takes to make these changes.

This discussion is particularly important for the transportation sector since it is both the source of the highest GHG emissions and includes the highest goal for GHG emission reductions: 80% reduction in transportation related greenhouse gas emissions by 2050 below 1990 levels, as required by Governor Brown's [Executive Order B-16-2012](#).

Legislation

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County. For the 2014 legislative platform, staff hosted a legislative roundtable on October 9, 2013, to discuss legislative priorities in Alameda County. In addition, staff participated at an MTC legislative discussion on October 7th and a CMA legislative discussion on October 11th. A draft proposed set of legislative priority concepts, reflecting local and regional discussions, for the Commission to consider and provide input is included in Attachment B. A final legislative platform will be brought to the Commission in November for final approval at the December Commission meeting.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2013 Alameda County Legislative Priorities
- B. 2014 Alameda County Legislative Concepts

Staff Contact

[Tess Lengyel](#), Deputy Director of Planning and Policy



2013 Alameda County Legislative Priorities

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

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

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

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

Issue	Priority	Strategy	Actions	Legislation
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.Support legislation that increases the buying power of the gas taxSupport efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor.	<ul style="list-style-type: none">Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements	<ul style="list-style-type: none">Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent: these bills were held in Senate Appropriations; AB 210 (Wickowski) to allow Alameda CTC to place another measure on the ballot: signed by the Governor
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.Support legislation that protects against transportation funding diversions to the General Fund.Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.Seek, acquire and implement grants to advance project and program delivery.Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms.	<ul style="list-style-type: none">On-going monitoring	<ul style="list-style-type: none">AB 431: Oppose MPO authority to place sales tax measures on the ballot for transportation, housing and open spaces: two-year billAB466: Support CMAQ current funding allocation: this bill passed through the legislature and is on the Governor’s deskAB 791: Oppose changes to current methods for adjusting the excise fuel tax: two-year bill
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery.Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility.Support innovative project delivery methods.Support HOT lane expansion in Alameda County and the Bay Area.Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals	<ul style="list-style-type: none">On-going monitoring	<ul style="list-style-type: none">
	Ensure cost-effective project delivery	<ul style="list-style-type: none">Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County.	<ul style="list-style-type: none">On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery	<ul style="list-style-type: none">

Issue	Priority	Strategy	Actions	Legislation
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> SB 391: Support ability to create a revenue stream for low-income housing that will assist with SB 375 requirements to house all income levels of the population within the region: two-year bill
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. 	<ul style="list-style-type: none"> On-going work with agency coordination, grant development and legislative advocacy 	<ul style="list-style-type: none">
	Support climate change legislation	<ul style="list-style-type: none"> Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure. To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none">
Climate Change	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County. 	<ul style="list-style-type: none"> Working with the SHCC, MTC the CMAs and local agencies on this effort. Submitted a letter to CARB on March 8 supporting the Transportation Coalition for Livable Communities platform 	<ul style="list-style-type: none"> AB 574: Support allocation of Cap & Trade funds to the region for distribution to support implementation of the SCS: two-year bill
	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none">
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems. Support legislation and policies that promote governmental efficiencies and cost savings in transportation. Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts. 	<ul style="list-style-type: none"> On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable. An updated Alameda CTC procurement policy will support business participation efforts. 	<ul style="list-style-type: none"> Support AB 14 (Lowenthal) for the creation of a state freight plan and advisory committee: Bill was signed by the Governor



2014 Alameda County Legislative Concepts

The legislative concepts herein support Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Safe; Supportive of a Healthy and Clean Environment.”

[A final legislative platform will be adopted by Alameda CTC in December 2014]

1111 Broadway, Suites 800
Oakland, CA 94607
(510) 208-7400
www.AlamedaCTC.org

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none">• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.• Support efforts that protects against transportation funding diversions.• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Seek, acquire and implement grants to advance project and program delivery.• Support Alameda County as the recipient of funds to implement grants and pilot programs
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery.• Support contracting flexibility and innovative project delivery methods.• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none">• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.• Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.• Support innovative financing opportunities to fund TOD and PDA implementation
	Expand multimodal systems and flexibility	<ul style="list-style-type: none">• 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 and do not create unfunded mandates.• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support goods movement efforts that enhance the economy, local communities and the environment Support a designated funding stream for goods movement Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery and advocacy.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Memorandum

9.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Alameda CTC Semi-Annual Programs Status Update

RECOMMENDATION: Receive a semi-annual update on the status of the Measure B and Vehicle Registration Fee Programs.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs and services in Alameda County. The remaining approximately 40 percent are earmarked for specific capital projects as set forth in the 2000 Measure B Transportation Expenditure Plan. Each year, Alameda CTC provides the Commission with semi-annual updates of Measure B expenditures.

In November 2010, voters approved Measure F Vehicle Registration Fee (VRF) Program, thereby authorizing the collection of an annual \$10 per vehicle registration fee starting in May 2011 for transportation purposes.

