



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

Councilmember Rebecca Kaplan,
City of Oakland

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Alameda County

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Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol DuTra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Transportation Commission

Thursday, February 27, 2014, 2:00 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.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

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

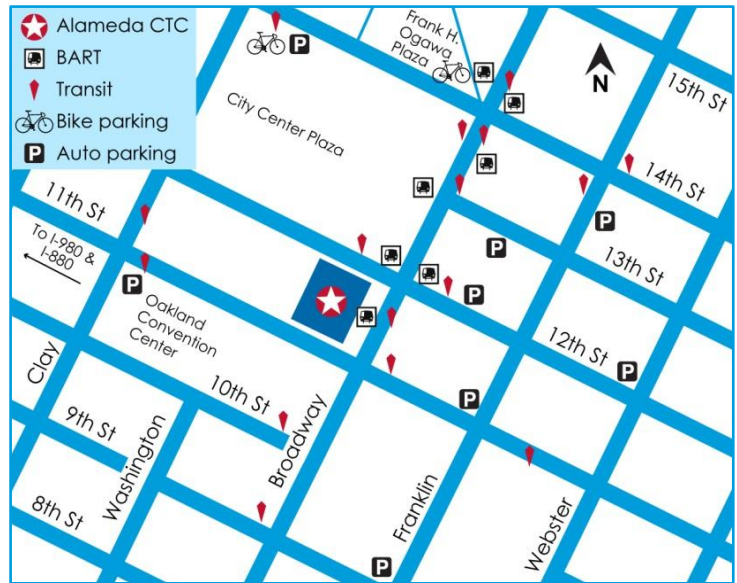
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

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, February 27, 2014, 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 Mayor John Chiang
5. Executive Director Report

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

	Page	A/I*
6. Approval of Consent Calendar		
On February 3, 2014, Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.		
6.1. Approval of January 23, 2014 Minutes	1	A
Recommendation: Approve the January 23, 2014 meeting minutes.		
6.2. I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5/724.4/724.5): Monthly Progress Report	5	I
6.3. I-580 Express Lane Projects (PN 720.4/724.1): Monthly Progress Report	15	I
6.4. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	29	I
6.5. Scope of Work for Development of a Countywide Multimodal Arterial Plan	31	A
Recommendation: Approve the scope of work and authorize the release of a Request for Proposals (RFP) for development of a Countywide Multimodal Arterial 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.		
6.6. Countywide Multimodal Plans Update (<i>verbal</i>)		I
6.7. California Transportation Commission January 2014 Meeting Summary	41	I

- | | | | |
|-------|--|----|---|
| 6.8. | <u>Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Capital and Matching Grant Applications</u> | 43 | A |
| | Recommendation: Approve the requests for Gap Grant Capital and Matching funding. | | |
| 6.9. | <u>Transportation Fund For Clean Air (TFCA) FY 2014-15 Expenditure Plan Application</u> | 71 | A |
| | Recommendation: Approve Resolution 14-004 regarding the submittal of the TFCA FY 2014-15 Expenditure Plan Application. | | |
| 6.10. | <u>Route 92/Clawiter – Whitesell Interchange and Reliever Route Project (PN 615.0): Measure B Funding Allocation and an Amendment to the Funding Agreement with the City of Hayward</u> | 79 | A |
| | Recommendation: (1) Approve Measure B Funding Allocation and (2) Authorize the Executive Director to execute an Amendment to the Funding Agreement with the City of Hayward for the project. | | |
| 6.11. | <u>Various Projects: Encumbrance Authorization for Construction Phase of the Project</u> | 85 | A |
| | Recommendation: Approve an increase to the construction phase encumbrance and authorize all contractual actions relative to the use of the authorized construction budget for eight (8) projects for a cumulative total not to exceed amount of \$1,059,000. | | |
| 6.12. | <u>Various Projects: Encumbrance Authorization for Right of Way Phase of the Project</u> | 89 | A |
| | Recommendation: Approve an increase to the right of way phase encumbrance and authorize all contractual actions relative to the use of the authorized right of way phase budget for five (5) projects for a cumulative total not to exceed amount of \$30,317,400. | | |
| 6.13. | <u>East Bay Greenway Project – Segment 7A (ACTC No. 635.1): Approval of the Issuance of a Request for Proposals (RFP) for Path Maintenance and Authorization to Negotiate and Execute a Contract</u> | 93 | A |
| | Recommendation: (1) Authorize the procurement of a contractor to perform path maintenance for East Bay Greenway Project – Segment 7A (PN 635.1) (2) Authorize all contractual actions relative to the use of the maintenance budget for a total not-to-exceed amount of \$350,000. | | |
| 6.14. | <u>I-80 Integrated Corridor Mobility Project (PN 791.1/791.2): Cooperative Agreements (District Agreements 04-2300-A1 & 04-2301-A1) with Caltrans</u> | 95 | A |
| | Recommendation: Approve the Cooperative Agreements (District Agreement Nos. 04-2300-A1 & 04-2301-A1) with Caltrans to amend existing agreements to change the invoice procedure for | | |

reimbursement of funds.

- | | | |
|--|-----|---|
| 6.15. Regional Measure 2: Project No. 29 Savings Plan | 105 | A |
| Recommendation: (1) Approve distribution of Regional Measure 2 Project No. 29 funds savings to the I-880 North Safety and Operational Improvements at 23rd 29th Avenues (PN 717.0) and AC Transit's Bus Rapid Transit projects. (2) Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of RM2 funds to deliver the I-880 North Safety and Operational Improvements at 23rd 29th Avenues (PN 717.0) project. | | |
| 6.16. Alameda CTC FY2013-14 Second Quarter Investment Report | 107 | A |
| 6.17. Alameda CTC Loan Policy | 119 | A |
| Recommendation: Approve the Alameda CTC Loan Policy | | |
| 6.18. Community Advisory Committee Appointment | 123 | A |
| Recommendation: Approve Community Advisory Committee Appointments. | | |

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- | | | |
|--|-----|---|
| 7.1. Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair | 129 | I |
| 7.2. Citizens Watchdog Committee – James Paxson, Chair | 131 | I |
| 7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair | 133 | I |

8. Planning, Policy and Legislation Committee Action Items

On February 3, 2014, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- | | | |
|--|-----|-----|
| 8.1. Legislative Update | 147 | I/A |
| 8.2. Transportation Plan Update (<i>verbal</i>) | | I |

9. Member Reports (Verbal)

10. Adjournment

Next meeting: March 27, 2014

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

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1. Pledge of Allegiance

2. Roll Call

The clerk conducted a roll call. All Commissioners were present, except the following: Commissioner John Chiang, Commissioner William Harrison, and Commissioner Tim Sbranti.

Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan. Commissioner Stewart Chen was present as the alternate for Commissioner Marie Gilmore. Commissioner Stuart Gary was present as the alternate for Commissioner John Marchand. Commissioner Peter Maas was present as the alternate for Commissioner Peggy Thomsen.

3. Public Comment

There were no public comments.

4. Election of Chair and Vice Chair

Commissioner Blalock moved to nominate Commissioner Haggerty as Chair of the Alameda County Transportation Commission. Commissioner Kaplan seconded the motion. The motion passed unanimously. (Sbranti, Harrison, Chiang absent)

Commissioner Reid moved to nominate Commissioner Kaplan as Vice-Chair of the Alameda County Transportation Commission. Commissioner Cutter seconded the motion. The motion passed unanimously. (Sbranti, Harrison, Chiang absent)

5. Chair/Vice Chair Report

Chair Haggerty honored HNTB for their centennial and presented the organization with a certificate of recognition from the Alameda CTC. Chair Haggerty continued by updating the Commission on the Transportation Expenditure Plan ad hoc committee progress with the TEP and outlined changes to the TEP made by the TEP steering committee meeting.

6. Executive Director's Report

The Executive Director's Report was included in the packet.

7. Consent Calendar

7.1. December 5, 2013 Meeting Minutes

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

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

- 7.4. Development of Express Lanes Planning and Implementation Principles
- 7.5. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 7.6. California Transportation Commission December 2013 Meeting Summary
- 7.7. Alameda CTC At Risk Monitoring Reports
- 7.8. Alameda County Freeway Soundwall Policy
- 7.9. Vehicle Registration Fee (VRF): Status of Technology Program
- 7.10. Vehicle Registration Fee (VRF): Local Transportation Technology Program Policy
- 7.11. Cap and Trade Program Update
- 7.12. Revised Implementation Guidelines For The Special Transportation For Seniors and People With Disabilities Program
- 7.13. Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds
- 7.14. I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes Project(PN 720.5): Cooperative Agreement with Caltrans
- 7.15. State Route 84 Corridor Widening Projects: Agreements with the City of Livermore for Transfer of Tri-Valley Transportation Development Fee Funds
- 7.16. Route 84 Expressway Project - North and South Segments (PN 624.1 & 624.2) and Isabel Avenue - Route 84/I-580 Interchange (PN 623.0): Agreement with the City of Livermore for Utility Relocation along the Route 84 Expressway Project and an Amendment to the Project Specific Funding Agreement No. A07-0058 with the City of Livermore for the Isabel Avenue – Route 84/I-580 Interchange Project
- 7.17. Various Projects: Amendments to Professional Services and Project Specific Funding Agreements for Time Extensions
- 7.18. FY2014-15 Administration Support Professional Contracts Plan
- 7.19. Results of Solicitation of Ratings for Debt Issuance
- 7.20. Alameda CTC HRA Retiree Health Benefit for the 2014 Calendar Year
- 7.21. Alameda CTC General Fund Balance Reserve Policy
- 7.22. Alameda CTC 2014 Meeting Schedule

*Commissioner Cutter moved to approve the Consent Calendar. Commissioner Kaplan seconded the motion. The motion passed unanimously.
(Sbranti, Harrison, Chiang absent)*

8. Community Advisory Committee Reports

8.1. Bicycle and Pedestrian Advisory Committee

Mldori Tabata, Chair of BPAC, stated that BPAC met on January 9, 2014 and discussed committee roles and responsibilities. The committee also received an update on the Safe Routes to School program and the Bicycle Safety Education Program.

8.2. Citizens Watchdog Committee

James Paxson, CWC Chair stated that the CWC met on January 13, 2014. He stated that the committee reviewed the revised funding agreements and received an annual presentation on projects and programs. The committee also discussed their outreach program and discussed debt issuance. The next scheduled meeting is on March 10, 2014.

8.3. Paratransit Advisory and Planning Committee

Sylvia Stadmire, Chair of PAPCO, presented to the Commission. She stated that the committee is working on the *Access Alameda* guide and website. Sylvia stated that the next meeting is scheduled for January 27, 2014 where they will consider a gap outreach program and requests from AC Transit for the Freedom Grant.

9. Planning, Policy and Legislation Committee Action Items

9.1. Legislative Update

Tess Lengyel presented the legislative update. She reviewed the legislative program, the governor's budget including cap-and-trade funding, sustainable community strategies, and Prop 1B funds. On the federal side, Tess reviewed bills signed by the president as well as the president's proposed budget.

This item was for information only.

9.2. Transportation Expenditure Plan Update

Tess Lengyel recommended that the Commission approve the 2014 Transportation Expenditure Plan, direct staff to seek approval of the Plan from Alameda County City Councils and the Board of Supervisors to place on the November 4, 2014 ballot, and authorize future polling services for the 2014 Plan. Tess provided an overview of the plan and stated that staff held meetings with the League of Women Voters and the Sierra Club. She stated that staff also held several meetings with the Tri-city elected leadership to vet out changes made regarding the Dumbarton Rail corridor. She stated that there were no changes to funding amounts or formulas in the plan. Tess stated that the TEP Steering Committee recommended that the shuttle implementation was moved from the technology category into the community development investments category. A 30-year sunset date was also added to the plan, and Tess stated that the ad-hoc committee went through the plan to eliminate redundancies. The TEP Steering Committee unanimously recommended that the Plan come to the full Commission for approval.

Commissioner Dutra-Vernaci wanted to know if staff did presentations at the city council level. Art Dao stated that in February staff will bring to the Commission the strategic outreach plan, which includes plans to present the Plan to each jurisdiction.

Commissioner Cutter wanted to know if there were assurances put into place to make sure the revenues from the express lanes cannot be used for other funding

pots. Art stated that state law already provides those assurances, however the Plan also states that revenue from the express lane will be re-invested in the corridor.

Public comments: Andrew Slivka and Andres Cluver provided public comments on this item.

Commissioner Atkin moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously. (Sbranti, Harrison, Chiang absent)

10. Finance and Administration Committee Action Items

10.1. Debt Issuance for the 2000 Measure B Capital Program

Patricia Reavey recommended that the Commission approve the structure and Issuance of Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 for the delivery of the 2000 Measure B Capital Program for a Par Amount Not to Exceed \$165 Million; the Bond Documents and Bond Resolution, in their substantially final form; the State Board of Equalization (SBOE) Amended and Restated Agreement and SBOE Resolution; adopt Post-Issuance Tax Compliance Procedures for Tax-Exempt Bonds; and authorize the Chair, the Executive Director and/or the Director of Finance to Execute all Documents Required for the Issuance of the Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014. Patricia also introduced the Commission to the financing team.

Commissioner Kaplan moved to approve the Item. Commissioner Reid seconded the motion. The motion passed unanimously. (Sbranti, Harrison, Chiang absent)

11. Member/Staff Reports

Art Dao stated that the February committee meetings were scheduled for February 3, 2014.

12. Adjournment

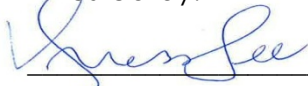
The meeting adjourned at 3:25 p.m.

The next meeting is:

Date/Time: Thursday, February 27, 2014 @ 2:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

6.2

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

DATE: February 20, 2014

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 provides 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 in June 2013.

Attached for the Committee's review are the January 2014 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
January 2014

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. The 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
- Installation of future HOT Lane components to facilitate HOT Lane completion

Completed Activities - 41 percent of the contract work was completed as of 12/20/13

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

- Las Positas Creek (EB and WB) bridge widening
- Widening of major box culvert at Arroyo Seco and modification of drainage facilities. Creek diversion is removed and area restored
- Several retaining walls on the outside edges of the freeway corridor

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
- Winterization measures project-wide
- Install Lighting and Traffic Operation Systems
- Complete Subgrade preparation and cement treated soil
- Installation of bird exclusion measures at bridge locations

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 (\$ million)						Total
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	
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	17.87	2.20	0.14		4.69	6.57	31.47
Cap							
Construct	2.53	1.12	0.10			0.71	4.46
Sup							
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. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) 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
January 2014

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 prioritize in areas most in need

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 prioritize in areas most in need

Completed Activities

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

SEGMENT 1 (Eastern Segment) – 28 percent of the contract work was completed as of 12/20/13

- North Livermore Ave bridge widening – pile driving at Abutment 4
- Bridge widening at Arroyo Las Positas (2 locations)
- Arroyo Seco RCB culvert extension
- Construct major drainage facilities (e.g. double box culvert)
- Concrete pavement slab replacements
- Temporary striping, shift traffic lanes and placement of k-rail on outside shoulder from Greenville to Airway

SEGMENT 2 (Western Segment – 38 percent of the contract work was completed as of 12/20/13

- Stage 1 median widening from Airway to Hacienda
- BART Barrier modifications
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) to allow for Stage 2 outside widening
- Bridge widening at Dougherty Undercrossing near Dublin BART station
- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- K-rail placed for Stage 2 from Airway to just east of Tassajara Creek

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)

- Excavate and construct retaining walls and soil nail walls
- Soundwall construction at Vasco Road
- Winterization measures project-wide
- North Livermore Ave bridge widening foundation work

SEGMENT 2 (Western Segment)

- LCB work in progress for widening between Isabel and Santa Rita
- Precast concrete pavement slab replacements are in progress
- Lime treatment of existing soils for roadway section
- Stage 2 outside widening
- Drainage systems installation for stage 2 in progress
- 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 (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
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 (\$ million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
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 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent

below Engineer's Estimate) on November 20, 2012. Construction is planned to complete in 2015.

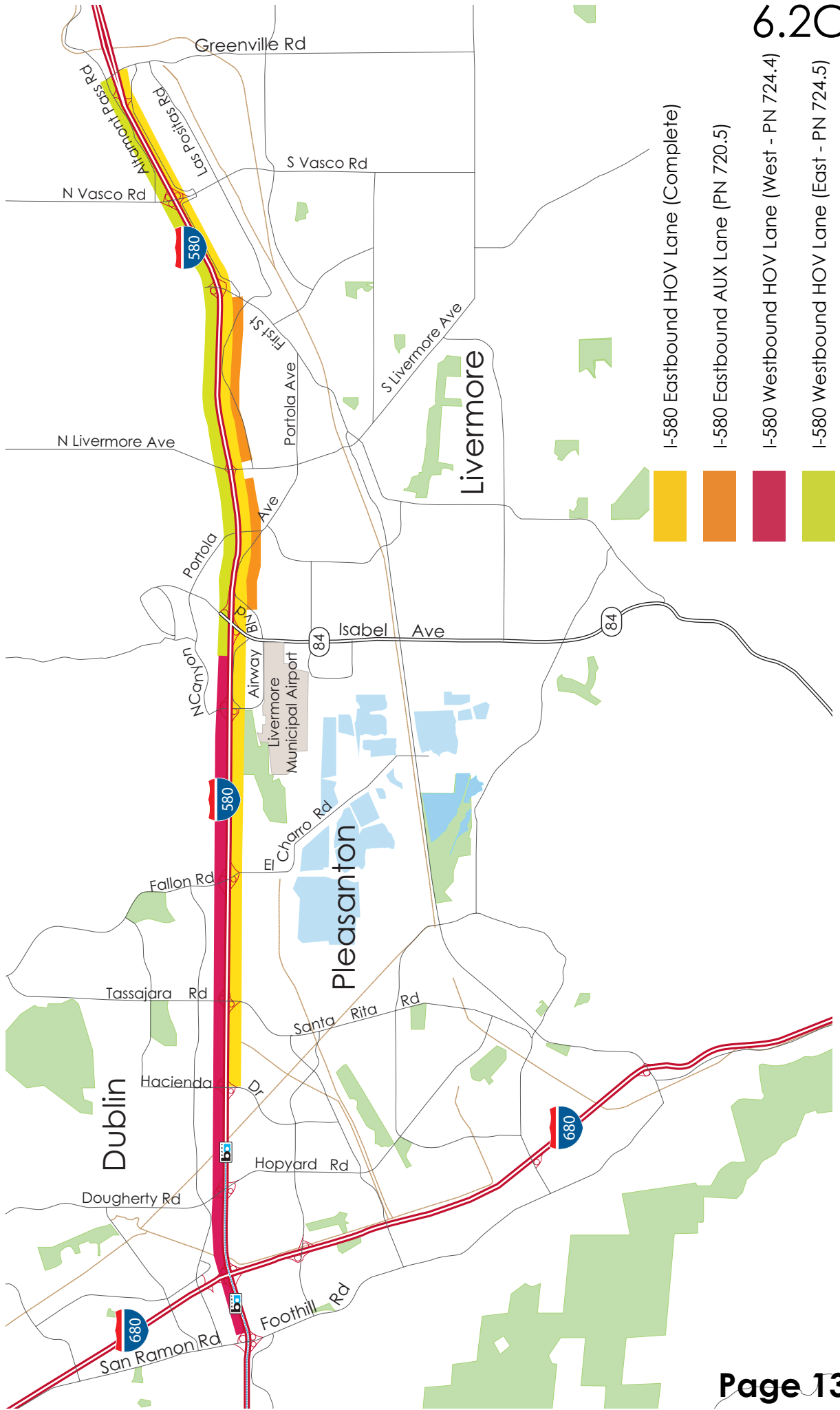
Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	June 2015 (T)

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. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) 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

6.3

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

DATE: February 20, 2014

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 Alameda CTC is sponsoring the Express Lane Projects along the I-580 corridor in the Tri-Valley. 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 March 2014. Staff is evaluating options to implement civil contract construction. The options include; a stand-alone civil construction contract; and entire civil construction through multiple change orders to the on-going construction contracts. The I-580 Eastbound and Westbound Express Lane civil construction work will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software. The express lane facility is scheduled to 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 project for the construction phase, via a stand-alone construction contract. 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 (Tier 1 CCOs) for the express lane project. Staff is working with Caltrans to identify additional scope elements that can be incorporated via CCO's (Tier 2 CCOs) to the above mentioned contracts. Staff is also evaluating the option to implement the remaining civil construction work via CCO's (Tier 3 CCOs). The benefit of implementing CCO's is to avoid working in the environmentally sensitive area, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Items included in already issued CCOs and under consideration to be included in the potential future CCOs 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
- Median concrete barrier
- Fiber Optics Cable

“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).