The Alameda CTC is responsible for administering the Measure B and the VRF Programs. A defined portion of Measure B/VRF funds are distributed directly to 20 eligible jurisdictions (direct local program distribution {pass-through} funds) or through discretionary grant allocations. Measure B/VRF revenues finance bicycle/pedestrian, local transportation, mass transit, and paratransit improvements to maintain and enhance Alameda County's transportation system.

For the direct local program distributions (pass-through programs), Alameda CTC directly distributes Measure B/VRF program funds to eligible local jurisdictions and transit agencies by formulas and percentage allocations. At the end of each calendar year, Alameda CTC requires recipients to submit separate Audited Financial Statements and compliance expenditure reports to monitor Measure B/VRF expenditures and planned uses. In fiscal year 2012-2013 (FY 12-13), the direct local program distribution (pass-through) fund recipients received approximately \$64.8 million in Measure B and \$6.9 million in VRF distributions, as summarized in Table 1 on the following page.

For discretionary grant allocations, Alameda CTC sets aside a portion of Measure B/VRF specifically for discretionary grant programs. Grant recipients are required to submit progress reports every six months providing grant status and expenditure updates.

Table 1
FY 2012-13 Measure B and VRF Direct Local Program Distributions

Measure B Programs	Measure B Funds (in millions)	Vehicle Registration Fee Programs	VRF Funds (in millions)	Total Funds (in millions)
Local Streets and Roads (Local Transportation)	\$25.7	Local Road Improvement and Repair Program	\$6.9	\$32.6
Mass Transit	\$24.4		N/A	\$24.4
Special Transportation for Senior and People with Disabilities (Paratransit)	\$10.4		N/A	\$10.4
Bicycle and Pedestrian Safety	\$4.3		N/A	\$4.3
TOTALS	\$64.8		\$6.9	\$71.7

Background

Summary of Measure B Direct Local Program Distributions (Pass-through)

Since the start of 2000 Measure B sales tax collections on April 1, 2002 through June 30, 2013, Alameda CTC has distributed approximately \$639.6 million in Measure B pass-through program funds to local jurisdictions and transit agencies for transportation purposes.

Alameda CTC directly distributes local program funds to twenty jurisdictions including the

- Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, Union City, and Alameda County;
- Transportation agencies: Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express (ACE) Rail Service, Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), San Francisco Bay Area Water Emergency Transportation Authority (WETA), and Union City Transit (*part of Union City*).

For FY 12-13, Measure B net sales tax revenues generated \$115.6 million. Of this amount, approximately \$64.8 million was distributed to eligible jurisdictions as direct local program distribution (pass-through) funds.

For the current fiscal year, FY 13-14, Alameda CTC projects Measure B sales tax revenues are expected to generate similar revenue with approximately \$114.0 million in total collections. Of this amount, approximately \$64.2 million will be distributed as direct local program distribution (pass-through) funds over the fiscal year.

As agencies address their transportation funding needs, it is important to note the Master Program Funding Agreement (MPFA) states that Local Streets and Roads funds are eligible for uses on an array of local transportation improvements. In addition to traditional roadway improvements, this program is an option for applicable Local Transportation Improvements including bicycle/pedestrian, paratransit and transit improvements.

Measure B FY 12-13 Direct Local Program Distribution (Pass-Through) highlights are noted below:

- Measure B direct local program distribution (pass-through) funds as depicted by program as shown in Table 2.

Table 2
FY 2012-13 Measure B and VRF Direct Local Program Distributions
(Pass-through)

Measure B Programs	Measure B Funds <i>(in millions)</i>	Percentage of Total
Local Streets and Roads (Local Transportation)	\$25.7	39.7%
Mass Transit	\$24.4	37.7%
Special Transportation for Senior and People with Disabilities (Paratransit)	\$10.4	16.0%
Bicycle and Pedestrian Safety	\$4.3	6.6%
TOTALS	\$64.8	100%

Summary of Vehicle Registration Fee Direct Local Program Distribution (Pass-through)

Since the start of Vehicle Registration Fee (VRF) on May 1, 2011 through June 30, 2013, Alameda CTC has directly distributed approximately \$14.4 million in VRF local program funds (pass-through) to local jurisdictions for local road improvements.

Alameda CTC began distributing VRF direct local program distribution funds to local jurisdictions in Spring 2012. These funds are eligible exclusively for local street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

Alameda CTC directly distributed VRF local program funds (pass-through) to 15 local jurisdictions including the:

- Cities of Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City, and Alameda County;

For FY 12-13, VRF net revenues generated \$11.5 million. Of this amount, approximately \$6.9 million was distributed to eligible jurisdictions as direct local program distribution funds (pass-through).

For the current fiscal year, FY 13-14, Alameda CTC projects VRF revenues are expected to generate approximately \$10.9 million in total collections. Of this amount, approximately \$6.5 million will be distributed as pass-through over the fiscal year.

Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four competitive grant programs to local agencies, transit agencies, and nonprofit organizations for transportation purposes. Alameda CTC evaluates grant proposals before awarding grants to project sponsors. For the Bicycle and Pedestrian Countywide Discretionary Fund (CDF) and the Paratransit Gap Grant programs, community advisory committees also review and make recommendations to the Commission.

For FY 12-13, Alameda CTC reimbursed project sponsors approximately \$3.6 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Since the start of the program, Alameda CTC has allocated approximately \$12.2 million to 51 bicycle and pedestrian projects that include capital projects, master planning activities, and bicycle education efforts. Alameda CTC's Bicycle and Pedestrian Advisory Committee (BPAC) makes recommendations to the Commission on discretionary bike/pedestrian grant funding. Currently, there are twelve active bicycle/pedestrian projects financed through this grant program.

These funds were also included with the FY 2012/13 Coordinated Program, which considered discretionary Measure B programs with VRF and federal funding opportunities, and reviewed projects and the programming of multiple funding sources together. The funding approved through the FY 2012/13 Coordinated Program included \$2.18 million to seven Bicycle/Pedestrian CDF Grant Program projects.

For FY 12-13, Alameda CTC reimbursed approximately \$1.5 million to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus services throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

Since the start of the program, Alameda CTC has allocated approximately \$9.6 million to 10 express bus service projects. Currently, there are five active express bus service projects.

These funds were also included with the FY 2012/13 Coordinated Program, which considered discretionary Measure B programs with VRF and federal funding opportunities, and reviewed projects and the programming of multiple funding sources together. The funding approved through the FY 2012/13 Coordinated Program included \$2.2 million to three Express Bus Service Program projects.

For FY 12-13, Alameda CTC reimbursed over \$894,000 to project sponsors.

Paratransit Gap Grant Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi services, transportation/outreach services (including special transportation services for individuals with dementia), volunteer driver services, travel escorts, and travel training.

Since the start of the program, Alameda CTC has allocated approximately \$14.4 million to 70 projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding. Currently, there are seventeen active Paratransit Gap projects.

For FY 12-13, Alameda CTC reimbursed approximately \$1.3 million to project sponsors.

Transit Center Development Grant Program

The Transit Center Development (TCD) grant program focuses on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Oriented Development Projects (TOD) or Priority Development Areas (PDA). These funds available to

Alameda County cities and to the County to encourage development near transit centers.

Since the start of the program, Alameda CTC allocated over \$1.6 million to TCD projects throughout Alameda County. Currently, there is one active TCD project.

For FY 12-13, Alameda CTC has reimbursed approximately \$15,000 to project sponsors.

VRF Grant Programs

Alameda CTC distributes a portion of the VRF to two competitive grant programs available to local agencies, transit agencies, and nonprofit organizations for transportation purposes. These programs include the Transit for Congestion Relief Program and Pedestrian and Bicyclists Access and Safety Program. Alameda CTC evaluates grant proposals before awarding grants to project sponsors.

Ten percent of VRF revenues are reserved for Local Transportation Technology activities. These funds are directed to Alameda CTC transportation management technology projects such as the "Smart Corridors Program" operated by the Alameda CTC.

In June 2013, Alameda CTC Commission, as part of the Coordinated Funding Program approved the first cycle of funding for the VRF Pedestrian and Bicycle Access and Safety Program, and the Transit for Congestion Relief Program.

The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with Measure B and federal funding opportunities and reviewed projects and the programming of multiple funding sources together. The VRF funding allocation included \$1.5 million to two Bicycle/Pedestrian Program projects and \$10 million to three Transit Program projects.

These VRF fund projects will receive two years of funding from FY 13-14 to FY 14-15. No VRF reimbursements have been made to date.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Measure B Program Active Grants List
- B. Vehicle Registration Fee Program Active Grants List

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[John Hemiup](#), Senior Transportation Engineer

Alameda County Transportation Commission
Measure B Grants Program
Active Programs/Projects

Index	Agreement Number	Project Number (APN)	Sponsor	Project Name	Measure B Funds Awarded	Status
BICYCLE AND PEDESTRIAN PROGRAM						
1	A09-0017	634.6	City of Oakland	Lakeshore/Lake Park Avenue Complete Streets Project	\$ 573,599	Closing-out
2	A09-0018	634.2	City of Dublin	Alamo Canal Regional Trail - Interstate 580 Undercrossing	\$ 491,000	Closing-out
3	A09-0022	634.5	City of Newark	Newark Pedestrian and Master Plan	\$ 119,000	Closing-out
4	A09-0025	634.7	East Bay Bicycle Coalition	Bicycle Education Safety Program	\$ 410,083	In Progress
5	A09-0026	634.4	City of Fremont	Tri-City Senior Walks Club	\$ 105,000	Closing-out
6	A13-0059	636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 50,000	In Progress
7	A13-0062	636.5	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	In Progress
8	A13-0063	636.6	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	In Progress
9	A13-0064	636.7	City of San Leandro	W. Juana Ped Improvements	\$ 346,000	In Progress
10	A13-0065	636.8	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E.12th to Estuary)	\$ 113,000	In Progress
11	A13-0066	636.9	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	\$ 102,000	In Progress
12	A13-0067	637.0	Cycles of Change	Bike-Go-Round (education/safety program)	\$ 240,000	In Progress
12 Active Bike/Pedestrian Projects					\$ 3,878,682	

EXPRESS BUS PROGRAM						
1	A09-0036	651.2	LAVTA	LAVTA Express Bus Operating Assistance	\$ 1,879,000	Closing-out
2	-	652.3	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	In Progress
3	A13-0060	636.3	AC TRANSIT	East Bay Bus Rapid Transit Bike/Pedestrian Elements	\$ 200,000	In Progress
4	A13-0070	637.3	LAVTA	Route 10 & Rapid Route Operations	\$ 1,000,000	In Progress
5	A13-0071	637.4	LAVTA	Route 12v, 20x, and 70x Operations	\$ 1,000,000	In Progress
5 Active Express Bus Projects					\$ 4,400,000	

PARATRANSIT PROGRAM						
1	A06-0044	662.2	City of Fremont	Tri-City Travel Training Pilot Project	\$ 230,000	In Progress
2	A08-0026	664.3	AC Transit	New Freedom Grant Match (AC Transit Inventory)	\$ 36,000	In Progress
3	A08-0029	664.5	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$ 300,000	Closing-out
4	A08-0034	664.9	City of Emeryville	94608 Area Demand Response Shuttle for seniors and people with disabilities	\$ 357,000	Closing-out
5	A11-0059	666.1	City of Fremont	Tri-City Mobility Management Program (CMMP)	\$ 114,500	In Progress
6	A13-0041	668.1	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$ 200,000	In Progress
7	A13-0043	668.2	Center for Independent Living, Inc.	Mobility Matters Project	\$ 350,000	In Progress
8	A13-0042	668.3	Bay Area Outreach & Recreation Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$ 272,000	In Progress
9	A13-0045	668.4	City of Fremont	Tri-City Mobility Management and Travel Training Program	\$ 200,000	In Progress
10	A13-0052	668.5	Senior Support Program of The Tri Valley	Volunteer Assisted Senior Transportation Program	\$ 150,000	In Progress
11	A13-0050	668.6	City of Pleasanton	Downtown Route Shuttle (DTR)	\$ 85,544	In Progress
12	A13-0046	668.7	City of Fremont	Tri-City Volunteer Driver Programs	\$ 250,000	In Progress
13	A13-0047	668.8	City of Fremont	Tri-City Taxi Voucher Program	\$ 150,000	In Progress
14	A13-0044	668.9	City of Emeryville	8-To-Go: A Demand Response, Door to Door Shuttle	\$ 106,000	In Progress
15	A13-0051	669.0	Senior Helpline Services	Rides for Seniors	\$ 150,000	In Progress
16	A13-0048	669.1	City of Hayward	Central County Taxi Program	\$ 52,100	In Progress
17	A13-0049	669.2	City of Oakland	Taxi-Up & Go Project	\$ 185,000	In Progress
17 Active Paratransit Projects					\$ 3,188,144	

TRANSIT CENTER DEVELOPMENT						
1	A07-0019	662.2	City of Oakland	West Oakland Seventh Street Transit Village Streetscape	\$ 218,500	Closing-out
1 Active Paratransit Projects					\$ 218,500	

ALL ACTIVE PROJECTS SUMMATION					35 Active Grant Projects	\$ 11,685,326
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Alameda County Transportation Commission
Vehicle Registration Fee Grants Program
Active Programs/Projects

Project		Project Name		VRF		Status
Index	Agreement Number	Number (APN)	Sponsor		Funds Awarded	
BICYCLE AND PEDESTRIAN PROGRAM						
1	A13-0059	636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 500,000	In Progress
2	A13-0061	636.4	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$ 1,000,000	In Progress
					2 Active Bike/Pedestrian Projects	\$ 1,500,000
TRANSIT PROGRAM						
1	A13-0057	636.0	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements	\$ 3,718,000	In Progress
2	A13-0058	636.1	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$ 5,730,000	In Progress
3	A13-0068	637.1	City of Alameda	Estuary Crossing Shuttle	\$ 200,000	In Progress
4	A13-0069	637.2	City of Oakland	Broadway Shuttle	\$ 352,000	In Progress
					4 Active Express Bus Projects	\$ 10,000,000
ALL ACTIVE PROJECTS SUMMATION						
					6 Active Grant Projects	\$ 11,500,000

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Memorandum

9.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Alameda CTC Semi-Annual Capital Projects Update

RECOMMENDATION: Receive a semi-annual update on the Alameda CTC Capital Projects Program

Summary

The Semi-Annual Capital Projects Status Update provides information on the status of capital projects programs implemented by Alameda CTC and/or being funded wholly, or in part, with Measure B Capital funds. These programs include the 1986 Measure B Program, 2000 Measure B Program, and the "I-Bond" Program. The update discusses the overall status of each program and major milestones achieved since the previous semi-annual update.