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
January 2014

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, a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

The Environmental Phase for this project is underway as follows:

- The Draft Initial Study and Environmental Assessment (IS/EA) was circulated for public review on January 6, 2014. A public open house was held on January 22, 2014. The public review of IS/EA will end on February 5, 2014
- Staff is coordinating with the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes) to implement some Contract Change Orders (Tier 2 CCOs) in addition to already issued CCOs (Tier 1 CCOs) to on-going construction contracts

RECENT ACTIVITIES

- Submitted Tier 2 and 3 CCO packages to Caltrans for their review and negotiation with the contractors
- Circulated Draft IS/EA for public review/comments
- Held a public open house as part of Draft IS/EA public review process.
- Amended a contact amendment with Electronic Toll Collection Corporation (ETCC)

UPCOMING ACTIVITIES

- Finalize Project Report – target March 2014
- Finalize Final IS/EA – target March 2014
- Environmental clearance and project approval by Caltrans and the Federal Highway Administration – target March 2014
- Finalize PS&E and Tier 2 and 3 CCOs – target April 2014
- Amend construction cooperative agreements for three on-going construction contracts (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to implement additional Contract Change Orders (Tier 2 and 3 CCO's)

POTENTIAL ISSUES/RISKS

Construction implementation – due to potential delays in completion of construction contracts, it may not be possible to issue a stand-alone contract for civil construction in time to complete the project on schedule. Staff is working with Caltrans to evaluate other options including completing the entire civil construction work via CCO's to the on-going contracts.

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	March 2014
RTL	April 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
January 2014

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 coordinating 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 implement additional Contract Change Orders (Tier 2 CCO's)

RECENT ACTIVITIES

- Submitted Tier 2 and 3 CCOs to Caltrans for their review and negotiation with the contractors
- Executed a professional services contract with Electronic Toll Collection Corporation (ETCC)

UPCOMING ACTIVITIES

- Finalize PS&E/Tier 2 and 3 CCOs – target April 2014
- Amend construction cooperative agreements for three on-going construction contracts (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to implement additional Contract Change Orders (Tier 2 and 3 CCO's)

POTENTIAL ISSUES/RISKS

Construction implementation – due to potential delays in completion of construction contracts, it may not be possible to issue a stand-alone contract for civil construction in time to complete the project on schedule. Staff is working with Caltrans to evaluate other options including completing the entire civil construction work via CCO's to the on-going contracts.

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	April 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
January 2014

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 a license to allow for the use 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, is expected to provide driver familiarity.

Project Geometry and Electronic Toll System Design

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

In the eastbound I-580 direction:

- Buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to Fallon Road
- Continuous 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 approved by Caltrans and FHWA.

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 in spring 2014 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 or not 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

- ETC contract amendment for the eastbound and a new contract for the westbound have been executed to reflect “near continuous” access configuration scope
- Continued to work on accommodating “zone tolling” and automated violation enforcement in project design documents
- Completed a draft Public Outreach and Marketing Plan

UPCOMING ACTIVITIES

- Continue to work on accommodating “zone tolling” and automated violation enforcement in project design documents
- ETC to continue with Electronic Toll System design
- Procure a consultant to embark the public outreach and marketing campaign in spring 2014
- Complete a draft customer services agreement for collecting tolls and processing toll violation enforcement services by spring 2014

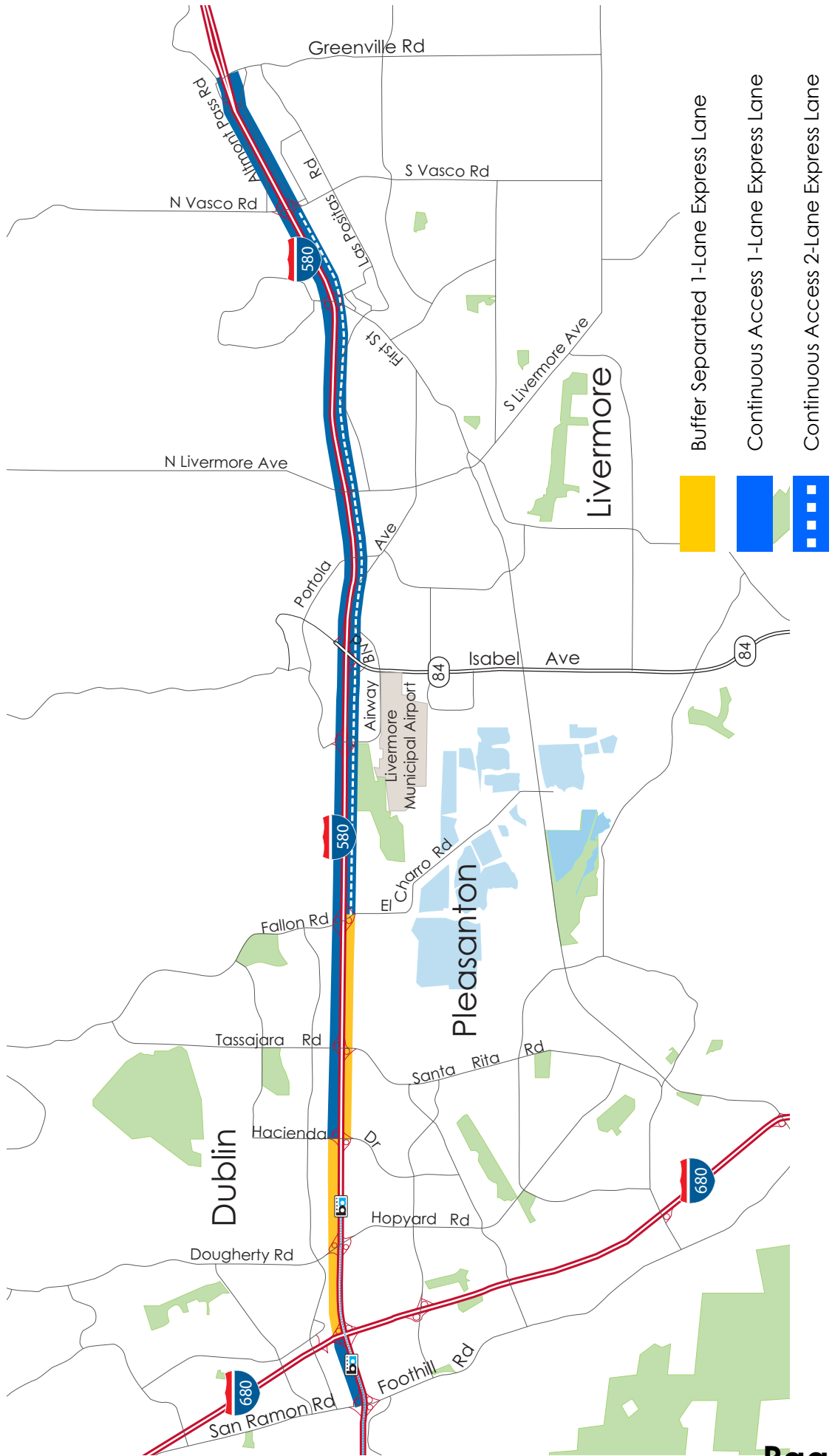
FUNDING AND FINANCIAL STATUS

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

Project Phase	Funding Source (\$ million)							Total
	ARRA	Federal Earmark	RM2	TVTC	TCRP Deferred	Local (Meas. B)	Other Local	
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		1.00		0.63	1.28		21.65	24.56
Cap 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: \$54.98M								

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I-580 Express Lane Projects Location map



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DATE: February 20, 2014

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 reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last monthly update on January 6, 2014, staff reviewed one NOP. No comments were submitted for this project.

Fiscal Impact:

There is no fiscal impact.

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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Memorandum

6.5

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

DATE: February 20, 2014

SUBJECT: Scope of Work for Development of a Countywide Multimodal Arterial Plan

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

Summary

The proposed Countywide Multimodal Arterial Plan will build on the previous corridor planning and Countywide Transportation Plan efforts of Alameda CTC to better understand the existing and future role and function of the countywide arterial system, provide a framework for the integrated management of major arterial corridors to support all modes, improve overall mobility, connectivity, and safety on the countywide arterial system while better serving the adjacent land uses, and identify a priority of short and long term improvements. The plan development will be closely coordinated with the local jurisdictions and Caltrans as well as transit operators. Additionally, it will coordinate with the on-going development of Goods Movement Plan and Countywide Transit Plan and the upcoming Community Based Transportation Plans Update.

This memo summarizes the scope of work, key outcomes and objectives, and a schedule for the proposed Countywide Multimodal Arterial Plan. The scope was reviewed by ACTAC in January, and comments received were incorporated. The updated scope was presented to Planning, Policy and Legislation Committee and ACTAC at their February meetings. Upon approval of the Commission in February, a request for proposals will be released at the end of February or beginning of March 2014.

Background

Arterial roadways are a critical component of the regional and local transportation system that moves people and goods within the county and the region. These roadways provide regional and local mobility with multiple transportation modes, access to surrounding land uses, and connectivity between employment and activity centers that is essential for

Alameda County's economy and quality of life. However, in Alameda County, there is neither a complete inventory of arterial infrastructure, which is the first step in arterial management, nor is there a comprehensive strategy for managing these important roadways that take into account all modes and users of the transportation system. Previous plans and studies, such as the San Pablo Corridor Plan, the Central County Freeway Study, the Triangle Study and others, focused on satisfying Congestion Management Program (CMP) requirements or addressing issues specific to individual areas or corridors. Regional arterial management efforts have also been limited to improving freeway performance or to making localized traffic control improvements in a few areas through the Metropolitan Transportation Commission's (MTC) Freeway Performance Initiative (FPI) and the Program for Arterial System Synchronization (PASS). Alameda CTC would like to build upon this previous work to develop a Countywide Multimodal Arterial Plan to comprehensively study the major arterials in the county, to provide a framework for the integrated management of major arterial corridors to support all modes, improve overall mobility, connectivity, and safety on the countywide arterial system, better connect land use and transportation, and identify of short and long term priority improvements.

The Alameda County transportation system consists of an extensive multimodal transportation network that facilitates the movement of people and goods within the county and the region. The county roadways consist of 3,600 centerline miles of roadways, and the majority of them are arterials and local roads. Most of the arterials also support or connect to alternative modes such as transit hubs, rail stations, transit routes, bikeways and pedestrian paths. To support the effective functioning of the transportation system, particularly arterials, many Travel Demand Management (TDM) and parking management strategies are implemented by local jurisdictions and regional agencies to maximize the existing capacity by shifting trips to alternative modes. Arterials also provide access to surrounding land uses and connectivity between employment and activity centers. Therefore, effective countywide arterial management is critical to the mobility of people and goods, connectivity across the county and ultimately for the economy, local communities, jobs and quality of life.

It is however challenging to address all competing needs on the arterial corridors particularly with continuously diminishing resources. Alameda CTC uses a corridor/areawide transportation planning process to identify and establish priorities for transportation improvements. This process is based on cooperative planning and coordinated action by local governments, Caltrans, transit agencies, and MTC. To date, Corridor Plans have been developed for most of the freeways in the county and some major arterials such as San Pablo Avenue Corridor, Central County Freeway Study (SR 238), SR 84 Historic Parkway Local Alternatives Transportation Improvement Program, and the Triangle Study. Many improvements identified in these plans are either already implemented or identified for implementation.

As stated previously, until now, Corridor Plans have been developed based upon need or to address location specific transportation issues. However, new legislative requirements related

to climate change and complete street concepts, and new funding requirements that tie transportation funding to developments that foster the integration of transportation and land use necessitate the need for area-wide multimodal planning and better knowledge of how the countywide arterial system functions. Both the 2012 Countywide Transportation Plan and the 2013 Congestion Management Program identified the need for the multimodal planning, and identified as next steps the development of a comprehensive TDM Strategy, a Countywide Goods Movement Plan, a Countywide Transit Plan, and a Countywide Multimodal Arterial Plan. The Countywide Comprehensive TDM Strategy was already developed and adopted by Alameda CTC in May 2013. The Countywide Goods Movement and Transit Plans development are underway. This Plan, the Countywide Multimodal Arterial Plan, will coordinate with the above planning efforts and focus on studying how the arterials in the county are functioning and how they can be better integrated modally. This Plan will provide a basis for making informed short and long term investment decisions, achieving a coordinated countywide multimodal arterial corridor network, and establishing supportive policies and strategies to improve person and goods mobility, access, connectivity and economic growth while supporting livable communities.

Purpose of the Countywide Multimodal Arterial Plan:

The purpose of the Countywide Multimodal Arterial Plan is to:

- Understand the existing role and function of countywide major arterial corridors and to define their future role and function by mode;
- Identify a countywide arterial network that supports all modes and connects to surrounding land uses and the rest of the countywide transportation system and regional activity centers;
- Provide a framework for the integrated management of a countywide arterial network;
- Improve overall mobility, access, connectivity, safety and efficiency of the multimodal network for all users, including goods movement, and considering the application of new technologies; and
- Provide a basis for prioritization of short and long term improvements to attract funding and coordinating policies and strategies between all levels of government.

The Plan will be developed in close coordination with local jurisdictions and Caltrans, as they are the owners and operators of the principal and major arterials in the county, and the local jurisdictions that have the authority over land use decisions and development. The Plan is anticipated to provide common goals and implementation mechanisms for jurisdictions, transit agencies, Caltrans and Alameda CTC in their efforts to improve the performance of key arterial corridors, including support and facilitation of the following:

- Implementation of the required Priority Development Areas Implementation Growth Strategy (PDA IGS) (including Priority Conservation Areas (PCAs)) and complete street policies;

- Effective and coordinated traffic management and Intelligent Transportation System (ITS) technologies on the arterial network, particularly those that traverse multiple jurisdictions and cross county lines;
- Implementation of supportive TDM/Transportation System Management (TSM) and parking management strategies, particularly between jurisdictions;
- Improved and seamless connectivity across the county for all modes;
- Improved coordination and connectivity between land use and the multimodal transportation system, including goods movement and delivery needs within and between jurisdictions and county lines; and
- Addressing modal priorities and conflicts through identification of roadway typologies with the goal of improving multimodal system efficiency across the county, including improved transit travel time.

Scope of Work and Deliverables

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

Task 1: Inventory existing plans, studies and policies, and identify a baseline integrated Countywide Multimodal Arterial Corridor Network (Arterial Network)

This task will inventory the existing arterials and corridors of countywide or regional significance in existing transportation plans, studies and policies. The inventory should include review of state routes, truck routes identified by Caltrans and local jurisdictions, the Metropolitan Transportation System (MTS) network, the Congestion Management Program (CMP) network, local transportation/circulation plan major corridors, transit routes, primary connections to transit hubs or rail stations, major bike routes, routes serving Transit Oriented Developments (TODs) and PDAs, and lifeline and evacuation routes. Additionally, an inventory of the existing arterial Intelligent Transportation System (ITS) across the county and all planned improvements related to the functioning of the Arterial Network, including any operational strategies will be documented.

In addition, this task includes defining a baseline countywide integrated arterial network (Arterial Network) as a result of the inventory analysis and coordination with the local jurisdictions, including the rationale and methodology for defining the baseline network. This baseline network should consist of major, core arterials along with identification of supporting connecting/parallel routes to make any corridor on the network a complete multimodal corridor. It is anticipated that any planned strategic improvements to this Arterial Network will contribute to improved performance of the larger countywide transportation system. The Arterial Network should also include key rural routes that support the agricultural economy (e.g., farm to market flow and agricultural tourism) and efforts related to implementing Priority Conservation Areas (PCA), and connections to adjacent counties.

This task also includes documenting the role, use, utility and benefit of the major arterials in Alameda County in a white paper and fact sheet.

Deliverable: Technical memoranda summarizing arterial, land use and other studies that have included major arterials in the county and a comprehensive list of available data sources for collecting information on arterials. This technical memorandum must provide the rationale and methodology for defining a baseline arterial network, with supporting maps and documentation. White paper and fact sheet documenting the role, use, utility and benefit of the arterials in Alameda County, including graphical representations of data.

Task 2: Develop Data Collection Plan and Databases

This task will develop and implement a data collection plan focused on supporting the data collection needs for all tasks in the development of the Arterial Plan. Existing data from all sources and partner agencies will be used as much as possible in order to make the most efficient use of resources. Three types of data will be collected: 1) travel demand and 2) infrastructure data, and 3) traffic data that support performance assessment. The travel demand related data could include, but not limited to demography, land uses, multimodal traffic and goods flow, origin and destination travel, TSM, TDM and parking strategies. Similarly the example multimodal and goods movement transportation infrastructure data are roadway capacity (number of lanes), freeway ramp connection type (e.g., metered), intersection control (e.g., stop sign, signalized), general ITS infrastructure including traffic management strategies deployed and intersection and arterial crossing infrastructure supporting bicycle and pedestrian uses, type of transit route and transit support facilities (e.g., bus shelter, parking and Park-N-Ride lots), bikeways, and sidewalks. Multimodal traffic data related to the Arterial Network could include, but is not limited to, speed, traffic volumes, mode share, transit ridership, transit travel time, bicycle and pedestrian counts, truck counts, and number of collisions. Once the data needs and sources have been identified, the data will need to be collected and put into database format. These data sources must be coordinated with other modal plans currently under development by Alameda CTC.

Deliverables: Technical Memoranda documenting the approach and rationale for data collection, including identification of certain data sources for future updates; a data collection plan; implementation of the plan and resulting databases.

Task 3: Identify Existing and Future Conditions and Perform Needs Assessment for the Arterial Network

This task will build upon the land use and arterials inventory developed in Task 1 and the data collection in Task 2 and will document existing and future conditions including support programs and strategies, develop growth projections and identify multi-modal travel demand for the Arterial Network. The existing and future conditions will be presented in terms of use and related infrastructure for all modes, including traffic management and ITS

infrastructure. Factors related to travel demand such as demographic trends, surrounding land uses, multimodal traffic and goods flow, origin and destination travel, and supportive TDM and parking strategies, will also be documented, and will be coordinated with the other modal plans that Alameda CTC is concurrently undertaking.

A needs assessment will be performed under this task, including identification of needs, gaps and deficiencies regarding multimodal infrastructure capacity and operations, including ITS, and the ability to support future travel demand on the network while serving the adjacent land uses and connecting to activity/employment centers. As part of the needs assessment, additional future arterial segments will be identified, as applicable, within the county, as well as major bottlenecks for all modes, existing and potential modal conflicts, and goods movement and coordination issues across the county on the Arterial Network. This task will also identify, based on the data collected, the role, functions and modal preferences of the Arterial Network in various parts of the county such as roadways or parts of the roadways that are critical to providing freeway connectivity or activity center connectivity; serving as freeway reliever routes, primary transit routes or trunk lines, goods delivery routes, or part of countywide bicycle or pedestrian networks; connecting to focused land use developments such as PDAs/TODs or adjacent counties; and supporting implementation of PCAs and the agricultural economy (i.e., farm to market and agricultural tourism).

Deliverables: Technical Memoranda documenting existing and future conditions, growth projections, and outcomes of the needs assessment.