The Alameda CTC capital projects are summarized into three groups:

- I. 1986 Measure B Projects
- II. 2000 Measure B Projects
- III. Proposition 1B "I-Bond" and Other Projects

Currently active capital projects are listed in Table A in Attachment A. The list of 44 projects includes 37 Measure B funded capital projects, funded wholly, or in part, with funding from either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. The other eight projects included in the 44 are capital projects being implemented by the Alameda CTC using non-Measure B funding sources. Table A in Attachment A includes a summary of current project status information including the current project phase, schedule, Measure B funding, and other funding. In Summary:

- Of the committed \$756.4 million for 2000 Measure B capital projects, \$709 million has been allocated, essentially delivering 93% of the program in just eleven (11) years.
- Fifteen (15) projects with total project costs of more than \$2.53 billion are in the Construction phase

- Eleven (11) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$544 million
- Three (3) are in the Preliminary Engineering/Environmental Studies phase with more than \$50 million of funding
- Four (4) are in the Scoping phase with more than \$20 million of funding; and
- Eight (8) other projects are listed in the Project Closeout phase with total costs of more than \$367 million.

Additional, project-specific, information is available in the Project Fact Sheets which are updated regularly and posted on the Alameda CTC website.

Background

I. 1986 Measure B (ACTA) Capital Projects Program

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan.

- Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238, Project No. 506);
 - I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12, Project No. 612);
 - Central Alameda County Freeway System Operational Analysis (MB240, Project No. 508); and
 - Castro Valley Local Area Traffic Circulation Improvement Project (MB241, Project No. 509).
- Amendment No. 2 to the 1986 Expenditure Plan, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0).

Current Status:

All capital projects in the 1986 Measure B has been delivered except for these four projects which are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B:

1. I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 501.0):

Remaining scope from the project has been integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA, which is currently under construction.

2. I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0):

The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is on hold, pending identification of additional funding. The project cost estimate is currently \$225 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 Measure B funds, resulting in a shortfall of \$115 million. Additional funding is anticipated from proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP. However, it is not anticipated to make up the current funding shortfall.

3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (Project No. 506.0):

Project is currently in close out phase.

4. Castro Valley Local Area Traffic Circulation Improvement Project (Project No. 509.0):

Project is in scoping phase. The local area circulation project consists of multiple project phases and potentially, multiple projects. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.

II. 2000 Measure B (ACTIA) Capital Projects Program

The 2000 Measure B (ACTIA) program of capital projects includes 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements.

Current Status:

The current project construction schedules and total project funding amounts for the active capital projects included in this Update are shown in Table A in Attachment A.

Projects in the Project Development Phase

1. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0) – AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the design phase with construction scheduled to begin during 2014.
2. Iron Horse Transit Route (Project No. 609.0) – The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. The project is currently in the design and right of way phases. Construction is scheduled to begin during 2014.
3. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0) – The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during 2014.
4. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements (Project No. 619.0) - The City of San Leandro is the project sponsor. The project is currently in the design/right of way phase. Construction is scheduled to begin in early 2015.
5. Dumbarton Corridor Improvements (Project No. 625.0) - The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station. The project is significantly under-funded. The project sponsor, SamTrans, and the Project Development Team has decided not to circulate the Draft Environmental Document at this time and has decided to place the project on hold until funding shortfall has been addressed. MTC has requested SamTrans to submit a plan to allocate the remaining RM2 fund programmed for the project. Staff is working with SamTrans, Cities, and MTC to develop a plan. In the meantime, interim bus operations are in place to enhance ridership on the Dumbarton Bridge. The Commission also allocated 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor.
6. I-680 Sunol Express Lane - Northbound (Project No. 721.0) – While the southbound project is in the closeout phase, the northbound project is currently in preliminary engineering and environmental studies phase expected to gain approval by March 2015.

Projects in the Construction Phase

1. Route 84 Expressway – The North Segment (Project No. 624.1) is under construction with a projected completion of spring 2014. The South Segment (Project No. 624.2) of the overall project is funded by a mix of 2000 Measure B Capital Program funding along with local and state funds. The project is currently in the design

phase with right of way and utility relocation activities occurring concurrently with design. The project is currently facing a funding shortfall of \$12 million.

2. The Westgate Parkway Extension – The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment, which is currently under construction.
3. BART Warm Springs Extension (Project No. 602) – Expected completion is December 2015
4. BART Oakland Airport Connector (Project No. 603) – Expected completion date is November 2104
5. Downtown Oakland Streetscape Improvement (Project No. 604) – Expected completion is June 2015
6. Altamont Commuter Express Rail (Project No. 725.1)

III. Proposition 1B “I-Bond” and Other Projects

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from the Proposition 1B (Prop 1B) Programs for vital highway projects throughout Alameda County. Seven Alameda County candidate projects were selected by the CTC for funding under the Prop 1B program. In August 2013, the CTC approved the allocation of \$73.4 million in TCIF I-Bond funding for the final project in the Alameda CTC Highway Bond Program. With the allocation for this final project in the Alameda CTC Highway Bond Program, Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million highway program and achieved a major milestone in our continuing mission to plan, fund and deliver projects to improve mobility and to foster a vibrant and livable Alameda County.

The seven I-Bond funded projects are a very high priority for the Alameda CTC given commitments made by the Alameda CTC in the baseline agreements that were required for the I-Bond funding. Construction contracts have been awarded for six of the seven I-Bond projects being implemented in part by the Alameda CTC. The construction contract for the seventh I-Bond project, the I-880 North Safety and Operational Improvements at 23rd - 29th Project, is expected to be awarded by the January 2014, and will be administered by Caltrans. The Alameda CTC took the lead on the project development and right of way phases for the I-Bond projects with most of the construction contracts being administered by Caltrans.

In order to minimize Alameda CTC exposure to financial risks during construction phase, staff has implemented an engaged construction oversight program in cooperation with Caltrans. The goal of the construction oversight program is to partner with Caltrans and meet the cost and schedule parameters of the projects. However, inherent to construction, unforeseen risks may exist that threaten these goals.

Projects in the Project Development Phase

1. I-580 Express Lanes Project (Project Nos. 720.4 & 724.1): The I-580 Express Lanes Project is a regionally significant project in this category. The I-580 Eastbound direction of the Express Lanes project will follow the I-580 Eastbound Auxiliary Lanes project currently under construction to provide the required footprint for the express lanes. The westbound express lanes project will follow the I-580 Westbound HOV Lane project currently under construction. The express lane project construction is scheduled for fall 2014. Currently, the westbound express lane has obtained environmental approval. The environmental approval for eastbound express lanes is expected in Feb 2014.
2. I-580 Westbound HOV Lane – Landscaping (Project No. 724.6)
3. I-80 Gilman (Study Only) - (Project No. 765.0)
4. I-580 Corridor Environmental Mitigation - (Project No. 720.3)

Projects in the Construction Phase

1. I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 720.5)
2. I-580 Westbound HOV Lane – East Segment (Project No. 724.4)
3. I-580 Westbound HOV Lane – West Segment (Project No. 724.5)
4. I-880 Southbound HOV Lane – South Segment (Project No. 730.1)
5. I-880 Southbound HOV Lane – North Segment (Project No. 730.2)
6. I-580 San Leandro Landscaping - (Project No. 774.1)
7. I-880 North Safety and Operational Improvements at 23rd - 29th Project: (Project No. 717): Award expected by January 2014.
8. Webster Street SMART Corridor - (Project No. 740.0)
9. East Bay Greenway (Coliseum BART to 85th Avenue) - (Project No. 635.2) - The East Bay Greenway project from the Coliseum BART station to 85th Avenue is a Measure B Bicycle and Pedestrian Grant funded project being implemented by the Alameda CTC. Construction started in October 2013.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Table A: Alameda CTC Capital Projects Program Summary