Task 4: Develop Vision, Goals and Objectives for the Plan

This task will develop the vision, goals and objectives for the Countywide Multimodal Arterial Plan that tier off of the adopted Alameda County Countywide Transportation Plan vision and goals. These will be developed in coordination with local jurisdictions, transit agencies, Caltrans and stakeholders to ultimately serve the purpose of creating a comprehensive, integrated Countywide Multimodal Arterial Plan. The vision, goals and objectives will reflect current transportation planning trends and legislative context in terms of multimodal needs, greenhouse gas reduction, and complete street approaches. It will enable the Plan to address future travel demand of all modes of transportation using the arterials; effective land use and transportation integration; coordinated TDM/TSM strategies, parking and traffic management; and efficient and safe local goods movement and delivery; improved travel safety, economic development, and regional connectivity.

Deliverable: Technical memorandum documenting the vision, goals and objectives for the Countywide Multimodal Arterial Plan and the process of their development.

Task 5: Develop Multimodal Performance Measures

This task will develop a set of multimodal performance measures that will be used to evaluate the Arterial Network consistent with and to meet the established goals and objectives and

assess the network's existing and future performance. While most of the performance measures are anticipated to be quantifiable, qualitative measures can also be included if they better represent the performance assessment of a particular function. The performance measures should also have the ability to identify or measure the application of the transportation planning and corridor operations concepts such as "Complete Streets, Fix it First and ITS methodologies" and transportation demand and system management. These performance measures must be developed in coordination with other modal plans currently being developed by Alameda CTC.

Deliverables: Technical memorandum documenting the list of multimodal performance measures and development methodology, and data sources for use in determining system performance and to evaluate projects.

Task 6: Develop Roadway Typology,

Based on the work done in previous tasks, this task will develop a roadway typology in terms of how the Arterial Network supports transit, bicycle and pedestrian, and automobile travel while serving the adjacent land uses, providing a framework to facilitate implementation of the Complete Streets requirements. Developing the typology will maintain a local context throughout the county and also consider the need for appropriate access needs for various land uses that support the local economy. Using a roadway typology structure to frame the Arterial Network will provide a basis for determining coordinated modal priorities, which are compatible to the adjacent land uses, between jurisdictions and across the county and will help identify effective transportation improvements for each mode to ultimately develop a seamless multimodal network.

Deliverable: Technical memorandum and related maps documenting the process for developing the roadway typology and outcome.

Task 7: Identify Future Short and Long-Term Improvements by Mode and other Supportive Operational Programs and Strategies

This task includes several activities or sub-tasks that will ultimately lead to identification of multimodal improvements in terms of projects and programs prioritization and strategies development. Using the performance measures and data collected, and considering the roadway typology, the Arterial Network will be updated and evaluated to identify short and long-term improvements by mode to address existing needs and accommodate future growth as identified in previous tasks that will meet the purpose, goals and objectives of the Plan. Modes and operational programs that should be considered in the evaluation and in making recommendations for improvements include, but are not limited to:

- Roadways
- Transit
- Bicycle and Pedestrian

- TDM/TSM and Parking
- Goods Movement
- Traffic Management/ITS (see Task 8)
- Green Transportation Initiative Programs

For the evaluation of the Arterial Network, Complete Streets and Fix-it-First concepts will be an important underlying principle for identifying future modal improvement measures and management strategies. For identifying improvements, all recommendations will need to be coordinated with other on-going modal plans work and existing and future planned efforts at the local, county, regional and state (e.g., Caltrans' Corridor System Management Plans and MTC's Climate Initiatives) levels. In addition, any regional process that is required for implementation of the improvements or strategies, particularly to support implementing the complete street requirements, will be identified and coordinated with the respective agencies to support streamlined processes.

Deliverables: Technical Memoranda and related maps documenting the performance evaluation process, results and assumptions; short and long term improvements and management strategies by mode and other supportive operational programs.

Task 7.1: Revisit and Re-evaluate the Arterial Network

Considering the additional data collected, and needs and improvements identified after the initial development of the Arterial Network in Task 1, this sub task will revisit and re-evaluate the Arterial Network for this Plan in terms of its reasonableness to meet the Plan goals and objectives, and update the network, as applicable.

Deliverable: Technical memorandum documenting the process for re-evaluating the Arterial Network and outcome and updating the Arterial Network, including maps.

Task 8: Develop Traffic Management Coordination Strategies, Policies and Best Practices

This task will identify strategies, policies and best practices for better inter-agency coordination and effective governance for an efficient management of the Arterial Network across the county and between the local jurisdictions, and between the adjacent counties at the county lines. The intent is to facilitate implementation of the Traffic Management/ITS improvements and management strategies developed in Task 7 addressing short and long term ITS needs including recommendation for best practices and newer technologies supporting Complete Streets. The task will identify areas that need on-going coordination and document or address consistency or compatibility issues in traffic management technologies used between adjacent jurisdictions. Communication between the traffic management systems along a contiguous arterial network and the connecting freeway and transit networks is essential for ensuring better mobility, travel reliability and modal connectivity along the Arterial Network. Considering the numerous owners and/or operators involved in the functioning of the traffic management system on the Arterial Network in

Alameda County, working with the respective agencies, local jurisdictions, Caltrans and transit operators to identify management strategies, policies and best practices will be critical to the success of future improvements on the Arterial Network.

Deliverables: Technical memorandum documenting Traffic Management Coordination Strategies, Policies and Best Practices.

Task 9: Develop an Implementation and Financial Plan

The implementation and financial plan will document the phasing and timing of identified improvements by transportation mode and supportive operational program and strategies from Task 7 to prioritize improvements to attract funding. It will identify responsible lead/participating agencies and recommendations for monitoring progress and improvements. This task will also identify the Plan elements that will need periodic updates and monitoring, including data needs, timelines for updates and responsible agencies. The financial plan will consist of a capital, operations and maintenance plan that includes cost estimates as well as potential funding sources. Capital costs for multimodal, freight, and parking supportive infrastructure improvements will also be included.

Deliverables: Technical memoranda documenting the implementation and financial plan, Development of an initial 5-year list of priority projects and programs, including costs and schedules.

Task 10: Prepare Administrative, Draft and Final Plan

This task assumes that an administrative, draft and final document for the Plan will be produced. Responses to two rounds of comments per document should be assumed. The final document will include a stand-alone Executive Summary and will include a compilation of the technical memoranda in the format of a Countywide Multimodal Arterial Corridor Plans.

Deliverables: Administrative, Draft and Final Countywide Multimodal Arterial Corridor Mobility Plan.

Task 11: Develop and Implement Technical, Public and Stakeholder Outreach Strategy

Develop and implement a public and stakeholder outreach strategy that provides for effective participation and is as inclusive as possible. Considering that the arterials traverse the local jurisdictions and that they are owned and operated by the local jurisdictions and Caltrans, coordination with the Alameda County cities, the county along with Caltrans and MTC is anticipated. Similar to the other modal plans, the Technical Team for this Plan development is expected to be provided by the existing Alameda County Technical Advisory Committee (ACTAC). Public outreach could include workshops in coordination with other modal plans and possibly up to four Transportation Forums.

Deliverables: Technical memorandum detailing the technical, public and stakeholder participation approach and timeline.

Task 12: Project Management and Coordination with other Countywide Planning Efforts

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

Schedule

The consultant selected to perform this work is anticipated to commence in spring 2014 and complete the final plan by the end of 2015.

Fiscal Impact: The fiscal impact for approving this item is \$800,000, which was included in the budget adopted for FY 13-14.

Staff Contacts

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

[Saravana Suthanthira](#), Senior Transportation Planner



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 20, 2014

SUBJECT: California Transportation Commission January 2014 Meeting Summary

RECOMMENDATION: Receive an update on the January 2014 CTC Meeting.

Summary

The January 2014 California Transportation Commission (CTC) meeting was held in Sacramento, CA. Detailed below is a summary of the two (2) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the January 2014 CTC meeting.

Background

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti and Carl Guardino.

Detailed below is a summary of the two (2) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the January 29, 2014 CTC meeting.

1. 2014 Active Transportation Program

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation required the CTC, in consultation with an Active Transportation Program Workgroup, to develop program guidelines by March 26, 2014.

As a first step in the development of guidelines, Commission staff conducted a series of workgroup meetings, open to the public, to solicit input on key issues. Having gathered this input, staff developed the preliminary draft guidelines as a basis for continuing workgroup discussions.

The CTC approved submittal of the 2014 Active Transportation Program Draft Guidelines to the Joint Legislative Budget Committee.

Outcome: Commission will consider Final ATP Program Guidelines on March 20, 2014.

2. State Highway Operation and Protection Program (SHOPP) / Trade Corridor Improvement Fund (TCIF)/ I-880 North Safety and Operational Improvements at 23rd 29th Avenues Project

The CTC approved a 6 month construction contract award extension for the I-880 North Safety and Operational Improvements at 23rd 29th Avenues Project. The Project was advertised on September 30, 2013. Bid opening date is scheduled for February 5, 2014. Bid opening was delayed due to Federal Authorization to Proceed (E-76), which has taken longer than expected.

Outcome: This time extension will allow the Department sufficient time to open and analyze bids and award the Construction contract.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer



Memorandum

6.8

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

DATE: February 20, 2014

SUBJECT: Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Capital and Matching Grant Applications

RECOMMENDATION: Approve the requests for Gap Grant Capital and Matching funding.

Summary

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

The 2000 Measure B TEP allocates 10.45 percent of net revenues for special transportation for seniors and people with disabilities (Paratransit). Included in this amount, 1.43 percent of net Measure B revenues are designated as discretionary funds to fill gaps in paratransit services i.e. competitive grants.

The Alameda CTC Commission approved the Paratransit Gap Grant Cycle 5 Program Guidelines at its January 24, 2013 meeting. Per the Gap Grant Cycle 5 Program Guidelines, approximately \$2 million of Measure B paratransit discretionary funds were allocated to fund successful grant applications selected from a competitive call-for-projects. The proposed grant period is from July 1, 2013 to June 30, 2015. The Paratransit Gap Grant Cycle 5 Program Guidelines also allocated \$150,000 annually to the following three (3) programs in FY 2013/14 and FY 2014/15:

- \$50,000 Grant Matching funds to assist applicants in acquiring non-Alameda CTC grants
- \$50,000 Capital Purchasing funds to assist applicant in making a capital purchase
- \$50,000 Implementation Guidelines Assistance.

The Alameda CTC has received one grant application for the Capital Purchasing funds and one application for the Grant Matching funds. On December 18, 2013 the Bay Area Outreach & Recreation Program (BORP) requested \$19,373 in Capital Purchasing funds to

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facilitate acquiring a large bus with accessibility modifications to accommodate up to six passengers in wheelchairs through the FTA 5310 program. On January 16, 2014, AC Transit requested \$50,000 in Grant Matching funds to support its New Freedom application for "Marketing Mobility Management Through 211." On January 27, 2014 the Paratransit Advisory and Planning Committee (PAPCO) met and recommended the Alameda CTC Commission approve these two applications for \$69,373 of Measure B paratransit gap grant funds for Fiscal Year (FY) 2013-2014.

Background

The 2000 Measure B TEP allocates 10.45 percent of net revenues for special transportation for seniors and people with disabilities. These revenues fund operations for ADA mandated services, city-based paratransit programs, and gap services or programs to reduce the difference in services based on the geographic residence of individuals needing special transportation services. From the 10.45 percent overall amount classified for special transportation services for seniors and people with disabilities, 1.43 percent of net Measure B revenues are designated as discretionary funds to fill gaps in paratransit services.

At its January 24, 2013 meeting, the Alameda CTC Commission approved the Paratransit Gap Grant Cycle 5 Program Guidelines. The Cycle 5 Gap Grant Program encouraged local agencies and non-profits to submit proposals/applications that support mobility management types of activities which improve consumers' ability to access services and/or improve coordination between programs. The Cycle 5 Gap Grant Program also encouraged multi-jurisdictional approaches and non-traditional transportation options, such as volunteer driver and taxi programs. Per the Gap Grant Cycle 5 Program Guidelines, approximately \$2 million of Measure B paratransit discretionary funds were allocated to fund successful grant applications selected from a competitive call-for-project. The proposed grant period is from July 1, 2013 to June 30, 2015.

The Paratransit Gap Grant Cycle 5 Program Guidelines also allocated \$150,000 annually to the following three (3) programs in FY 2013/14 and FY 2014/15:

- \$50,000 Grant Matching funds to assist applicants in acquiring non-Alameda CTC grants
- \$50,000 Capital Purchasing funds to assist applicant in making a capital purchase
- \$50,000 Implementation Guidelines Assistance.

On December 18, 2013, the Bay Area Outreach & Recreation Program (BORP) requested \$19,373 in Capital Purchasing funds to facilitate acquiring a large bus with accessibility modifications to accommodate up to six passengers in wheelchairs through the FTA 5310 program. Approval of this grant request will leverage Federal 5310 program funds to assist a non-profit organization to deliver paratransit services to Alameda County residents. The application notes that *"This new large accessible bus will be used for providing group trip transportation under BORP's current Paratransit Gap Cycle 4 funding agreement #A13-002*

with Alameda County Transportation Commission. The Accessible Group Trip Transportation for Youth and Adults with Disabilities Project provides accessible group trip transportation in Alameda County for children, youth and adults with disabilities participating in sports and recreation programs. This project addresses the existing gap in accessible group-trip transportation for children, youth and adults with disabilities in Alameda County. Currently, other group trip options in Alameda County are limited to seniors. This project includes an outreach and education component that is increasing awareness of our accessible group trip transportation service and increasing ridership. This new large bus will enable BORP to meet the increasing demand for group trip service and meet the higher service targets planned for the project in FY14-15."

On January 16, 2014 AC Transit requested \$50,000 in Grant Matching funds to support its New Freedom application for "Marketing Mobility Management Through 211." The application describes the project as "Market and publicize the Alameda County 211 website and toll free service, which houses the most extensive and detailed database of paratransit information in Alameda County. Coordinated mobility management will be provided by 211 staff, including detailed and targeted transportation recommendations for seniors and the disabled." This New Freedom application builds upon efforts that AC Transit has taken per a previous New Freedom grant that Alameda CTC provided matching funds, thus Alameda CTC can leverage Measure B again with Federal grant funds to provide transportation information that benefit seniors and people with disabilities in Alameda County.

Fiscal Impact: The fiscal impact for approving these two grant requests is \$69,373 from Paratransit discretionary funds. There is budget in the Paratransit discretionary funds to meet this request.

Attachments

- A. Gap Grant Cycle 5 Application – Capital Purchase: Bay Area Outreach & Recreation Program (BORP)
- B. Gap Grant Cycle 5 Application – Grant Matching: AC Transit

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

[John Hemiup](#), Senior Transportation Engineer

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Gap Grant Cycle 5 Application for Capital Purchase

This application is to request funds for the purchase of capital items that are consistent with the objectives of the Alameda County Transportation Commission (Alameda CTC) Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Gap Grant Cycle 5 Program Guidelines.

1. Capital Asset Purchaser/Sponsor

Name of Agency/Organization:	Bay Area Outreach & Recreation Program
Primary Contact Person:	Julie Yates
Title:	Administrative Director
Address 1: (street address, apt/suite)	3075 Adeline St, Ste 155
Address 2: (city, zip)	Berkeley, CA 94703
Telephone Number:	510-849-4663 x1303
Email address:	jay@borp.org
Secondary Contact Person:	Rick Smith
Secondary Contact Title:	Executive Director
Secondary Contact Telephone:	510-849-4663 x1302
Secondary Contact Email Address:	rick@borp.org

2. Partner Agencies/Organizations (if applicable)

Partner Agency 1:	Partner Agency 2:
Contact Person:	Contact Person:
Title:	Title:
Address:	Address:
Telephone:	Telephone:
Email:	Email:

3. Prior Measure B Gap Grant Experience

Has your agency/organization applied for Measure B Gap Grant funding before?

- Yes
 No

GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE
Alameda County Transportation Commission

Has your agency/organization received Measure B Gap Grant funding before?

- Yes
- No

4. What type of capital asset are you applying to purchase?

Large Bus with accessibility modifications to accommodate up to 6 passengers in wheelchairs.

Is this a purchase of a new asset or replacement of an existing asset?

- New Purchase
- Replacement of Existing Asset

Will this asset be used to start a new transportation service or support/expand an existing transportation service?

- New Service
- Support or Expansion of Existing Service

5. Program/project type that capital asset will be used for

- Mobility Management
- Travel Training
- Volunteer Driver
- Group Trips
- City-based Door-to-Door
- Taxi Program
- Wheelchair Van Program
- Accessible Fixed-Route Shuttle

6. Use of Capital Asset and Consistency with Gap Program Goals

Describe how capital asset will be used and how it will support transportation for seniors and people with disabilities. Describe how the proposed capital purchase will help address unmet transportation needs or close existing gaps in services. Please be as specific as possible.

This new large accessible bus will be used for providing group trip transportation under BORP's current Paratransit Gap Cycle 4 funding agreement #A13-002 with Alameda County Transportation Commission. The Accessible Group Trip Transportation for Youth and Adults with Disabilities Project provides accessible group trip transportation in Alameda County for children, youth and adults with disabilities participating in sports and recreation programs.

GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE
Alameda County Transportation Commission

This project addresses the existing gap in accessible group-trip transportation for children, youth and adults with disabilities in Alameda County. Currently, other group trip options in Alameda County are limited to seniors. This project includes an outreach and education component that is increasing awareness of our accessible group trip transportation service and increasing ridership. This new large bus is will enable BORP to meet the increasing demand for group trip service and meet the higher service targets planned for the project in FY14-15.

7. Jurisdiction(s) /area(s) that will benefit from capital asset:

Alameda County (all areas)

8. Capital Purchase Budget

	Amount (\$)	% of Total Project Budget
Amount of Gap Grant funding requested (<i>no more than 80% of total capital cost</i>)	\$19,373	23%
Local match (<i>please indicate exact source</i>)	\$0	0
Other Funds: FTA Section 5310 Grant	\$64,627	77%
Total Capital Cost	\$84,000	100%

Please indicate the fund sources for local match and/or other funds.

FTA Section 5310 Grant

Please describe other fund sources pursued for this capital purchase and why they are not available.

We have pursued and been awarded a FTA section 5310 Grant which requires local matching funds. There are currently no other sources of local funds available for this vehicle purchase.

9. Applicant Experience/Qualifications

Identify the number of years and type of previous experience your organization has in providing and coordinating transportation or related services for seniors and people with disabilities, especially as related to the capital asset you are applying to purchase.

Describe key personnel assigned to this project and their qualifications.

Bay Area Outreach and Recreation Program (BORP) began in 1976 with the purpose of serving people with physical disabilities with sport and recreation programs in Berkeley. BORP has since evolved into a successful non-profit that serves youth and adults with physical disabilities and visual impairments as well as families from all over the greater Bay Area with a wide array of accessible sports, fitness and recreation programs. Programs and activities offered include Wheelchair Basketball, Adaptive Cycling, Power Soccer, Goalball, Sled Hockey, Adventures and Outings, and Fitness Classes at the Ed Roberts Campus.

BORP's transportation services began in a limited way approximately 22 years ago by offering rides to people with disabilities to get to BORP sports events and practices. In 2005, BORP received a donated retired paratransit minibus that accommodates 2-3 wheelchairs and 4 ambulatory passengers. Through a 5310 grant received in 2008 BORP increased its fleet of vehicles to one 25 foot accessible bus able to carry 5 wheelchairs and 6 ambulatory. In 2008, BORP also received its first Gap grant from the Alameda County Transportation Commission. These two grants in combination helped BORP to begin a more formalized group trip transportation service for people with physical disabilities, in operation for over 5 years now.

Key Personnel:

BORP Executive Director, Rick Smith, has had a long career devoted to advancing the interests of the nonprofit sector, with over thirty years of experience in the field of nonprofit management. His experience includes numerous senior management and consulting roles with nonprofit organizations and grant makers including ten years as the Executive Director of CompassPoint.