Staff Contact

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

[Raj Murthy](#), Program Manager, Project Controls Team,

Table A: Alameda CTC Capital Projects Program Summary													
Index	Project Name	AlaCTC Project No.	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)						Total Funding (All Sources)	
				Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local		
	1986 Measure B												
1	Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	14.0	6.5	100.5
2	I-880/Mission Blvd (Route 262) Interchange Completion	501.0	Construction	Jul 2012	Mar 2015	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2
3	I-880 to Mission Blvd East-West Connector	505.0	Design	Nov 2015	May 2018	88.8	0.0	0.0	0.0	0.0	21.0	0.0	109.8
4	Castro Valley Local Area Traffic Circulation Improvement	509.0	Scoping	TBD	TBD	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
	2000 Measure B												
	Completed 2000 Measure B Projects (12 Projects)	2000 MB	Complete	Various	Various	0.0	126.0	118.6	101.8	50.2	14.3	24.2	435.1
5	Union City Intermodal Station	606.0	Project Closeout	Jun 2007	Mar 2012	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0
6	I-580/Castro Valley Interchange Improvements (Note 5)	612.0	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	1.9	4.8	0.0	0.0	0.0	33.2
7	Lewelling/East Lewelling Blvd Widening	613.0	Project Closeout	Jul 2009	Oct 2012	0.0	13.6	0.0	4.3	0.0	13.8	0.1	31.8
8	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	617.1	Project Closeout	Jul 2009	Oct 2012	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
9	Isabel Avenue - Route 84/I-580 Interchange	623.0	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	11.3	44.4	0.0	32.4	0.0	113.2
10	I-680 Sunol Express Lanes - Southbound	710.4	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	5.4	8.0	0.0	8.0	0.0	41.1
11	BART Warm Springs Extension	602.0	Construction	Sep 2009	Dec 2015 ⁽⁴⁾	0.0	224.4	0.0	295.4	321.0	49.2	0.0	890.0
12	BART Oakland Airport Connector	603.0	Construction	Sep 2010	Nov 2014 ⁽⁴⁾	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.1
13	Downtown Oakland Streetscape Improvement	604.0	Construction	Sep 2007	Jun 2015	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.9
14	Route 84 Expressway - North Segment	624.1	Construction	Mar 2012	Feb 2014	0.0	20.5	0.0	16.1	0.0	0.0	0.0	36.6
15	Altamont Commuter Express Rail	725.1	Construction	Various	Various	0.0	13.2	123.1	155.3	0.0	182.6	0.0	474.2
16	Telegraph Avenue Corridor Transit Project	607.1	PE / Design	Jan 2014	Apr 2016	0.0	11.5	50.4	44.4	45.5	0.3	0.0	152.1
17	Iron Horse Transit Route	609.0	Design	May 2014	Jun 2015	0.0	6.3	0.0	0.0	0.0	5.7	0.0	12.0
18	Route 92/Clawiter - Whitesell Interchange and Reliever Route	615.0	Design	Jun 2014	Jan 2016	0.0	27.0	0.0	0.0	0.0	0.7	0.0	27.7
19	East 14th St/Hesperian Blvd/150th St Intersection Improvement	619.0	Design	Feb 2015	Apr 2016	0.0	3.2	0.0	0.0	0.0	2.2	0.0	5.4
20	Route 84 Expressway - South Segment	624.2	Design	Feb 2015	Dec 2016	0.0	71.9	0.0	0.0	0.0	10.0	3.5	85.4
21	Route 84 Expressway - Landscaping	624.3	Design	Mar 2016	Sep 2019	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0
22	I-880 Southbound HOV Lane Landscaping/Hardscaping	730.3	Design	TBD	TBD	0.0	0.1	0.5	0.4	0.0	0.4	0.0	1.4
23	I-580 Corridor Right of Way Preservation	723.0	Right of Way	N/A	N/A	0.0	3.0	0.0	4.7	111.0	0.0	0.0	118.7
24	Dumbarton Corridor Improvements (Study Only)	625.0	Environmental	TBD	TBD	0.0	19.4	0.0	0.0	0.0	0.0	0.0	19.4
25	I-580 Corridor/BART to Livermore Studies (Study Only)	626.0	Environmental	N/A	N/A	0.0	6.7	0.0	0.0	8.6	0.0	0.0	15.3
26	I-680 Sunol Express Lanes - Northbound (Study Only)	721.0	Environmental	TBD	TBD	0.0	15.5	0.0	0.0	0.0	0.0	0.0	15.5
27	I-880/Broadway-Jackson Interchange Improvements (Study Only)	610.0	Scoping	N/A	N/A	0.0	8.1	0.0	3.0	0.0	0.0	0.0	11.1

Table A: Alameda CTC Capital Projects Program Summary													
Index	Project Name	AlaCTC Project No.	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)						Total Funding (All Sources)	
				Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local		
28	I-680/I-880 Cross Connector Studies (Study Only)	770.0	Scoping	N/A	N/A	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5
29	CWTP/TEP Development (Study Only)	627.4	Planning	N/A	N/A	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
30	Studies for Congested Segments/Locations on the CMP Network	627.5	Planning	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
	Prop 1 B Transportation Bond / Other												
31	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	720.5	Construction	Nov 2012	Nov 2014	0.0	0.7	0.2	25.1	5.9	1.6	6.9	40.4
32	I-580 Westbound HOV Lane - East Segment	724.4	Construction	Nov 2012	Nov 2014	0.0	4.4	6.3	63.1	8.7	0.4	0.0	82.9
33	I-580 Westbound HOV Lane - West Segment	724.5	Construction	Oct 2012	Nov 2014	0.0	1.8	0.1	52.7	5.8	0.6	0.0	61.0
34	I-880 Southbound HOV Lane - South Segment	730.1	Construction	Sep 2012	May 2015	0.0	0.9	5.1	52.8	0.0	11.0	0.0	69.8
35	I-880 Southbound HOV Lane - North Segment	730.2	Construction	Nov 2012	Jul 2015	0.0	0.3	2.7	29.8	0.0	3.9	0.0	36.7
36	I-80 Integrated Corridor Mobility Project	791.0	Construction	Jun 2011	Dec 2014	0.0	2.8	3.2	67.6	1.2	5.2	0.0	80.0
37	I-880 North Safety and Operational Improvements at 23rd and 29th	717.0	Construction	Apr 2014	Apr 2018	0.0	4.7	1.8	79.9	10.0	5.0	0.0	101.5
38	I-580 San Leandro Landscaping	774.1	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
39	Webster Street SMART Corridor	740.0	Construction	Sep 2012	Oct 2013	0.0	0.0	0.6	0.0	1.0	0.1	0.0	1.7
40	East Bay Greenway (Coliseum BART to 85th Avenue) (Note 6)	635.1	Construction	Jul 2013	Apr 2014	0.0	0.0	1.1	0.0	0.2	2.3	0.0	3.6
41	I-580 Express (HOT) Lanes	720.4/ 724.1	Design	Oct 2014	Nov 2015	0.0	0.0	8.5	6.0	4.1	4.8	1.7	25.0
42	I-580 Westbound HOV Lane - Landscaping	724.6	Design	TBD	TBD	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4
43	I-80 Gilman (Study Only)	765.0	Scoping	N/A	N/A	0.0	0.0	1.1	0.0	0.0	0.3	0.0	1.4
44	I-580 Corridor Environmental Mitigation	720.3	Various	TBD	TBD	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
PROJECT TOTALS						\$ 192.3	\$ 756.4	\$ 497.2	\$ 1,211.4	\$ 721.9	\$ 467.5	\$ 100.1	\$ 3,946.8
Notes: <ol style="list-style-type: none"> The current phase shown is based on available information as of September 2013. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC. End Construction dates for BART capital projects reflect the point at which revenue service is estimated to begin. Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans. Local funding amount includes \$1.6M in 2000 Measure B bicycle and pedestrian discretionary grant funds 													
Updated October 7, 2013													