Administrative Director, Julie Yates, provides fiscal and administrative oversight for the project, contract monitoring to ensure performance measures are met and deliverables are completed, project planning and management, contract invoicing and reporting. Ms. Yates has been the Administrative Director at BORP for 12 years, and has over 15 years experience in non-profit administration.

Transportation Coordinator, Sarah-Dawn Smith, is responsible for overseeing the smooth daily operation of the transportation program including customer service, scheduling, route planning and dispatch, training and supervising drivers, coordinating the vehicle inspection and maintenance program, overseeing the and arranging fee for service group trip transportation. In conjunction with our Youth Outreach Specialist, Sarah-Dawn also conducts outreach to new participants and community agencies to increase ridership. Sarah-Dawn has 10 years experience as a passenger vehicle driver, driver trainer and providing customer service. She also provided in-home care for and taught daily living skills to people with intellectual disabilities for two years at Mosaic, Inc.

Adventures and Outings Coordinator, Lori Gray, has personal experience with both visual impairment and physical disabilities and has been working in the disability community for over 30 years and has been with BORP for 14 years. Ms. Gray provides disability sensitivity training to BORP drivers, conducts outreach for the program and helps increase awareness of the project by promoting the service to other organizations, with particular emphasis on outreach to youth and adults with visual impairments.

10. Safety and Maintenance

VEHICLE PURCHASE

If this is an application for a vehicle purchase, please complete the following, otherwise skip to question 10e.

10a. Do you have a general driver training program that includes:

General driver training	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Sensitivity training	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
First aid/CPR	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE
Alameda County Transportation Commission

10b. Do you have a reservation and dispatch plan? Yes No

If yes, please describe:

BORP's Transportation Coordinator, Sarah-Dawn Smith, takes BORP participant ride reservations over the phone and via email and manually dispatches drivers for the BORP buses. She dispatches drivers for trips via cell phones to allow communication with the BORP office and participants/families. Drivers are provided with destinations, routes and addresses of participants one to three days in advance. Outside agencies may book group trip transportation services when the buses are not in use by BORP programs; reservations are taken over the phone and via email and must be made at least 2 weeks in advance.

10c. Do you perform a background check, certify, and perform drug tests on your drivers?

Yes No

If yes, please describe:

All drivers must submit to a criminal background check, pre-employment drug and alcohol testing, and participate in ongoing DOT random drug and alcohol testing program administered through Preferred Alliance.

10d. Do you have an ongoing vehicle maintenance and a vehicle inspection program?

Yes No

If yes, please describe, including the source and amount of funds reserved for maintenance:

The Accessible Group Trip Transportation for Youth and Adults with Disabilities Project budget for FY14-15 has a vehicle maintenance line item of \$13,000 which is funded by Measure B funds and matching funds from Oakland Fund for Children & Youth and fee-for-service revenue.

OTHER NON-VEHICLE CAPITAL ASSETS

10e. Describe plans for ongoing maintenance and training related to use of this capital asset and/or any other information related to its safe and efficient use.

N/A

11. Demand and Frequency of Capital Asset Use

Provide estimates of the following to indicate how much this capital asset will be utilized by your program.

Please complete 11a-11c for all capital asset requests

11a. Days of Service:

The new bus will be used on Sat, Sun, Wed for regular BORP programs and will be available for special events and/or group trips for other agencies on Mon, Tu, Thu, Fri as described in 11g.

GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE
Alameda County Transportation Commission

11b. Total service hours per day

7 hrs

11c. Total service hours per week

21

11d. Expected lifespan of capital asset

7-10 years per FTA guidelines for medium-duty transit buses

Please complete 11e-11g for vehicle purchase requests only

11e. Total one way passenger trips per week

30 one-way passenger trips per week

11f. Projected mileage per week

150 miles per week

11g. Will this vehicle be shared with another organization or program to maximize its use in off hours? If so, please describe.

To maximize this vehicle's use in off hours, BORP will continue providing and promoting our group trip transportation service to local agencies serving people with disabilities. We already coordinate with several other community agencies that periodically require group trip transportation including Center for Independent Living, Lifelong Medical, OUSD Visually Impaired Program, Disability Rights Advocates, East Bay Center for the Blind, and Junior Blind of America. Demand for BORP's accessible group trip transportation service is growing and this new vehicle will allow us to meet the projected demand for FY14-15 and beyond.

12. Additional Information

Please provide any additional information which has not been included elsewhere in this document to support your application.

BORP currently provides approximately 25 hours of transportation services each week: Saturdays from 7am-5pm (for youth participants attending sports and recreation activities), Sundays from 9am-5pm (for adult and family group outings) and Tuesdays 1-5pm (adapted cycling shuttle). We average another 4 hours a week by providing over 100 hours of group trip transportation services throughout the year for BORP's special events including sports tournaments, cycling events, camps, clinics, and adaptive sports exhibitions and over 100 hours for other agencies including the East Bay Center for the Blind, Center for Independent Living, Junior Blind of America, Children's Skin Disease Foundation and the Oakland Visually Impaired Program.

With this new bus, we will expand the current hours of service AND expand the number of individuals transported. The current capacity in our 2009 Chevy bus is a maximum of 5

GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE
Alameda County Transportation Commission

wheelchairs and our 1999 Ford minibus is 2-3 wheelchairs. The new bus will be modified to allow up to 6 wheelchairs, giving BORP the ability to transport 11 wheelchair users at a time with the two buses. This increased vehicle capacity will address the current waitlist we have for Sunday group outings. Due to limited vehicle capacity, we are currently turning away an average of 2-3 individuals in wheelchairs, 4 ambulatory passengers, and 2-3 people with guide dogs per trip.

Our 1999 Ford minibus is a small, old retired paratransit vehicle that needs frequent repairs and has very limited capacity for passengers in wheelchairs. The new bus will take the place of the minibus which will then become a back up vehicle, resulting in increased capacity, efficiency, comfort and reliability.

The new bus will also enable us to apply for a future contract opportunity with the City of Alameda, which requires a vehicle on Tue, Weds, Thu from 9am-4pm. If awarded this contract it would potentially add another 21 hours of service per week with an estimated ridership of 40 per day and would provide significant matching funds for the project.

Alameda CTC may request additional information, an in-person interview, and/or a presentation to the Paratransit Advisory and Planning Committee (PAPCO) before determining a funding recommendation to the Commission.

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Alameda County Transportation Commission

GAP GRANT CYCLE 5 APPLICATION COVER PAGE

Project Name: Marketing Mobility Management Through 211
 Sponsor Agency/ Organization: Alameda-Contra Costa Transit District
 Date: January 16, 2014
 Date Received (to be completed by Alameda CTC):

Applications are due by Monday, March 4, 2013 at 3 p.m.

Submit five (5) hardcopies (not bound) AND one (1) electronic copy of application to:

Alameda County Transportation Commission
 Attn: Naomi Armenta, Paratransit Coordinator
 1333 Broadway, Suite 300
 Oakland, CA 94612
narmenta@alamedactc.org

Application Checklist: Check the appropriate boxes below to indicate the items that are being submitted and please list any additional attachments in the space provided. Clearly label your attachments according to the numbering provided below. All attachments must be easily readable when reproduced in black and white.

To check a box below, place an "X" between the brackets, for example: [X].

- [x] **Gap Grant Cycle 5 Application Cover Page** – This MS Word document *(required)*.
- [x] **Gap Grant Cycle 5 Application** – MS Word document provided *(required)*.
- [x] **Attachment 1: Project Cost Estimate** – MS Excel worksheet provided *(required)*.
- [x] **Attachment 2: Project Funding Plan** – MS Excel worksheet provided *(required)*.

Additional budget documentation can also be provided as another attachment (see below)

- [x] **Attachment 3: Letter(s) of Support** – Letter(s) from a local agency and/or transit provider to confirm service coordination and project support *(required for non-profit/community based organization applicants only)*.

List any additional attachments, such as pages from planning documents, detailed budget, maps, etc. that are being submitted with the application:

- [x] **Attachment 4:** New Freedom Grant Application
- [x] **Attachment 5:** AC Transit Board of Directors' Resolution for the Project
- [x] **Attachment 6:** Relevant Pages from MTC's Coordinated Plan
- [x] **Attachment 7:** Paratransit Mobility Resources Inventory

An authorized representative of the applicant organization must sign below, affirming that the statements in the application package are true and complete to the best of the applicant's knowledge.

Signature: _____

**Please print and sign this form; scan signed copy for electronic submittal.*

Name/Title: John Haenftling/Director of Project Control and Systems Analysis

Date: 1/16/14

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Gap Grant Cycle 5 Application for Grant Matching

This application is to request grant matching funds for grants that are consistent with the objectives of the Alameda County Transportation Commission (Alameda CTC) Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Gap Grant Cycle 5 Program Guidelines.

A. GENERAL PROJECT INFORMATION

1. Project Sponsor

Name of Agency/Organization:	Alameda-Contra Costa Transit District
Primary Contact Person:	Ben Stupka
Title:	Senior Capital Planning Specialist
Address 1: (street address, apt/suite)	1600 Franklin Street
Address 2: (city, zip)	Oakland, CA 94612
Telephone Number:	510-891-5471
Email address:	bstupka@actransit.org
Secondary Contact Person:	Mallory Nestor-Brush
Secondary Contact Title:	Manager, Accessible Services
Secondary Contact Telephone:	510-891-7213
Secondary Contact Email Address:	mnestor@actransit.org

2. Partner Agencies/Organizations (if applicable)

Partner Agency 1: Eden I&R (Information and Referral)	Partner Agency 2:
Contact Person: Barbara Bernstein	Contact Person:
Title: Executive Director	Title:
Address: 570 B. Street, Hayward, CA 94541	Address:
Telephone: 510-537-0986	Telephone:
Email: bbernstein@edenir.org	Email:

3. Prior Measure B Gap Grant Experience

Has your agency/organization applied for Measure B Gap Grant funding before?

Yes

No

Has your agency/organization received Measure B Gap Grant funding before?

Yes

No

4. Project Name:

Marketing Mobility Management Through 211

5. Brief Description of Project (50 words max.):

Market and publicize the Alameda County 211 website and toll free service, which houses the most extensive and detailed database of paratransit information in Alameda County. Coordinated mobility management will be provided by 211 staff, including detailed and targeted transportation recommendations for seniors and the disabled.

6. Jurisdiction(s) / area(s) served by project:

Alameda County (some marketing may extend to other areas served by AC Transit; western Contra Costa County, and San Francisco)

7. Program/Project Type

- Mobility Management
- Travel Training
- Volunteer Driver
- Group Trips
- City-based Door-to-Door
- Taxi Program
- Wheelchair Van Program
- Accessible Fixed-Route Shuttle
- Other:

B. GRANT MATCH REQUEST

Outside Grant Source

- New Freedom
- 5310
- Other (please indicate):

Grant Match Request and Summary of Other Funding

	Amount (\$)	% of Total Project Budget
Amount of Gap Grant matching funding requested:	50,000	17%
Amount of outside grant funds requested:	240,000	80%
Amount of other Measure B funding proposed:	10,000*	3%
Amount of other non-Measure B funding proposed:		
Total project budget:	300,00	

** AC Transit has recently completed the Paratransit Mobility Resources Inventory project, which was funded by a previous New Freedom grant and a previous Measure B Gap grant (A08-0026). There is \$19,600 in remaining Measure B Gap funds for that project and we would like to use \$10,000 to fill out the local match for this project. We feel this is justified because the scope of this project is to market the service that holds the data from the inventory so the data can be used to enhance senior and disabled mobility services.*

Please provide any additional budget information, e.g. the budget submitted with the external grant application. The figures in the above chart should match any other budget information provided.

C. DETAILED PROJECT/PROGRAM INFORMATION

1. Program/Project Consistency with Gap Grant Program Goals

1a. Program/Project Goals and Objectives, Consistency with Gap Program Goals

Describe the proposed program/project, its main objectives, and how it is consistent with the objectives of the Alameda County Transportation Commission (Alameda CTC) Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Gap Grant Cycle 5 Program Guidelines.

Address the following in the description:

- Existing conditions and all relevant project history: Identify any unmet transportation needs or existing gaps. Describe the relevant planning effort or other evidence that documents the need/gap for the proposed program/project.
- How the proposed program/project will address unmet transportation needs or close existing gaps in services.
- Describe specifically what the proposed grant funds would be used for including specific services to be rendered, populations to be served and other deliverables. Demonstrate how the proposed program/project is the most appropriate way to address the identified transportation need/gap.

As baby-boomers age and retire, the numbers of seniors (i.e. persons 65 and older) and persons with disabilities who will need transportation assistance will surely explode in the near future. For example, as of 2012 there were approximately 170,000 seniors residing in Alameda County, which made up approximately 11% of the County population. It is estimated that by the year 2035 the percentage of the senior population will almost double to 21%. Expanding service

demand and limited funding will require that service providers manage their programs as efficiently as possible, to ensure that individuals are not denied the transportation services.

Currently East Bay Paratransit, and some other fixed-route operators in the East Bay provide ADA paratransit service for persons with disabilities. Several city-based programs, as well as a number of human services agencies, schools, religious institutions, employers, etc., also provide transportation services to persons with disabilities, seniors, and other defined groups of clients that they serve through various programs.

AC Transit recently completed the Paratransit Mobility Resources Inventory (Attachment 7), which provides information on all of these services, including their service area, service specialty, cost, and time of service. This information is housed in a database with Eden I&R and it can be accessed by customers through the 211 toll-free phone system or online at www.211alameda.org. The system is available 24/7 and has myriad multi-lingual capabilities.

This project addresses the following transportation gaps for seniors and individuals with disabilities with solutions from the Coordinated Plan through the implementation of Coordination Strategy 1.B Provide Information and Manage Demand Across a Family of Transportation Services.

Provides Knowledge and Information Regarding a Full Range of Alternatives

Appendix F: Gaps in the Bay Area (p. F-2): Improved knowledge and information regarding the full range of alternative modes, including transit, paratransit, and community-based services, can be difficult to find or confusing, especially when seniors initially realize that they need alternatives.

This project will provide that information through the 211 system. This will provide an enhanced local information and referral system (Coordinated Plan, Table 7-1, Mobility Management, Travel Training, and Transportation Coordination Activities, p. 7-3). The system currently serves 100,000 callers and 120,000 web visitors annually with 13 full-time equivalent employees. Of the total unduplicated 211 callers from Fiscal Year 2013, 9,011 self-identified as disabled, 1,478 were age 65 or over, and 1,015 calls were primarily for transportation-related information. Eden I&R has stated that many of the standard client calls also include transportation as a secondary referral so the amount of transportation information provided is actually much larger than 1,015. We expect an increase in the number of senior and disabled callers and in addition we intend to increase the number of transportation referrals by 50%.

Reduces Difficulty in Arranging Transportation Services

Appendix F: Gaps in Alameda County (p. F-4): Paratransit is difficult between cities;

Appendix F: Gaps in Alameda County (p. F-4): Need for improved customer information about paratransit and other transportation options, including information in different languages;

Appendix F: Gaps in Alameda County (p. F-5): Seniors and disabled passengers indicated that emergency or other short trips are the most difficult to arrange, due to advance notice requirements and limited ability to make last minute adjustments to schedules;

This project will provide an enhanced local information and referral system (Coordinated Plan, Table 7-1, Mobility Management, Travel Training, and Transportation Coordination Activities, p. 7-3). The 211 operators will be able to give recommendations on transportation services based on needs (e.g. senior or disabled), trip type (e.g. shopping, medical, work, etc.), location, and time (e.g., if it needs to be scheduled in advance or if the service is needed on-demand). 211

operators speak, or have access to translators that speak, over 150 different languages (including Spanish, Vietnamese, and Cantonese).

The Marketing Mobility Management Through 211 project meets the objectives set forth in the Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Gap Grant Cycle 5 Program Guidelines because the focus of the project is promotion of a county-wide mobility management service. The intention of the service provided by Eden I&R will be to address consumers unique needs that may not be adequately addressed by the traditional service models, and to create a centralized point of access to customers from multiple geographic locations.

1b. Demonstration of Coordination

Describe how the proposed program/project coordinates with local jurisdictions, transit agencies, and non-profit organizations serving seniors and people with disabilities. Explain how the proposed program/project complements existing services.

The recently completed Paratransit Mobility Resources Inventory (Attachment 7) identified over 40 paratransit services in the AC Transit service area, both Alameda and western Contra Costa counties. These include several city-based programs, as well as a number of human services agencies, schools, religious institutions, employers, etc., also provide transportation services to persons with disabilities, seniors, and other defined groups of clients that they serve through various programs. The bulk of those services are in Alameda County.

The proposed project will market the 211 toll-free service and website administered by Eden I&R as one-click one-call center for seniors and the disabled to be able to access all of these services. All Eden I&R 211 staff will be trained by AC Transit staff and Center for Independent Living (CIL) staff to provide enhanced specialized service focused on mobility management. AC Transit staff will focus on ensuring the operators can identify specific transportation needs in terms of accessibility, time, cost, location, and service type. CIL will focus on enhancing the training of 211 operators on protocols for providing service to users with disabilities (e.g. using an interpreter relay service, having speech impairment, or working with a direct support professional).

2. Performance Measures and Ongoing Monitoring

2a. Performance Measures and Ongoing Monitoring

In the box below please summarize the relevant sections from the external grant application that identify:

- Performance measures to track the effectiveness of the proposed program/project in meeting the project goals
- Plans for ongoing monitoring and evaluation of the service
- Steps to be taken if the proposed program/project's goals are not achieved

The goal of the marketing campaign is to increase the number of transportation referrals by 50%. We also intend to increase the amount of senior and disabled 211 callers through the

marketing campaign.

3. Applicant Experience/Qualifications

- 3a. Describe and provide evidence of your organization's ability to provide and manage the proposed program/project. Identify number of years and type of previous experience in providing and coordinating transportation or related services for seniors and people with disabilities. Describe key personnel assigned to this project and their qualifications.

AC Transit: AC Transit has been operating fixed-route bus operation (569 buses) in the East Bay for more than 50 years. AC Transit was one of the first public transit operators in the US to purchase lift-equipped busses, and its fleet has been 100% lift-equipped and fully accessible since 1993.

Prior to 1997, all paratransit in Alameda County was provided exclusively by city-based paratransit programs. As required by the ADA, the current paratransit plan was developed with public input and comments from consumers, and local agencies and the city-based paratransit programs. A transition plan was negotiated and service was coordinated with the 13 cities and 11 paratransit programs within AC transit's service area, as well as the other fixed-route operators (BART, Union City Transit, and LAVTA). Some cities maintained their programs, some agreed to purchase rides from EBP, and others decided to transfer the full paratransit responsibility to EBP.

Acting as EBP (with BART), AC Transit assumed the responsibility for paratransit service under ADA regulations, in 1995, and since then has been providing paratransit service (200 vehicles) for persons with disabilities in ten cities in Alameda County, and into and/or connecting with six bay area counties, cooperatively with other paratransit service programs for 17 years.

Eden I&R: For 38 years, Eden I&R has been successfully fulfilling its mission of "linking people and resources" by consistently and creatively responding to the community's changing needs. The agency's services are the result of collaborations that depend on the work of hundreds of community-based organizations. Because no other centralized source for health, housing, and human services information exists anywhere else in Alameda County, Eden I&R has become a critical resource for thousands of at-risk individuals, such as youth, non-English speakers, the economically disadvantaged, people living with HIV/AIDS, domestic violence survivors, the elderly, disabled, and homeless, and human service agencies seeking services or housing for their clients.

Eden I&R, Inc., was incorporated as a non-profit 501(c)(3) agency in January 1976 in response to a community need for a service that would assist people in obtaining information about, as well as gaining access to, community resources. Skilled information management and referral specialists provide a critical information bridge between individuals in need and human service agencies.

4. Demand and Community Support

- 4a. Provide an estimate of the number of service units that will be provided (e.g. persons trained, one-way trips, etc.). Please provide an explanation of your methodology in estimating demand.

The 211 system currently serves 100,000 callers and 120,000 web visitors annually with 13 full-time equivalent employees. Of the total unduplicated 211 callers from Fiscal Year 2013, 9,011

GAP GRANT CYCLE 5 APPLICATION – GRANT MATCHING
Alameda County Transportation Commission

self-identified as disabled, 1,478 were age 65 or over, and 1,015 calls were primarily for transportation-related information. Eden I&R has stated that many of the standard client calls also include transportation as a secondary referral so the amount of transportation information provided is actually much larger than 1,015. We expect an increase in the number of senior and disabled callers and in addition we intend to increase the number of transportation referrals by 50%. With the steadily increasing senior and disabled population in Alameda County (over 15,000 additional residents over 65 between 2010 and 2012 according to the US Census Population Estimates Program) there will be an increased need for transportation referrals for seniors and the disabled. The focus of this campaign is to market the service directly to that increasing population, and therefore we believe expected increases in senior and disabled callers and transportation referrals are reasonable.

4b. If the proposed program/project is designed to serve/benefit a small subset of the population that has unique needs, describe how the proposed program/project will maximize its impact in this group and reach a very high portion of the eligible population.

N/A

4c. Illustrate that estimated level of demand for service is realistic and relevant to the community. Describe community support for the proposed program/project.

Additional documentation of outreach to local committees/ commissions, letters of support, planning documents, surveys, etc. can be provided as an attachment. Please indicate inclusion of additional attachments on the cover sheet.

The AC Transit Board of Directors has passed a resolution stating that it supports the project (Attachment 5).

ACTC, BART, Eden I&R, and CIL have provided letters of support for the project (Attachment 3).

Paratransit Coordinating Councils (PCC) would support the projects, as it would not reduce the service available to them as individuals, or to the groups that they represent. Both the Alameda County Paratransit Advisory Planning Committee and Contra Costa PCC have already indicated their support for MTC's coordinated plan.

The project is also supported by the East Bay Paratransit Service Review Advisory Committee

4d. Did a local paratransit advisory committee review the proposed program/project?

- Yes
- No

4e. Has the proposed program/project been approved by a local governing body?

- Yes
- No

5. Implementation Readiness

5a. In the box below please summarize the relevant sections from the external grant application that identify:

- Program/project readiness for implementation
- Schedule for implementation and plans for project/program set-up and ongoing operation
- Major issues that need to be resolved prior to implementation

Task 1: Develop Marketing Plan (July 2014 – September 2014)

Description: Development of targeted 211 marketing plan focused on transportation options for seniors and the disabled. Strategy will include compiling comprehensive contact list of relevant organizations, locations and agencies; developing effective messaging and graphics; producing printed and online materials; advertising in a variety of media and venues; outreach by mail, e-mail, and in-person to relevant locations, community organizations, and agencies, and partnering with these entities to provide ongoing visibility for the program. Wherever appropriate, efforts will be conducted in multiple languages.

Task 2: Hire and Train Eden I&R Staff (September 2014 – December 2014)

Description: Eden I&R will hire at least two additional staff members to handle the increased call and website volume generated by the marketing campaign. All Eden I&R 211 staff will be trained by AC Transit staff and Center for Independent Living (CIL) staff to provide enhanced specialized service focused on mobility management. AC Transit staff will focus on ensuring the operators can identify specific transportation needs in terms of accessibility, time, cost, location, and service type. CIL will focus on enhancing the training of 211 operators on protocols for providing service to users with disabilities (e.g. using an interpreter relay service, having speech impairment, or working with a direct support professional).

Task 3: Upgrade Eden I&R Facilities (September 2014 – December 2014)

Description: Purchase and install additional equipment (e.g. computer, headset, chairs, desks, etc.) for additional staff.

Task 4: Implement Marketing Plan (December 2014 – June 2016)

Description: Establish contact with targeted populations and entities, produce and distribute materials, place advertising, conduct electronic and in-person outreach.

5c. Describe the collaboration between affected departments within your organization, the local government agency, transit agencies, and/or other public agencies to develop the proposed program/project and to ensure its feasibility.

This project will require collaboration between the Marketing and Accessible Services departments at AC Transit. These departments are housed in the same overall section in the agency and they are very familiar with working in collaboration with each other.

The 211 network is available throughout the Bay Area and Eden I&R intends to work with the

administrators in other counties to ensure that any clients they may receive through our marketing are directed to the appropriate county resources. Eden I&R will work particularly closely with the Contra Costa 211 as that county is in the AC Transit service area. Contra Costa callers will be directed to 511 Contra Costa (<http://511contracosta.org/>), which is a comprehensive transportation resource for that county.

AC Transit and CIL will host joint trainings with Eden I&R 211 staff to enhance their ability to provide mobility management services and to conduct referrals for callers with disabilities.

- 5d. Describe plans to involve key stakeholders throughout the proposed program/project. Describe strategies to market and promote public awareness of the proposed program/project.

The target of the marketing campaign will be seniors and individuals with a disability, and groups that represent and serve these populations. The campaign will include printed and online materials; media advertising; and outreach to organizations, agencies, and locations that serve the targeted populations. Compelling branding and messaging for the campaign, as well as translation into multiple languages, will generate high visibility and positive response. The first task of the grant is to create a marketing plan in coordination with Eden I&R. That plan will provide more specifics on exact marketing strategies.

6. Innovation

- 6a. Describe how the proposed program/project is a unique or original type of service for Alameda County. Describe the innovative approaches that will be employed to implement the proposed program/project and how those strategies effectively meet the Gap Grant Cycle 5 Program goals.

This will be the first one-click one-call mobility management service available in Alameda County. The goal of the project is to provide a single point of access for all paratransit users to find services that are tailored to their needs. The 211 operators will be able to give recommendations on transportation services based on needs (e.g. senior or disabled), trip type (e.g. shopping, medical, work, etc.), location, and time (e.g., if it needs to be scheduled in advance or if the service is needed on-demand). 211 operators speak, or have access to translators that speak, over 150 different languages (including Spanish, Vietnamese, and Cantonese).

7. Budget and Funding

7a. Describe any additional funding sources you have secured beyond the gap grant funds currently being applied for. If you have listed outside funding sources that have not been secured, aside from the grant funds you are applying for please elaborate on how these funds will be secured before project implementation.

New Freedom Cycle 5 - \$240,000

AC Transit submitted an application for these funds on January 10, 2013 and expects to hear the results of MTC's project selection process in February 2014.

Measure B Gap Funding - \$10,000

AC Transit has recently completed the Paratransit Mobility Resources Inventory project, which was funded by a previous New Freedom grant and a previous Measure B Gap grant (A08-0026). There is \$19,600 in remaining Measure B Gap funds for that project and we would like to use \$10,000 to fill out the local match for this project. We feel this is justified because the scope of this project is to market the service that holds the data from the inventory so the data can be used to enhance senior and disabled mobility services.

Include letter(s) of commitment from any agencies (other than applicant) contributing towards the match as additional attachments to the application. If the project is multi-year, provide letters of commitment for all years. Please indicate these attachments and any additional budget documents on the cover sheet.

7b. Describe efforts to identify potential funding sources for sustaining the service beyond the grant period (if applicable).

N/A

7c. What is the cost per unit of service provided? (Units should align with the performance measures identified in 2a.)

We have left the amount of increase in seniors and disabled open at this point as there are factors outside of our control in determining an exact metric. However, if we were to see a not unreasonable 50% increase in senior and disabled callers it would be at a cost of \$405/unit of service for seniors and \$66/unit of service for disabled callers.

Our target 50% increase in transportation referrals it would be at a cost of \$570/unit of service.

8. External Grant Application and Additional Information

Please attach the completed application for the external grant you are applying for. You may also provide any additional information which has not been included elsewhere in this document to support your application. Also, describe any additional attachments that have not been mentioned elsewhere and indicate these on the checklist on the cover page.

Attachment 7 contains relevant pages from MTC's Coordinated Plan that show how this project

GAP GRANT CYCLE 5 APPLICATION – GRANT MATCHING
Alameda County Transportation Commission

uses recommended strategies to address gaps identified in that plan.

Alameda CTC may request additional information, an in-person interview, and/or a presentation to the Paratransit Advisory and Planning Committee (PAPCO) before determining a funding recommendation to the Commission.

GAP GRANT CYCLE 5 APPLICATION
Alameda County Transportation Commission

Attachment 1: Cost Estimate

List the estimated cost of each line item in rows 1-7. Two additional rows have been included for other project costs not included in rows 1-7; please insert additional rows under row 9 if necessary. The total estimated cost will be automatically calculated at the bottom of the chart.

Include costs for the overall project, even if the Gap Grant funding request is only for one phase of the project. Provide any necessary explanations for budget information in the application form, question 7a.

Budget Line Items		FY 13-14	FY 14-15	Total
1	Administrative (salary, wages, fringe)		\$100,000	\$100,000
2	Administrative (supplies)			\$0
3	Materials (brochures, outreach materials, etc.)			\$0
4	Customer Service and Outreach			\$0
5	Service Delivery (in-house)			\$0
6	Contracts (if service offered through contractor)			\$0
7	Capital Costs		\$25,000	\$25,000
8	Other: Marketing Plan		\$20,000	\$20,000
9	Other: Marketing		\$155,000	\$155,000
Total Estimated Costs:		\$0	\$300,000	\$300,000

GAP GRANT CYCLE 5 APPLICATION
Alameda County Transportation Commission

Attachment 2: Funding Plan

List the funding sources for the proposed program/project. Non-profit organizations must provide at least 5% local match. Please list the source of these local matching funds. Four additional lines have been provided for additional sources, please insert additional rows if necessary

Funding sources should only include secured funding sources, i.e. funds that are programmed to the project with a resolution or signed agreement. If a fund source has not been secured, please indicate in the application form, question 7b.

Please insert additional rows if necessary. The total funding will be automatically calculated at the bottom of the chart.

If there is a large funding gap, please describe plan to fill this gap in application form, question 7a.

Funding Source		FY 13-14	FY 14-15	Totals
1	Gap Grant Funding Requested		50000	50000
2	Other Measure B funding: Previous Gap Grant		10000	10000
3	Local Match: Please list source			0
4	New Freedom Cycle 5		240000	240000
5				0
6				0
7				0
Total Proposed Funding:		\$0	\$300,000	\$300,000

The Project Funding and Estimated Costs, automatically included below, should be equal.

<i>Total Funding</i>	<i>\$300,000</i>
<i>Total Estimated Costs (from "Cost Estimate" chart):</i>	<i>\$300,000</i>

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Memorandum

6.9

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

DATE: February 20, 2014

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2014-15 Expenditure Plan Application

RECOMMENDATION: Approve Resolution 14-004 regarding the submittal of the TFCA FY 2014-15 Expenditure Plan Application

Summary

It is recommended the Commission approve Resolution 14-004, regarding the submittal of the FY 2014-15 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Expenditure Plan Application to the Bay Area Air Quality Management District (Air District). The attached Alameda CTC Resolution and TFCA Expenditure Plan Application are due to the Air District by March 3, 2014, prior to a detailed program of projects. For FY 2014-15, the TFCA Expenditure Plan Application includes approximately \$3.348 million in funding for projects.

Background

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

A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the required annual programming of all available funds. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

FY 2014-15 Revenue

The FY 2014-15 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for FY 2014-15 based on the estimated DMV revenues for the same period. As summarized below, the estimated total amount of funds available for projects is the sum of the new allocation (projected revenue), relinquished funds from completed projects, and earned interest, less five percent of the new projected revenue, which is reserved for the Alameda CTC's administration of the TFCA program.

New projected revenue for FY 2014-15:	\$1,919,779.23
Earned interest for calendar year 2013:	\$6,522.29
<u>Relinquished funds through 12/31/13:</u>	<u>\$1,517,802.44</u>
Total available TFCA funds:	\$3,444,103.96
Less 5% for TFCA administration:	-\$95,988.96
Estimated total amount available for projects:	\$3,348,115.00

The \$1.518 million of relinquished funds includes the \$1.43 million of FY 12/13 revenue that had been programmed to the Air District's Port Drayage Truck Replacement Program with the understanding that it would be used only after other funding for the program had been expended and only for trucks registered in Alameda County. The program was completed with other funds and the Air District has returned the full \$1.43 million.

Since the February PPC meeting, it has come to light that the TFCA administration amount for FY 2014/15 may need to be increased by approximately \$7,500 to account for a correction to the administration limit for FY 2011/12. If this is the case, the amount for program administration in the attached Application will be revised accordingly.

Approval Process

The TFCA Expenditure Plan Application is to be signed by the Executive Director and submitted to the Air District by March 3, 2014. Following Air District Board approval, the Alameda CTC will enter into a funding agreement with the Air District and will have six months to submit a Commission-approved program of eligible projects. A TFCA call for projects is proposed for late March 2014 with applications due to the Alameda CTC late April 2014. A FY 2014-15 program will be scheduled for the Commission's consideration in June or July 2014.

Fiscal Impact: This action has no financial impact to the Alameda CTC. TFCA funding is made available by the Air District and costs associated with the Alameda CTC's administration of the TFCA program will be included in the Alameda CTC's 2014-15 budget.

Attachments

- A. Alameda CTC Resolution 14-004
- B. FY 2014-15 TFCA Expenditure Plan Application

Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 14-004**

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
Mayor Marie Gilmore

City of Albany
Mayor Peggy Thomsen

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor Tim Sbranti

City of Emeryville
Vice Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

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
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vemaci

Executive Director
Arthur L. Dao

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the TFCA Program requires that the Program Manager submit an Expenditure Plan Application for FY 2014/15 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 3, 2014.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission approves the programming of an estimated \$3,348,115 to projects, consistent with the attached FY 2014/15 TFCA County Program Manager Fund Expenditure Plan Application; and

BE IT FURTHER RESOLVED, that the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the Expenditure Plan Application.

BE IT FURTHER RESOLVED, that the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this programming with the Air District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 27, 2014 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

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SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

PART A: NEW TFCA FUNDS

- | | | |
|--|---------|-----------------------|
| 1. Estimated FYE 2015 DMV revenues (based on projected CY2013 revenues): | Line 1: | <u>\$1,881,641.00</u> |
| 2. Difference between prior-year estimate and actual revenue: | Line 2: | <u>\$38,138.23</u> |
| a. Actual FYE 2013 DMV revenues (based on CY2012): | | <u>\$1,854,558.86</u> |
| b. Estimated FYE 2013 DMV revenues (based on CY2012): | | <u>\$1,816,090.00</u> |
| c. Amount spent for FYE 2014 administration over the
FYE 2014 estimate (but not over the 5% limit): | | <u>\$330.63</u> |
| <i>('a' minus 'b' minus 'c' equals Line 2.)</i> | | |
| 3. Estimated New Allocation (Sum of Lines 1 and 2): | Line 3: | <u>\$1,919,779.23</u> |
| 4. Interest income. List interest earned on TFCA funds in calendar year 2013. | Line 4: | <u>\$6,522.29</u> |
| 5. Estimated TFCA funds budgeted for administration: ¹ | Line 5: | <u>\$95,988.96</u> |
| <i>(Note: This amount may not exceed 5% of Line 3.)</i> | | |
| 6. Total new TFCA funds available in FYE 2015 for projects and administration | Line 6: | <u>\$1,926,301.52</u> |
| <i>(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)</i> | | |

PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- | | | |
|--|---------|-----------------------|
| 7. Total amount from previously funded projects available for
reprogramming to other projects. <i>(Enter zero (0) if none.)</i> | Line 7: | <u>\$1,517,802.44</u> |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not
subject to the six-month allocation deadline.)</i> | | |

PART C: TOTAL AVAILABLE TFCA FUNDS

- | | | |
|--|---------|-----------------------|
| 8. Total Available TFCA Funds (Sum of Lines 6 and 7) | Line 8: | <u>\$3,444,103.96</u> |
| 9. Estimated Total TFCA funds available for projects (Line 8 minus Line 5) | Line 9: | <u>\$3,348,115.00</u> |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

¹ The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 5% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
10ALA03	Fremont	Signal Retiming: Paseo Padre and Auto Mall Parkways	\$210,000.00	\$202,210.00	\$7,790.00	UB
10ALA08	AC Transit/ Transform	Travel Choice Transit Information Program	\$165,000.00	\$139,165.00	\$25,834.00	UB
11ALA15	LAVTA	Route 10 - Dublin/ Pleasanton BART	\$141,542.00	\$123,956.21	\$17,585.00	UB
12ALA07	BAAQMD	Drayage Truck Program	\$1,430,000.00	\$ 0.00	\$1,430,000.00	CP
14ALA08	Alameda CTC	East Bay Greenway	\$190,000.00	\$142,000.00	\$48,000.00	Note 1
NA	Alameda CTC	Reported interest earned - correction	NA	NA	-\$11,406.56	Note 2

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING**\$1,517,802.44***(Enter this amount in Part B, Line 7 of Summary Information form)*** Enter UB (for projects that were completed under budget) and CP (for cancelled project).*

Notes:

- 1) The originally programmed amount of \$190,000 was revised to \$142,000 due to an adjustment by the Air District to the project's cost-effectiveness calculation. The \$142,000 has yet to be expended. The \$48,000 difference is being reallocated to FYE 15.
- 2) A reconciliation of the earned TFCA interest found that between 2006 and 2012, the reported interest included \$11,406.56 above the amount earned. To correct the prior overstatement of interest, \$11,406.56 is being subtracted from the amount of funds available for reprogramming in FYE15.



Memorandum

6.10

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

DATE: February 20, 2014

SUBJECT: Route 92/Clawiter – Whitesell Interchange and Reliever Route Project (PN 615.0): Measure B Funding Allocation and an Amendment to the Funding Agreement with the City of Hayward

RECOMMENDATION: (1) Approve Measure B Funding Allocation and (2) Authorize the Executive Director to execute an Amendment to the Funding Agreement with the City of Hayward for the project.

Summary

On January 22, 2014, staff received a letter from the City of Hayward (Attachment A) requesting an amendment to the Project Specific Funding Agreement with the Alameda CTC for the Utility Relocation and Protection, Construction Support, and Construction Capital Phases for the Route 92/Clawiter – Whitesell Interchange and Reliever Route project (PN 615.0).

The recommended actions will allow the project sponsor, the City of Hayward, to move this voter-approved sales tax measure project into the construction phase of project development.

The allocation of \$14.4 million of Measure B funds, which are identified in the 2000 Measure B Transportation Sales Tax Expenditure Plan and programmed in the adopted FY 2013-14 Strategic Plan, will provide financial resources for continuing project implementation efforts. Table 1 below summarizes the Measure B commitment to the project.

Background

The Route 92/Clawiter – Whitesell Interchange and Reliever Route project in the City of Hayward is one of 27 capital projects included in the Measure B Expenditure Plan. The plan identifies \$19.5 million (1997-98 dollars) in Measure B Tier 1 funds for this project. The escalated Measure B funding commitment in the adopted FY 2012-13 Strategic Plan is \$27.037 million.

Table 1: Summary of Measure B Commitment		
Route 92/Clawiter – Whitesell Interchange and Reliever Route Project (ACTC 615)		
Description	Allocated Amount (\$ 1,000)	Program Balance (\$ 1,000)
Total Measure B Commitment (Adopted 2010-11 Strategic Plan)	0	\$ 27,037
Previously Allocated Total	\$ 12,605	\$ 14,432
Recommended Allocation (This Agenda Item)	\$ 14,432	\$ 0
Remaining Programmed Balance		\$ 0

On January 22, 2014, staff received a letter from the City of Hayward (Attachment A) requesting a Project Specific Funding Agreement amendment with the Alameda CTC for the Utility Relocation and Protection, Construction Support, and Construction Capital Phases for the Route 92/Clawiter – Whitesell Interchange and Reliever Route project. The project is sponsored by the City of Hayward and is being delivered in two segments, with Phase 1 being the West A Street and Whitesell Drive Extensions to be delivered with Measure B funds administered by the Alameda CTC and Phase 2 being the Route 92/Clawiter Road – Whitesell Drive Interchange to be delivered with other funds. The City of Hayward approved the Phase 1 project and certified the environmental document on March 22, 2011. Final design is expected to be complete in 2014 and construction will begin thereafter. Environmental studies for the Phase 2 project will commence when funds are available from the Local Alternative Transportation Improvement Program (LATIP), which was approved by the California Transportation Commission in May 2010. The environmental study and approval of the Phase 2 project will require additional time extensions.

Staff recommends approval of the proposed actions to allow the project to proceed with Utility Relocation and Protection, Construction Support, and Construction Capital Phase activities to deliver the project.

Fiscal Impact: Approval of the recommended actions will allocate \$14.432 million of Measure B funds and make them available for encumbrance in funding agreements and/or amendments to funding agreements for Alameda CTC PN 615.0.

Attachments

- A. City of Hayward letter dated January 22, 2014.

Staff Contact

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

[Hank Haugse](#), Project Controls Team

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January 22, 2014

Mr. Arthur Dao, Executive Director
Alameda County Transportation Commission
1111 Broadway Avenue, Suite 800
Oakland, CA 94607

Subject: ***Route 92/Clawiter-Whitesell Interchange and Reliever Route Project, Phase I - Request for a Utility Relocation and Protection, Construction Support and Construction Capital Phases Amendment to an existing Project Specific Funding Agreement for the Final Design (PS&E) and Right of Way Support and Capital Phases***

Dear Mr. Dao:

The City of Hayward requests a Utility Relocation and Protection, Construction Support and Construction Capital Phases Amendment (Construction Amendment), to the current Project Specific Funding Agreement (PSFA) with the Alameda County Transportation Commission (Alameda CTC) for the Route 92/Clawiter-Whitesell Interchange and Reliever Route Project – Phase I, for the balance of the programmed amount.

On May 26, 2011, a PSFA between the Alameda CTC and the City of Hayward became effective for the Final Design (PS&E), Right of Way Support and Right of Way Capital Phases for the Route 92/Clawiter-Whitesell Interchange and Reliever Route Project – Phase I. Construction is dependent upon right-of-way acquisition and is currently scheduled to begin during July 2014.

Since construction will begin more than three (3) years after the effective date of the PSFA for the Final Design and Right of Way Phases, the City is requesting an Amendment that provides a one (1) year extension for the deadline of construction to four (4) years after the effective date of the PSFA as listed under Section III, Items (16) i-iii.

If you have any questions during the preparation of the funding agreement amendment, please contact Angela Louie at (510) 583-4761.

Sincerely,



MORAD FAKHRAI

Director of Public Works – Engineering & Transportation

cc: Yaw Owusu, Assistant City Engineer
Kevin Briggs, Senior Civil Engineer
Angela Louie, Associate Civil Engineer
Hank Haugse, Project Manager, Alameda CTC



Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 20, 2014

SUBJECT: Various Projects: Encumbrance Authorization for Construction Phase of Project

RECOMMENDATION: Approve an increase to the construction phase encumbrance and authorize all contractual actions relative to the use of the authorized construction budget for eight (8) projects for a cumulative total not to exceed amount of \$1,059,000.

Summary

Alameda CTC is the sponsor for design and in some cases has the added responsibility to Advertise, Award, and Administer (AAA) various projects within the Capital Program. Agreements are entered into for the construction capital and support of the project based upon estimated known project needs for scope, cost, and schedule.

Eight (8) projects have previously requested Commission authority for less than the construction phase budget. These projects now require additional construction phase encumbrance authority to provide continued design support during construction, construction management support services, and to implement construction change orders as necessary to successfully deliver the projects.

Background

Alameda CTC is the sponsor for design and in some cases has the added responsibility to Advertise, Award, and Administer (AAA) various projects within the Capital Program. As the sponsor for design, Alameda CTC provides for the Engineer of Record throughout the project life to ensure all construction issues can be addressed. Additionally, during the construction phase of the project, situations may arise that require a change to the construction bid components. These are addressed through the issuance of Contract Change Orders (CCO) as approved by the Commission Engineer. The phase contingency amount, which takes into consideration the specific project risk factors, ranges from 10 - 20 percent of the construction estimate and is included in the project funding plan to address increases to the capital costs and associated construction management costs to ensure the successful completion of the project.

Construction phase funds have been fully allocated by the respective funding agency. Staff recommends that the Commission approve the additional encumbrance of the construction budget as shown in Attachment A (*Revised*) and authorize all contractual actions relative to the use of the authorized construction budget. The revised attachment was distributed at the February 3, 2014 Programming and Projects Committee meeting.

Fiscal Impact: The fiscal impact for approving this item is as shown in Attachment A (*Revised*). Appropriate action will be taken to include the required amounts in the appropriate fiscal year budgets.

Attachments

A. Table A: Construction Budget Summary (*Revised*)

Staff Contact

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

[Raj Murthy](#), Project Controls Team

Attachment A: Construction Budget Summary (Revised)

PPC Item 6.2 Handout

3-Feb-14

Index No.	Project No.	Project Description	Project Schedule	Construction Budget	Previously Authorized	Funding Source	Purpose	Service	Requested Authorization
1	635.1	East Bay Greenway	CCA: 4/2014	\$2,063,058 (C,S)	\$1,893,289 (C,S)	Local	Ghirardelli Assoc. (Amendment)	CM	\$ 100,000
2	724.4	I-580 WB HOV Lane (East)	CCA: 8/2015	\$3,806,000 (C,S)	\$3,488,000 (C,S)	Local	BKF (Amendment)	DSDC	\$ 318,000
3	724.5	I-580 WB HOV Lane (West)	CCA: 11/2014	\$1,627,700 (C,S)	\$1,149,700(C,S)	Local			
4	791.1	I-80 ICM Project No. 1 - Software and Systems Integration	CCA: 12/2015	\$7,584,000 (C,S)	\$ 6,932,095 (C,S)	State	Caltrans (Amendment)	PM Support	\$ 206,000
5	791.2	I-80 ICM Project No. 2 Speciality Material Procurement	CCA: 12/2014	\$5,363,000 (C,S)	\$4,659,00 (C)	State	Caltrans (Amendment) Kimley Horn Assoc. (Amendment)	Testing DSDC	\$ 100,000 \$ 100,000
6	791.4	I-80 ICM Project No. 4 Adaptive Ramp Metering	CCA: 9/2014	\$189,000 (S)	\$100,000 (S)	State	Kimley Horn Assoc. (Amendment)	DSDC	\$ 39,000
7	791.5	I-80 ICM Project No. 5 Active Traffic Management	CCA: 12/2014	\$506,000 (S)	\$250,000 (S)	State	Kimley Horn Assoc. (Amendment)	DSDC	\$ 100,000
8	791.6	I-80 ICM Project No. 6 - Traffic Light Synchronization Program	CCA: 12/2014	\$18,718,405 (C,S)	\$15,711,692 (C,S)	State	Kimley Horn Assoc. (Amendment)	DSDC	\$ 96,000

Legend:

- (C) Capital
- (S) Support

(CCA) Construction Contract Acceptance

(CM) Construction Management

(DSDC) Design Support During Construction

Note:

Funding sources identified are presently assigned to the Construction phase.

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Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 20, 2014

SUBJECT: Various Projects: Encumbrance Authorization for Right of Way Phase of the Project

RECOMMENDATION: Approve an increase to the right of way phase encumbrance and authorize all contractual actions relative to the use of the authorized right of way phase budget for five (5) projects for a cumulative total not to exceed amount of \$30,317,400.

Summary

Alameda CTC is the sponsor for various projects within the Capital Program. Right of way clearance is a subcomponent that must be identified and addressed in order to successfully deliver a project and avoid unnecessary delays and costs.

Agreements are entered into for the right of way capital and support elements of the project based upon estimated known project needs for scope, cost, and schedule.

Five (5) projects have previously requested Commission authority for less than the right of way phase budget. These projects now require additional right of way phase encumbrance and contractual authority to address permit requirements, unforeseen construction issues, utility relocations, and other right of way actions, as required, in order to successfully deliver the projects.

Background

The Alameda CTC is the sponsor for various projects within the Capital Program and bears the responsibility to address all right of way issues. Right of way tasks may occur during design, into construction, and through closeout of a project. Agreements are entered into with various entities, including Caltrans, utility owners, local agencies, property owners, and support vendors, as required. Right of way phase funds have been fully allocated by the respective funding agency.

Staff recommends that the Commission approve the additional encumbrance of the project right of way budget as shown in Attachment A and authorize all contractual actions relative to the use of the authorized right of way budget.

Fiscal Impact: The fiscal impact for approving this item is as shown in Attachment A. Appropriate action will be taken to include the required amounts in the appropriate fiscal year budgets.

Attachments

A. Table A: Right of Way Budget Summary

Staff Contact

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

[Raj Murthy](#), Project Controls Team

A. Table A: Right of Way Phase Budget Summary

Index No.	Project No.	Project Description	Current Phase	Right of Way and Utilities Budget	Previously Authorized	Requested Authorization	Funding Source
1	717.0	I-880 North Safety and Operational Improvements a 23 rd and 29 th	Advertisement Construction start: 12/2014	\$9,295,000	\$8,785,700	\$509,300	Local Regional State Federal
2	624.0-2	Route 84 Expressway	RTL: 4/2015	\$31,883,000	\$3,107,000	\$28,776,000	Local
3	720.4	I-580 Eastbound Express Lane	RTL: 4/2014	\$200,000	\$0	\$200,000	Local
4	724.1	I-580 Westbound Express Lane	RTL: 4/2014	\$170,000	\$0	\$170,000	Local
5	724.0	I-580 Westbound HOV Lane	CCA: December 2015	\$2,531,000	\$1,869,000	\$662,100	Local Regional
						TOTAL:	\$30,317,400

Legend:

- CCA Construction Contract Acceptance
- RTL Ready-to-list

Note:

1. Funding sources identified are presently assigned to the Right of Way phase. Previously allocated funds to the project, not specifically identified, may be substituted as required to meet project funding needs.
2. Right of Way phase includes utilities capital and support work.

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Memorandum

6.13

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

DATE: February 20, 2014

SUBJECT: East Bay Greenway Project – Segment 7A (PN 635.1): Approval of the Issuance of a Request for Proposals (RFP) for Path Maintenance and Authorization to Negotiate and Execute a Contract

RECOMMENDATION: (1) Authorize the procurement of a contractor to perform path maintenance for East Bay Greenway Project – Segment 7A (PN 635.1)
(2) Authorize all contractual actions relative to the use of the maintenance budget for a total not-to-exceed amount of \$350,000.

Summary

The Alameda CTC is the sponsor of the East Bay Greenway Project – Segment 7A. The project is a half-mile segment of the East Bay Greenway Trail located between 75th and 85th Avenues, adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland.

The Memorandum of Understanding (MOU), Agreement A12-0029, for the project between Alameda CTC, BART and the City of Oakland stipulates that Alameda CTC is responsible for maintaining the East Bay Greenway – Segment 7A path. In order to fulfill the obligations of the MOU, Alameda CTC intends to procure a contractor to perform the path maintenance upon the completion of the construction work, which is anticipated by spring 2014.

A budget of \$350,000 has been reserved from previously allocated Measure B funds for the maintenance phase, inclusive of contractor work, staff cost, and other costs as necessary.

Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75th and 85th Avenues, adjacent to San Leandro Street and beneath the aerial BART tracks in the City of Oakland. The project started construction in October 2013 and is anticipated to be completed by spring 2014.

The project is located in the City of Oakland's right of way and the City is the owner/operator of the path. During the project planning and design phase, the City of Oakland determined that it was unable to assume the responsibility for maintenance obligations for the new path improvements. On June 28, 2012, Alameda CTC, BART and the

City of Oakland executed an MOU which set forth the above referenced parties understandings and agreements in connection with the maintenance and liability for East Bay Greenway Project – Segment 7A. In accordance with the MOU, Alameda CTC is responsible for maintaining Segment 7A of the path.

The project is presently in construction and is anticipated to be completed by spring 2014. In order to have a contractor on board to perform the maintenance for the project after the construction is completed, it is recommended that staff be authorized to (1) proceed with the procurement of a contractor and (2) perform all contractual actions relative to the use of the maintenance budget for a total not-to-exceed amount of \$350,000.

Fiscal Impact: The recommended action will authorize the encumbrance of up to \$350,000 of previously allocated Measure B project funds for subsequent expenditure.

Staff Contact

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

[Connie Fremier](#), Project Controls Team



Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 20, 2014

SUBJECT: I-80 Integrated Corridor Mobility Project (PN 791.1/791.2): Cooperative Agreements (District Agreements 04-2300-A1 & 04-2301-A1) with Caltrans

RECOMMENDATION: Approve the Cooperative Agreements (District Agreement Nos. 04-2300-A1 & 04-2301-A1) with Caltrans to amend existing agreements to change the invoice procedure for reimbursement of funds.

Summary

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

- Project #1: Software & Systems Integration
- Project #2: Specialty Material Procurement
- Project #3: Traffic Operations Systems (TOS)
- Project #4: Adaptive Ramp Metering (ARM)
- Project #5: Active Traffic Management (ATM)
- Project #6: San Pablo Corridor Arterial and Transit Improvement Project
- Project #7: Richmond Parkway Transit Center

Background

Previously, Alameda CTC entered into Cooperative Agreements with Caltrans for projects #1 and #2 (Caltrans Agreements 04-2301 and 04-2300 respectively).

Agreement 04-2301 outlined the roles and responsibilities for the specialty materials procurement (Project #2). Per this agreement, Caltrans is to provide Independent Quality Assurance, including project management and source inspection services, for an agreed upon amount of \$100,000 funded with CMIA project funds. Per the Agreement, Caltrans was to retain the CMIA funds for their portion of the work.

Agreement 04-2300 outlined the roles and responsibilities for the software procurement and systems integration (Project #1). Per this agreement, Caltrans is to provide Independent Quality Assurance, including reviewing test plans and conducting independent verification and validation for the system integration, for an agreed upon amount of \$206,000 funded with CMIA project funds. Per the Agreement, Caltrans was to retain the CMIA funds for their portion of the work.

Subsequent to the execution of the above referenced agreements, the CMIA funds for Projects 1 and 2 were allocated to Alameda CTC. Due to this action, Caltrans is unable to retain the funds for their work as originally planned. Instead, Caltrans must invoice Alameda CTC and request reimbursement for the work they perform. The Cooperative Agreement Amendments No. 04-2301-A1 and 04-2300-A1 change the process for fund reimbursement. Caltrans will now invoice Alameda CTC for the services to be provided by Caltrans in lieu of retaining the funds as designated in the original agreements. There is no change to the cost of the services to be provided by Caltrans.

Fiscal Impact: There is no fiscal impact for approving this item. The necessary funding for the work to be performed by Caltrans has been previously allocated by the California Transportation Commission.

Attachments

- A. Cooperative Agreement: District Agreement No. 04-2300-01
- B. Cooperative Agreement: District Agreement No. 04-2301-01

Staff Contact

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

[Connie Fremier](#), Project Controls Team

AMENDMENT NO. 1 TO AGREEMENT 04-2300

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

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

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Agreement No. 04-2300, (AGREEMENT) on August 25, 2011. AGREEMENT outlines the terms and conditions of cooperation between PARTNERS for software procurement and system integration for the I-80 Integrated Corridor Mobility (ICM) and local arterials in Alameda and Contra Costa counties, referred to as PROJECT.
2. PARTNERS hereto now wish to enter into AMENDMENT to reflect that CALTRANS will invoice ALAMEDA CTC for PROJECT Management Services to be provided by CALTRANS. Initially CALTRANS, who administers CMIA funds, was set to retain the funds. Now the billing becomes necessary since the funds are obligated to ALAMEDA CTC by the California Transportation Commission (CTC) for CONSTRUCTION.

IT IS THEREFORE MUTUALLY AGREED:

3. Article 46 of the original AGREEMENT is hereby deleted in its entirety, without affecting the numbering of the subsequent Articles.
4. Article 47 of the original AGREEMENT is hereby revised to read as follows:

The following partners will submit invoices for CONSTRUCTION Support:

- ALAMEDA CTC will invoice CALTRANS
- CALTRANS will invoice ALAMEDA CTC

5. Article 48 of the original AGREEMENT is hereby revised to read as follows:

ALAMEDA CTC will invoice CALTRANS for a \$108,000 initial deposit 30 working days prior to the award date. This deposit represents two (2) months' estimated CONSTRUCTION Support costs.

ALAMEDA CTC will invoice CALTRANS for an additional \$206,000 deposit upon execution of AMENDMENT.

Thereafter, ALAMEDA CTC will submit to CALTRANS monthly invoices for estimated monthly costs based on the prior month's actual expenditures.

CALTRANS will invoice ALAMEDA CTC for PROJECT Management Services as a lump sum amount not to exceed \$206,000 upon execution of this AMENDMENT.

After PARTNERS agree that all Scope activities are complete, ALAMEDA CTC and CALTRANS will submit a final accounting for all WORK costs. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the obligation of this agreement.

6. SPENDING SUMMARY of AGREEMENT is hereby replaced in its entirety by SPENDING SUMMARY A1 attached to and made a part of AMENDMENT, and any reference to SPENDING SUMMARY in AGREEMENT is deemed to be a reference to SPENDING SUMMARY A1.
7. All other terms and conditions of AGREEMENT shall remain in full force and effect.
8. AMENDMENT is deemed to be included in, and made part of, AGREEMENT.

CONTACT INFORMATION

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

The primary agreement contact person for CALTRANS is:

Dina El-Nakhal, Project Manager
111 Grand Avenue
Oakland, California 94612
Office Phone: (510) 286-6247
Email: dina.el.nakhal@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Raj Murthy, Project Manager
1111 Broadway, Suite 800
Oakland, California 94607
Office Phone: (510) 208-7470
Email: rmurthy@alamedactc.org

SIGNATURES

PARTNERS declare that:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

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

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Kevin M. Strough
District Budget Manager

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

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

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

FUNDING SUMMARY

Funding Source	Funding Partner	Fund Type	CON Capital	CON-Support	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$5,577,000	\$2,007,000	\$7,584,000

SPENDING SUMMARY A1

Fund Source	Fund Type	Construction Support		Construction Capital		Total
		CALTRANS	ALAMEDA CTC	CALTRANS	ALAMEDA CTC	
STATE	Bond – CMIA	\$206,000*	\$1,801,000	\$0	\$5,577,000	\$7,584,000
	TOTAL		\$2,007,000		\$5,577,000	\$7,584,000

* CALTRANS will invoice ALAMEDA CTC a lump sum amount of \$206,000 for PROJECT Management Services.

AMENDMENT NO. 1 TO AGREEMENT 04-2301

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

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

RECITALS

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Agreement No. 04-2301, (AGREEMENT) on December 10, 2011. AGREEMENT outlines the terms and conditions of cooperation between PARTNERS for specialty materials procurement for I-80 Integrated Corridor Mobility (ICM) in Alameda and Contra Costa counties, referred to as PROJECT.
2. PARTNERS hereto now wish to enter into AMENDMENT to reflect that CALTRANS will invoice ALAMEDA CTC for PROJECT Management Services and Source Inspection to be provided by CALTRANS. Initially CALTRANS, who administers CMIA funds, was set to retain the funds. Now the billing becomes necessary since the funds are obligated to ALAMEDA CTC by the California Transportation Commission (CTC) for CONSTRUCTION.

IT IS THEREFORE MUTUALLY AGREED:

3. Article 43 of the original AGREEMENT is hereby deleted in its entirety, without affecting the numbering of the subsequent Articles.
4. Article 44 of the original AGREEMENT is hereby revised to read as follows:

The following partners will submit invoices for CONSTRUCTION Support:

- ALAMEDA CTC will invoice CALTRANS
- CALTRANS will invoice ALAMEDA CTC

5. Article 45 of the original AGREEMENT is hereby revised to read as follows:

ALAMEDA CTC will invoice CALTRANS for a \$78,000 initial deposit 30 working days prior to the award date. This deposit represents two (2) months' estimated CONSTRUCTION Support costs.

ALAMEDA CTC will invoice CALTRANS for an additional \$100,000 deposit upon execution of AMENDMENT.

Thereafter, ALAMEDA CTC will submit to CALTRANS monthly invoices for estimated monthly costs based on the prior month's actual expenditures.

CALTRANS will invoice ALAMEDA CTC for PROJECT Management and Source Inspection Services as a lump sum amount not to exceed \$100,000 upon execution of AMENDMENT.

After PARTNERS agree that all Scope activities are complete, ALAMEDA CTC and CALTRANS will submit a final accounting for all WORK costs. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the obligation of this agreement.

6. SPENDING SUMMARY of AGREEMENT is hereby replaced in its entirety by SPENDING SUMMARY A1 attached to and made a part of AMENDMENT, and any reference to SPENDING SUMMARY in AGREEMENT is deemed to be a reference to SPENDING SUMMARY A1.
7. All other terms and conditions of AGREEMENT shall remain in full force and effect.
8. AMENDMENT is deemed to be included in, and made part of, AGREEMENT.

CONTACT INFORMATION

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

The primary agreement contact person for CALTRANS is:

Dina El-Nakhal, Project Manager
111 Grand Avenue
Oakland, California 94612
Office Phone: (510) 286-6247
Email: dina.el.nakhal@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Raj Murthy, Project Manager
1111 Broadway, Suite 800
Oakland, California 94607
Office Phone: (510) 208-7470
Email: rmurthy@alamedactc.org

SIGNATURES

PARTNERS declare that:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

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

By: _____
Arthur L. Dao
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: _____
Kevin M. Strough
District Budget Manager

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

REVIEWED AS TO BUDGET/FINANCIAL
CONTROLS

By: _____
Patricia Reavey
Director of Finance

APPROVED AS TO FORM AND LEGALITY

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

FUNDING SUMMARY

Funding Source	Funding Partner	Fund Type	Capital (Procurement)	Support (Procurement)	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$4,659,000	\$704,000	\$5,363,000
		Subtotals by Component	\$4,659,000	\$704,000	\$5,363,000

SPENDING SUMMARY A1

Fund Source	Fund Type	Material Procurement Support	Material Procurement	Total
		ALAMEDA CTC	ALAMEDA CTC	
		CALTRANS	CALTRANS	
STATE	Bond – CMIA	\$100,000*	\$0	\$5,363,000
	TOTAL	\$704,000	\$4,659,000	\$5,363,000

* CALTRANS will invoice ALAMEDA CTC a lump sum amount of \$100,000 for PROJECT Management and Source Inspection Services.



Memorandum

6.15

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

DATE: February 20, 2014

SUBJECT: Regional Measure 2 Program: Projects No. 29 Savings Plan

RECOMMENDATION: (1) Approve distribution of Regional Measure 2 Project No. 29 funds savings to the I-880 North Safety and Operational Improvements at 23rd 29th Avenues (PN 717.0) and AC Transit's Bus Rapid Transit projects. (2) Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of RM2 funds to deliver the I-880 North Safety and Operational Improvements at 23rd 29th Avenues (PN 717.0) project.

Summary

The Metropolitan Transportation Commission (MTC) is responsible for administering the Regional Measure 2 (RM2) program. Thirty-six capital projects are listed in RM2 (California Streets and Highway Code Section 30914(c)). These projects range from studies to transit vehicle procurement to freeway improvements. The Alameda CTC and AC Transit are co-sponsors of RM2 Project No. 29 (Express Bus South- \$22 million). Project 29 had five sub-projects that have been delivered and resulted in a project cost savings of approximately \$2.9 million. It is recommended that \$2.3 million of project 29 savings be programmed to Alameda CTC sponsored I-880 North Safety and Operational Improvements at 23rd 29th Avenues project and \$0.6 million be programmed to AC Transit's Bus Rapid Transit (BRT) project. The AC Transit BRT project will also be programmed with an additional \$1.7 million STIP funds, resulting in both project receiving \$2.3 million. MTC reviewed a proposal consistent with this proposal at their February 12, 2014 programming and allocations committee.

Background

Alameda CTC and AC Transit are the co-sponsors of Project No. 29 Express Bus South which received an initial RM2 programming of \$22 million. As a project delivery strategy, the project was subdivided into five (5) sub projects. Over the past few years the Alameda CTC and AC Transit have partnered and successfully delivered the 5 sub projects. Approximately \$2.9 million of RM2 funds still remain.

Alameda CTC and AC Transit propose to utilize the RM2 project 29 project cost savings. Alameda CTC and AC Transit staff have reached a consensus to propose two projects to utilize the savings towards capital and capital support phase needs. The proposal includes \$2.3 million of project 29 savings be programmed to Alameda CTC sponsored I-880 North Safety and Operational Improvements at 23rd 29th Avenues project and \$0.6 million programmed to AC Transit's BRT project. The AC Transit BRT project will also be programmed with an additional \$1.7 million STIP funds, resulting in both project receiving \$2.3 million. The draft cost savings proposal was forwarded to MTC staff last month. MTC review may result in additional programming actions required by Alameda CTC.

It is recommended the Commission approve distribution of Regional Measure 2 Project No. 29 funds savings to the I-880 North Safety and Operational Improvements at 23rd 29th Avenues project and AC Transit's BRT projects and authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of RM2 funds to deliver the I-880 North Safety and Operational Improvements at 23rd 29th Avenues project.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer



Memorandum

6.16

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

DATE: February 20, 2014

SUBJECT: Alameda CTC FY2013-14 Second Quarter Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2013-14 Second Quarter Investment Report

Summary

The Quarterly Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of December 31, 2013. The report also shows balances as of June 30, 2013 for comparison purposes. The *Portfolio Review for Quarter Ending December 31, 2013* (Attachment B) prepared by SunTrust Bank provides an outlook of current market conditions and an investment strategy to maximize return without compromising safety and liquidity. Alameda CTC investments are in compliance with the adopted investment policy as of December 31, 2013. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

The following are key highlights of cash and investment information as of December 31, 2013:

- As of December 31 2013, total cash and investments held by the Alameda CTC were \$225.7 million. This total is a decrease of \$10.5 million or 4.5% over the prior year-end balance of \$236.2 million.
- The ACTA investment balance decreased \$1.6 million or 1.2% due to capital projects expenditures. The ACTIA investment balance decreased \$10.7 million or 12.3% also due to capital project expenditures. The ACCMA investment balance increased \$1.8 million or 7.8% resulting from the timing between VRF collections and VRF program expenditures.
- Investment yields have declined with the return on investments for the Alameda CTC at 0.34% compared to the prior year's return of 0.57%. Return on investments were projected for the FY2013-14 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type.

- Staff has been working diligently over the past several months to bring on a financing team and prepare all of the required documents for a debt issuance designed to meet ACTIA's Capital Project Fund obligations. Staff is expected to price and sell the bonds in February. The "AAA" ratings Alameda CTC received from rating agencies, both Standard & Poor's Rating Services and Fitch Ratings, should reduce the cost of borrowing for this bond issuance.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of December 31, 2013
- B. Portfolio Review for Quarter Ending December 31, 2013 (provided by SunTrust Bank)
- C. Fixed Income Portfolio as of December 31, 2013

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

Alameda CTC									
Consolidated Investment Report									
As of December 31, 2013									
ACTA	Un-Audited			Interest Earned			FY 2012-2013		
	Investment Balance	Interest earned	As of December 31, 2013 Approx. ROI	Budget	Difference	Investment Balance June 30, 2013	Interest earned FY 2012-2013	Investment Balance June 30, 2013	Interest earned FY 2012-2013
Checking Account	\$ 62,770	\$ 6	0.02%			\$ 990,642	\$ 35	\$ 990,642	\$ 35
State Treasurer Pool (LAIF)	48,903,476	57,225	0.23%			26,312,847	37,613	26,312,847	37,613
Investment Advisor ⁽¹⁾	65,894,362	189,635	0.58%			89,135,230	994,095	89,135,230	994,095
Loan to ACCMA	10,000,000	-				10,000,000	-	10,000,000	-
ACTA Total	\$ 124,860,609	\$ 246,866	0.40%	\$ 215,000	\$ 31,866	\$ 126,438,719	\$ 1,031,742	\$ 126,438,719	\$ 1,031,742
<i>Approx. ROI</i>									
<i>0.82%</i>									
ACTIA	Un-Audited			Interest Earned			FY 2012-2013		
	Investment Balance	Interest earned	As of December 31, 2013 Approx. ROI	Budget	Difference	Investment Balance June 30, 2013	Interest earned FY 2012-2013	Investment Balance June 30, 2013	Interest earned FY 2012-2013
Checking Account	\$ 1,862,112	\$ 175	0.02%			\$ 10,825,653	\$ 235	\$ 10,825,653	\$ 235
State Treasurer Pool (LAIF)	51,768,001	48,092	0.19%			32,405,385	78,105	32,405,385	78,105
Investment Advisor ⁽¹⁾	22,863,882	43,184	0.38%			43,976,235	148,637	43,976,235	148,637
ACTIA Total	\$ 76,493,995	\$ 91,450	0.24%	\$ 21,000	\$ 70,450	\$ 87,207,273	\$ 226,977	\$ 87,207,273	\$ 226,977
<i>Approx. ROI</i>									
<i>0.26%</i>									
ACCMA	Un-Audited			Interest Earned			FY 2012-2013		
	Investment Balance	Interest earned	As of December 31, 2013 Approx. ROI	Budget	Difference	Investment Balance June 30, 2013	Interest earned FY 2012-2013	Investment Balance June 30, 2013	Interest earned FY 2012-2013
Checking Account	\$ 2,576,518	\$ -	0.00%			\$ 2,713,936	\$ -	\$ 2,713,936	\$ -
State Treasurer Pool (LAIF)	17,010,148	23,820	0.28%			14,848,174	44,446	14,848,174	44,446
Project Deferred Revenue ⁽²⁾	14,775,983	19,188	0.26%			15,030,817	52,207	15,030,817	52,207
Loan from ACTA	(10,000,000)	-				(10,000,000)	-	(10,000,000)	-
ACCMA Total	\$ 24,362,648	\$ 43,008	0.35%	\$ -	\$ 43,008	\$ 22,592,926	\$ 96,653	\$ 22,592,926	\$ 96,653
<i>Approx. ROI</i>									
<i>0.43%</i>									
ACTC TOTAL	\$ 225,717,252	\$ 381,324	0.34%	\$ 236,000	\$ 145,324	\$ 236,238,919	\$ 1,355,373	\$ 236,238,919	\$ 1,355,373

Notes:

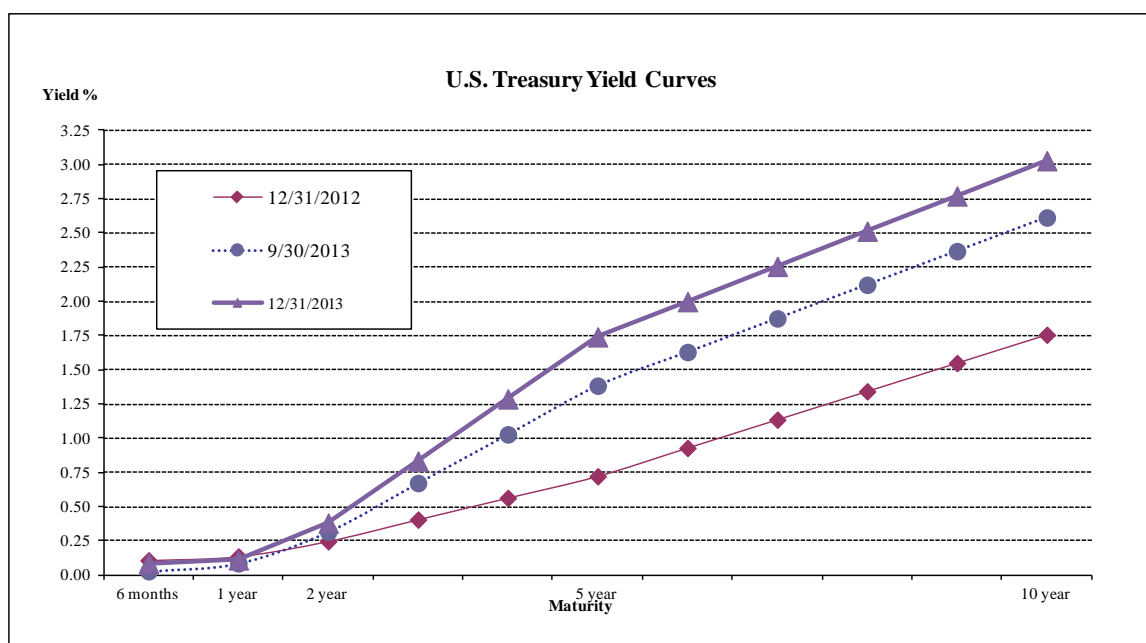
- (1) See attachments for detail of investment holdings managed by Investment Advisor.
- (2) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which include TVTC, San Leandro Marina, TCRP, PTMISEA and Cal EMA.
- (3) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
- (4) Alameda CTC investments are in compliance with the currently adopted investment policies.
- (5) Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

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Alameda County Transportation Commission Portfolio Review for Quarter Ending December 31, 2013

Fixed Income Market Review and Outlook

Stronger than expected news on the economy, a better than expected compromise on the Federal Budget Deficit, and the announcement of a reduction in the pace of long-term bond purchases by the Federal Reserve drove interest rates higher in the fourth quarter of 2013. As illustrated in the graph below, for both the quarter and the year, the character of recent rate increases has been for long-term rates to move higher while short-term rates remain anchored.



Data Source: Bloomberg Finance L.P.

Interest rates on long-term bonds are being driven primarily by expectations for the Federal Reserve Board's (Fed) tapering of its purchases of longer term Treasury bonds and mortgage backed securities. Late in the quarter, the Fed announced its intention to reduce the pace of its recent purchases from \$85 billion per month to \$75 billion per month beginning in January of 2014. Although this might appear as a rather modest reduction, the market expects the pace of the Fed's bond purchases to continue to decline throughout the year.

Interest rates on short-term bonds are being driven by expectations for the Fed's eventual increase in the level of the Federal Funds Rate. Earlier expectations had been for the Fed to begin to raise the Fed Funds rate by the middle of 2015. At most, recent

events have pushed these expectations out by a few months. The timing and pace of any increases in the Fed Funds rate will be highly influenced by the employment situation. Most market participants believe the Fed will refrain from raising short term interest rates until the unemployment rate is near 6.0%. Currently, the national rate is 7.0%.

Going forward, the direction of interest rates will continue to revolve around the changing expectations for monetary policy. Monetary policy, in turn, will hinge on the pace of economic growth and improvement in the labor market. SunTrust remains optimistic that growth will pick up and there will be continued modest employment growth as we move through 2014. Barring some form of an exogenous shock, stronger growth should lead to higher rates.

Strategy

Over the foreseeable future SunTrust expects interest rates to move gradually higher. Currently, the portfolio's sensitivity to a change in interest rates is modestly below that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

Given our outlook and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in interest rates near that of the benchmark.

For the time being we are recommending any surplus cash flows from maturing issues be rolled over into LAIF. As opportunities present themselves, we will be strategically placing investments where we believe they can provide a higher return than LAIF.

As of the end of the quarter, the consolidated Alameda CTC portfolio consisted of 63.2% US Government Agency securities, 0.0% US Treasury securities, 26.3% High Grade Corporate Bonds, 4.8% Certificates of Deposit, 4.5% Commercial Paper and 1.2% in cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending December 31, 2013, the Alameda CTC portfolio was in compliance with the investment policy statement.

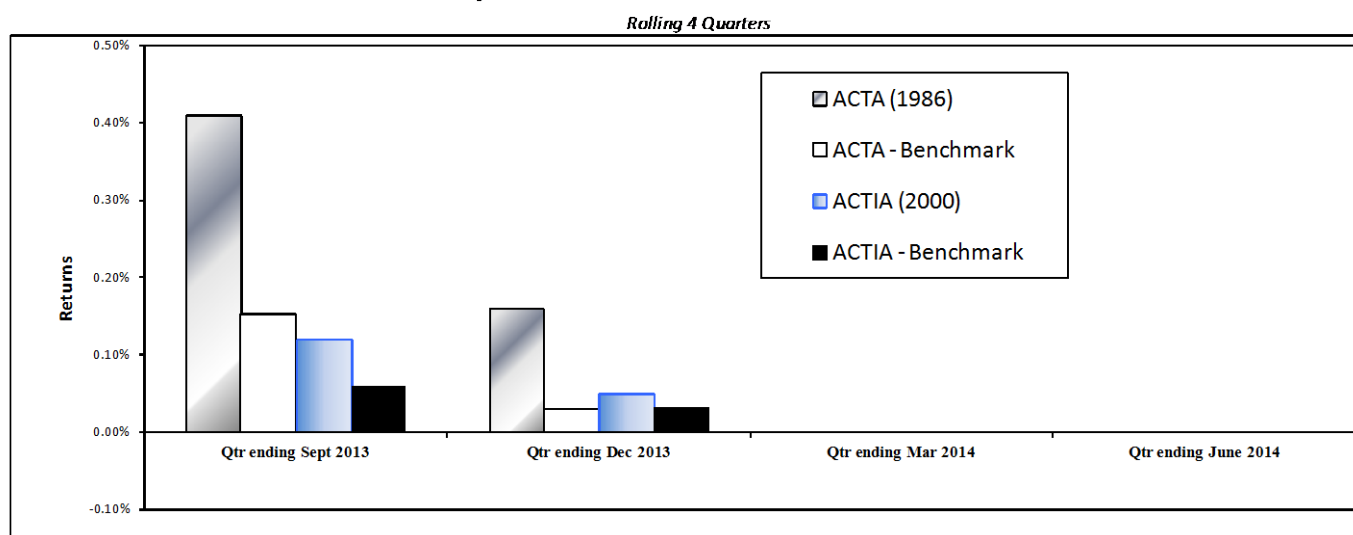
(Note: The Investment Policy allows for a greater than specified percentage of a particular asset class if at the time of original purchase the portfolio was in line with policy. While the combined portfolio currently contains 1.3% more in corporate bonds than is specified by the policy, at the time of initial purchase the percent of corporate bonds in the portfolio was below the specified 25% limit.)

Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending December 31, the ACTA (1986) portfolio returned 0.16%. This compares to the benchmark return of 0.03%. For the quarter ending December 31, the ACTIA (2000) portfolio returned 0.05%. This compares to the benchmark return of 0.03%. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks for the quarter.

The portfolio's yield to maturity and the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending December 31, the ACTA (1986) portfolio's yield to maturity or call was 0.32%. The benchmark's yield to maturity was 0.19%. For the quarter ending December 31, the ACTIA (2000) portfolio's yield to maturity or call was 0.30%. The benchmark's yield to maturity was 0.06%.

Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Inception to Date
MONTHLY PERFORMANCE DATA													
Alameda ACTA (1986)	0.34%	-0.01%	0.08%	0.09%	0.06%	0.01%							0.57%
Alameda ACTIA (2000)	0.10%	0.00%	0.02%	0.03%	0.01%	0.01%							0.17%
Benchmark - ACTA	0.08%	-0.01%	0.09%	0.03%	0.02%	-0.02%							0.18%
Benchmark - ACTIA	0.02%	0.02%	0.02%	-0.01%	0.01%	0.03%							0.09%

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SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
ACTA 1986 Measure B
 December 31, 2013

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
CORPORATE BONDS													
3,000,000	452308ah2	Illinois Tool Works Inc 5.150% Due 04-01-14	A2	A+	101.98	3,059,445.00	101.13	3,033,906.00	38,625.00	3,072,531.00	4.6	0.61	0.3
3,500,000	94974bfc5	Wells Fargo 1.500% Due 07-01-15	A2	A+	101.28	3,544,660.00	101.41	3,549,217.00	26,250.00	3,575,467.00	5.4	0.56	1.5
3,500,000	46623ejr1	JPMorgan Chase & Co MTN BE 1.100% Due 10-15-15	A3	A	100.02	3,500,875.00	100.38	3,513,349.00	8,127.78	3,521,476.78	5.3	0.88	1.8
3,500,000	36962g4t8	GE Capital Corp MTN BE 2.250% Due 11-09-15	A1	AA+	102.62	3,591,700.00	103.06	3,607,138.50	11,375.00	3,618,513.50	5.5	0.59	1.8
1,600,000	06406heg2	Bank New York MTN BE 0.700% Due 03-04-16	A1	A+	99.82	1,597,200.00	99.48	1,591,616.00	3,640.00	1,595,256.00	2.4	0.94	2.2
900,000	064159bv7	Bank of Nova Scotia 0.950% Due 03-15-16	Aa2	A+	100.21	901,854.00	100.14	901,279.80	2,517.50	903,797.30	1.4	0.88	2.2
CORPORATE BONDS Total								16,196,506.30	90,535.28	16,287,041.58	24.6	0.70	1.5
GOVERNMENT AGENCY ISSUES													
3,319,000	31398a3g5	Federal Natl Mtg Assn 1.500% Due 09-08-14	Aaa	AA+	101.68	3,374,626.44	100.91	3,349,302.47	15,626.96	3,364,929.43	5.1	0.17	0.7
2,500,000	3135g0dw0	Federal Natl Mtg Assn 0.625% Due 10-30-14	Aaa	AA+	100.59	2,514,650.00	100.37	2,509,207.50	2,604.17	2,511,811.67	3.8	0.18	0.8
5,000,000	3134g4er5	Federal Home Loan Mtg Corp 0.500% Due 08-19-15	Aaa	AA+	100.01	5,000,550.00	100.09	5,004,575.00	9,166.67	5,013,741.67	7.6	0.44	1.6
700,000	3135g0nv1	Federal Natl Mtg Assn 0.500% Due 09-28-15	Aaa	AA+	100.40	702,814.00	100.18	701,236.90	904.17	702,141.07	1.1	0.40	1.7
5,000,000	3135g0xh1	Federal Natl Mtg Assn 0.500% Due 05-20-16	Aaa	AA+	99.54	4,977,000.00	99.69	4,984,385.00	2,847.22	4,987,232.22	7.5	0.63	2.4
675,000	3133834r9	Federal Home Loan Banks 0.375% Due 06-24-16	Aaa	AA+	99.69	672,934.50	99.66	672,709.72	49.22	672,758.94	1.0	0.51	2.5
GOVERNMENT AGENCY ISSU Total								17,221,416.59	31,198.40	17,252,614.99	26.1	0.41	1.6
GOVERNMENT BONDS - ZERO COUPON													
3,000,000	313589tp8	Federal Natl Mtg Assn Disc Nt	Aaa	AA+	99.98	2,999,311.67	100.00	2,999,862.00	0.00	2,999,862.00	4.5	0.03	0.2
4,000,000	313385un4	Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.97	3,998,816.68	99.99	3,999,652.00	0.00	3,999,652.00	6.1	0.04	0.2
5,000,000	313589xy4	Federal Natl Mtg Assn Disc Nt	Aaa	AA+	99.94	4,996,875.00	99.96	4,998,225.00	0.00	4,998,225.00	7.6	0.08	0.4

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
ACTA 1986 Measure B
 December 31, 2013

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
11,500,000	313397yn5	Federal Home Loan Mtg Corp Disc Nt	Aaa	AA+	99.93	11,492,192.77	99.96	11,495,549.50	0.00	11,495,549.50	17.4	0.08	0.5
		0.000% Due 06-25-14											
		GOVERNMENT BONDS - ZER Total				23,487,196.12		23,493,288.50	0.00	23,493,288.50	35.5	0.07	0.4
CERTIFICATES OF DEPOSIT													
4,300,000	16144rts2	Chase Bank USA NA Inst Ctf Dep	P-1	A-1	100.00	4,300,000.00	100.02	4,301,023.40	8,902.77	4,309,926.17	6.5	0.13	0.1
		0.330% Due 02-12-14											
		CERTIFICATES OF DEPOSIT Total				4,300,000.00		4,301,023.40	8,902.77	4,309,926.17	6.5	0.13	0.1
COMMERCIAL PAPER													
4,000,000	90262db79	UBS Fin Del Inc	P-1	A-1	99.74	3,989,726.67	99.99	3,999,577.84	0.00	3,999,577.84	6.1	0.10	0.1
		0.000% Due 02-07-14											
		COMMERCIAL PAPER Total				3,989,726.67		3,999,577.84	0.00	3,999,577.84	6.1	0.10	0.1
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				747,351.20		747,351.20		747,351.20	1.1		
	cash	Cash Account Balance				105.63		105.63		105.63	0.0		
		CASH AND EQUIVALENTS Total				747,456.83		747,456.83		747,456.83	1.1		
TOTAL PORTFOLIO						65,962,688.56		65,959,269.46	130,636.44	66,089,905.91	100.0	0.32	0.9

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
ACTIA 2000 Measure B
 December 31, 2013

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value + Accr. Int.	Pct. Assets	Yield To Mat.	Duration
CORPORATE BONDS													
1,500,000	46623je0	JPMorgan Chase & Co MTN BE	A3	A	100.67	1,510,125.00	100.00	1,500,000.00	13,410.42	1,513,410.42	6.6	1.95	0.1
500,000	532457be7	2.050% Due 01-24-14 Lilly Eli & Co	A2	AA-	101.13	505,655.00	100.66	503,287.50	6,708.33	509,995.83	2.2	0.54	0.2
2,500,000	10138mah8	4.200% Due 03-06-14 Bottling Group LLC (Pepsi)	A1	A	103.45	2,586,350.00	101.30	2,532,507.50	51,159.72	2,583,667.22	11.3	0.60	0.2
2,500,000	911312a0	6.950% Due 03-15-14 United Parcel Service Inc	Aa3	A+	102.07	2,551,775.00	100.83	2,520,670.00	24,218.75	2,544,888.75	11.1	0.55	0.3
		3.875% Due 04-01-14											
		CORPORATE BONDS Total				7,153,905.00		7,056,465.00	95,497.22	7,151,962.22	31.2	0.86	0.2
GOVERNMENT BONDS - ZERO COUPON													
3,000,000	313385sk3	Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.99	2,999,587.50	100.00	2,999,955.00	0.00	2,999,955.00	13.1	0.02	0.1
2,000,000	313385tm8	0.000% Due 01-29-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.95	1,998,916.67	100.00	1,999,912.00	0.00	1,999,912.00	8.7	0.03	0.2
5,000,000	313385un4	0.000% Due 02-24-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.95	4,997,734.73	99.99	4,999,565.00	0.00	4,999,565.00	21.8	0.04	0.2
2,000,000	313385vq6	0.000% Due 03-21-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.92	1,998,340.83	99.98	1,999,654.00	0.00	1,999,654.00	8.7	0.06	0.3
3,500,000	313397yn5	0.000% Due 04-16-14 Federal Home Loan Mfg Corp Disc Nt	Aaa	AA+	99.93	3,497,623.89	99.96	3,498,645.50	0.00	3,498,645.50	15.2	0.08	0.5
		0.000% Due 06-25-14											
		GOVERNMENT BONDS - ZERO Total				15,492,203.62		15,497,731.50	0.00	15,497,731.50	67.5	0.05	0.3
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				308,495.73		308,495.73		308,495.73	1.3		
	cash	Cash Account Balance				60.99		60.99		60.99	0.0		
		CASH AND EQUIVALENTS Total				308,556.72		308,556.72		308,556.72	1.3		
TOTAL PORTFOLIO						22,954,665.34		22,862,753.22	95,497.22	22,958,250.44	100.0	0.30	0.2

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Memorandum

6.17

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 20, 2014

SUBJECT: Loan Policy

RECOMMENDATION: Approve the Alameda CTC Loan Policy

Summary

The policy of the Alameda CTC will be to evaluate requests for loans, from member agencies only, on a case by case basis. Loans will not be utilized as an investment vehicle by the Alameda CTC as they are not commensurate with the requirements of California Government Code authorized investments.

The evaluation and review of loan requests will include:

- Liquidity - Availability of excess funds (assumes all Alameda CTC liquidity needs are met including the general fund balance reserve requirement) over the term of the loan request while considering the needs of any additional member agency loan requests submitted simultaneously.
- Purpose - Funds loaned must be used to fund transportation related programs or projects within Alameda County that would be eligible for the related pass through funding.
- Amount - Loan amount must be less than or equal to the projected Measure B Sales Tax pass through receipts over the loan term or the remainder of the measure, whichever is shorter.
- Security - Loan payments must be withheld from the monthly pass through payments and must begin with the next pass through payment scheduled to be made by the Alameda CTC once the agreement is executed. If any monthly pass through payment amount is not sufficient to cover the loan payment amount due, the member agency would be required to submit the balance due within ten days of receiving notification from the Alameda CTC.
- Term - Loans can be made for a term of up to 2 years or up to the expiration of the measure, whichever is shorter.
- Interest - Interest would be set at the current rate of Prime +1, at the time of the loan, as publicized in the Wall Street Journal.

If the loan request is within the requirements above, the loans will be brought before the Commission for approval.

Background

Historically the Alameda CTC's predecessor agency, Alameda County Transportation Improvement Authority (ACTIA), allowed loans to both member agencies and unrelated jurisdictions as an investment vehicle. This proposed policy does not allow loans to unrelated jurisdictions because they are not commensurate with the California Government Code nor are they in keeping with the objectives of Measure B. Loans to unrelated jurisdiction would also limit the availability of funds if and when a member agency ever had need for a loan. Removing the allowance of loans to unrelated jurisdictions is one of the most pressing priorities for bringing this updated policy before the Commission today.

Currently the majority of Alameda CTC funds have been designated towards specific purposes, with short term cash flow needs in some funds exceeding what is currently available. Therefore the Alameda CTC is in the process of preparing to do a debt financing. However, this will not always be the case as the current Measure B winds down and the Alameda CTC goes to the voters for approval of a new Transportation Expenditure Plan. Approval of this policy will allow the Alameda CTC to be in a position to loan funds to member agencies for transportation purposes when it is in a better position to do so.

Fiscal Impact: There is no fiscal impact.

Staff Contact

[Patricia Reavey](#), Director of Finance

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



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



- Please respond to the following sections on a separate attachment: **See attached**
- I. Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
 - II. Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the PAPCO and why you are qualified for this appointment.
 - III. Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
 - IV. Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

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

Bicycle and Pedestrian Advisory Committee (BPAC) - Citizens Advisory Committee (CAC) - Citizens Watchdog Committee (CWC) - Paratransit Advisory and Planning Committee (PAPCO)

(work)

(fax)

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

X Signature: *[Handwritten Signature]*

Date: 1/13/14

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

Appointing Commissioner:

Signature: *[Handwritten Signature]*

Date: 1/21/14

Alameda CTC - 1333 Broadway, Suites 220 & 300 - Oakland, CA 94612 - www.AlamedaCTC.org - Phone 510.208.7400



ADDENDUM - Thomas M. Perez - Page 1 of 2

I. Commission/Committee Experience:

I am a member of the City of Fremont Paratransit Advisory Committee. I've also been involved in numerous community-based advocacy organizations in Fremont/Alameda County since 1989.

As a legally blind veteran, who relies on public transportation to meet many of my mobility needs, I would welcome the opportunity to work with fellow Paratransit Advisory and Planning Committee (PAPCO) members and staff to advocate for increased funding and improved transportation and mobility services for disabled individuals and seniors in Alameda County. This would include providing feedback and recommendations to help staff identify more grant sources for our county's paratransit programs and making suggestions to improve regional service coordination and communication. I look forward to hearing the input of other PAPCO members and staff as we work together to help make our Alameda County paratransit services even better.

II. Statement of Qualifications:

I will advocate for the disabled public transit user, especially recognizing the needs of the legally blind and veteran communities. I have extensive experience bringing a consensus driven approach to issue resolution.

My Masters degree in Organizational Development helps me approach problem solving from a systems perspective, involving all stakeholders to reach mutually agreed goals and outcomes. My collaborative teamwork approach includes valuing all input and communication to reach solutions that meet the needs of all parties involved.

III. Relevant Work or Volunteer Experience:

25+ years experience as a Human Resources professional
Dawn Breakers Lions Club Fremont, 2013-present
City of Fremont Paratransit Committee, 2014
Affordable Housing Advocates, 1996-2001
Southern Alameda Peace and Justice Coalition, 1995-present

IV: Paratransit Experience:

As I legally blind individual I cannot drive, so I frequently rely on public transportation to get to Oakland, Berkeley, San Francisco and points beyond. I use BART and Muni. I also have attempted to use the intra-county paratransit services in Alameda and San Mateo Counties and the taxi voucher system in the City of Fremont.

THOMAS M. PEREZ

PROFILE

Collaborative, solutions-oriented Human Resource and Organization Development professional with 25+ years increasingly responsible experience at highly respected high-tech, biotech and non-profit organizations known for their diverse and dynamic cultures. Proven ability to think strategically and influence critical decisions. Experience includes:

Strategic Planning	Organizational Redesign	Recruiting & Retention
Employee Relations	Performance Management	Labor Law Compliance
Compensation & Benefits	Rewards & Recognition	Multicultural Outreach

EDUCATION

Graduate, VA Western Blind Rehabilitation Center, Menlo Park
Stanford University, Graduate School of Business, HR Executive Program
M.S., University of San Francisco, Human Resources & Organization Development
B.A., University of Arizona, Political Science
United States Military Academy, West Point

EXPERIENCE

Director, Human Resources

2003 – 2010

Kidango - Fremont, CA

- Planned and led all HR and OD operations for a multi-site, non-profit agency.
 - Strategic Planning & Policy Development – Diversity – Organizational Effectiveness,
 - Compensation and Benefits – Employee Relations – Recruitment & Retention,
 - Training and Development – U.I. – Workers Compensation – Labor Law Compliance
- Designed and implemented market-based total compensation and benefits system.
- Selected and implemented HRIS system.
- Designed and implemented a competency-based performance management system aligned with the organization's strategy and goals.
- Developed employee recognition and retention strategies.
- Liaison with Board of Directors on all HR-related activities.

Director, Mergers and Acquisitions / Human Resources

2000 – 2002

Excite@Home - Redwood City, CA

- Provided strategic direction for all M&A activity resulting in successful outcomes.
- Partnered with Business Development & Executives during due diligence activities.
- Developed "FastTrak" and HR Deal Dashboard M&A Models resulting in 100% retention of key talent.
- Wrote and implemented M&A Guidelines enabling managers to successfully integrate new employees.

Director, Strategic Human Resources and Global Operations

1998 – 2000

Applied Biosystems - Foster City, CA

- Served as Employee Relations and HR Consultant to Global Operations.
- Provided strategic HR and OD consultation to senior executives and managers, involved in the research, development and manufacture of DNA products.
- Designed and facilitated strategic business planning sessions with clients.

Acquisitions Program Manager

1996 – 1998

Cisco Systems - San Jose, CA

- Provided project management for 10 acquisitions valued at \$5.6 billion
- Designed and implemented Cisco HR Acquisitions Model.
- Partnered with Business Development during due diligence activity.
- Developed integration programs that smoothly assimilated 1000's of new employees.

Employee Relations / Senior HR Consultant
Apple Computer - Cupertino, CA

1989 – 1996

- Served as neutral, confidential 3rd party available to managers, supervisors and employees when employee relations or conflict resolution situations developed.
- Conducted internal investigations, wrote responses and resolved outside agency complaints.
- Advised management of labor laws and acted as liaison with legal counsel.
- Counseled and coached managers, supervisors and employees and recommended solutions.
- Conducted exit interviews to determine patterns and trends.
- Identified tools to train employees in effective interpersonal skills and sexual harassment issues.
- Participated in the design and implementation of skill assessment, ranking selection process and training for workforce reductions.
- Demonstrated excellent presentation skills and delivered Apple training seminars.
- Led task force that designed and deployed the Apple Recognition and Reward Program.
- Co-founder - Apple Hispanic Association and Multicultural Alliance.

Employment Manager

Apple Manufacturing Plant - Fremont, CA

- Managed staffing and retention activities at 1100+ employee manufacturing facility.
- Trained and developed Employment staff.
- Wrote and administered corporate Affirmative Action Plan.
- Designed and implemented Employment Office Model.
- Researched and delivered *Bridges*, a diversity awareness program.
- Planned Flexible Work Force initiative.
- Influenced company-wide implementation of computerized resume scanning equipment.

Increasingly responsible HR positions at the State of AZ and IDDA

1983-1989

COMPUTER SKILLS

MSWord, Excel, PowerPoint, HRIS: Ceridian, PeopleSoft, ADP, SAP, iPad

FOREIGN LANGUAGES

Spanish, German

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Executive Director Paul Matsuoka, LAVTA

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

Paratransit Advisory and Planning Committee (PAPCO)

Reappoint
(action required)

Esther Ann Waltz



Term Began: January 2012

Term Expires: January 2014

2/5/14
Date


Executive Director Paul Matsuoka, LAVTA

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

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aayers@alamedactc.org
Fax: (510) 893-6489

Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Jerry Thorne, City of Pleasanton

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

Paratransit Advisory and Planning Committee (PAPCO)

Reappoint
(action required)

Carmen Rivera-Hendrickson



Term Began: January 2012

Term Expires: January 2014

2/11/14
Date

Mayor Jerry Thorne, City of Pleasanton

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

Alameda CTC
Attn: Angie Ayers
1111 Broadway, Suite 800
Oakland, CA 94607
Email: aaayers@alamedactc.org
Fax: (510) 893-6489

**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	Sep-13	Sep-15	0
2	Ms.	Zimmerman, Vice-Chair	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-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	1
(Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	2
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	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	2
10	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	0
11	Ms.	Weish	Ann	Pleasanton	Alameda County Supervisor Nate Miley, District 4	Oct-09	Jan-12	Jan-14	2

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**Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2013-2014**

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

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Paratransit Advisory and Planning
Committee Meeting Minutes
Monday, November 25, 2013, 1 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

P Sylvia Stadmire,
Chair

P Will Scott,
Vice-Chair

P Aydan Aysoy

A Larry Bunn

P Shawn Costello

P Herb Hastings

P Joyce

Jacobson

P Sandra
Johnson-Simon

P Gaye Lenahan

A Jane Lewis

P Jonah Markowitz

P Rev. Carolyn Orr

P Suzanne Ortt

A Sharon Powers

P Vanessa Proee

A Dianne Richards-
Reiss

P Carmen Rivera-
Hendrickson

P Michelle Rousey

P Harriette

Saunders

P Margaret Walker

P Esther Waltz

P Hale Zukas

Staff:

P Matt Todd, Principal Transportation Engineer

P John Hemiup, Senior Transportation Engineer

P Naomi Armenta, Paratransit Coordinator

P Krystle Pasco, Paratransit Coordination Team

P Christina Ramos, Alameda CTC Projects/Programs Team

Guests:

Jennifer Cullen, Senior Support Program of the Tri-Valley; Sarah Dawn Smith, BORP; Shawn Fong, City of Fremont Paratransit; Katherine Fortner, On Lok Lifeways; Kim Ridgeway, AC Transit; Laura Timothy, BART; Mark Weinstein, East Bay Paratransit

MEETING MINUTES

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:10 p.m. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

There were no public comments.

3. Approval of October 28, 