Memorandum

10.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 17, 2013

SUBJECT: Declaration of Official Intent to Reimburse Certain Measure B Expenditures from Proceeds of Indebtedness

RECOMMENDATION: Approve a resolution of official intent to reimburse certain Measure B expenditures from proceeds of indebtedness.

Summary

Staff is requesting Commission's approval of a resolution of official intent to use proceeds from an upcoming bond issuance or external financing to reimburse the Alameda CTC for Measure B expenditures that have already been, or may be, paid prior to the issuance of the debt. This resolution will establish compliance with section 1.150-2 of the Treasury regulations.

Background

Under federal treasury regulation section 1.150-2, the proceeds of bonds may be allocated to a prior capital expenditure if a formal declaration of reasonable intention to reimburse the expenditure with the proceeds of a borrowing (a "declaration of official intent") has been properly made. This declaration of official intent is commonly made via a reimbursement resolution adopted by the Commission. Once a declaration of official intent has been made, bond proceeds may be allocated to expenditures previously paid no earlier than sixty (60) days prior to the date of adoption of the declaration of intent.

Based on current cash flow projections, it is possible that some of the Measure B capital expenditures that the Alameda CTC intends to be financed through the upcoming debt issuance process may need to be reimbursed to project sponsors before the closing of the debt issuance process. This resolution allows the Alameda CTC the flexibility to pay those costs, as needed, out of Measure B capital funds and reimburse the Measure B capital fund for the expenditure from bond proceeds once the debt financing is finalized.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Resolution 13-010 Declaration of Official Intent of Alameda CTC to Reimburse Certain Expenditures from Proceeds of Indebtedness

Staff Contact

[Trish Reavey](#), Director of Finance

**ALAMEDA COUNTY TRANSPORTATION COMMISSION****Commission Chair**

Supervisor Scott Haggerty, District 1

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

Director Elsa Ortiz

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

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City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Vice Mayor Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

RESOLUTION 13-010**Declaration of Official Intent
To Reimburse Certain Expenditures from Proceeds of Indebtedness**

WHEREAS, the Alameda County Transportation Commission, a joint powers authority duly organized and existing under the laws of the State of California (the "Issuer"), intends to construct and acquire certain transportation improvements within the County of Alameda, such transportation improvements being more fully described in the Alameda County 20-Year Transportation Expenditure Plan adopted by the Board of Supervisors of Alameda County and approved by the voters of Alameda County as Measure B at an election held on November 7, 2000, as amended from time to time pursuant to its terms (such transportation improvements being hereinafter collectively referred to as the "Project");

WHEREAS, the Issuer has paid certain expenditures and/or expects to pay certain other expenditures (the "Reimbursement Expenditures") in connection with the Project prior to the incurrence of indebtedness for the purpose of financing costs associated with the Project on a long-term basis;

WHEREAS, Section 1.150-2 of the Treasury Regulations requires the Issuer to declare its reasonable official intent to reimburse prior expenditures for the Project with proceeds of a subsequent borrowing;

WHEREAS, the Issuer reasonably expects that debt obligations in an amount not expected to exceed \$165,000,000 will be incurred and that certain of the proceeds of such debt obligations will be used to reimburse the Reimbursement Expenditures; and

WHEREAS, the governing body of the Issuer desires to declare its reasonable intent to reimburse prior expenditures for the Project with proceeds of a subsequent borrowing;

NOW, THEREFORE BE IT RESOLVED, that the governing body of the Issuer declares:

Section 1. The foregoing recitals are true and correct.

Section 2. This declaration is made solely for purposes of establishing compliance with the requirements of Section 1.150-2 of the Treasury Regulations. This declaration does not bind the Issuer to make any expenditure, incur any indebtedness, or proceed with the Project.

Section 3. The governing body of the Issuer hereby declares its official intent to use proceeds of indebtedness to reimburse the Issuer for Reimbursement Expenditures.

Section 4. This declaration shall take effect from and after its adoption.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Commission held on Thursday, October 24, 2013 in Oakland, California by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission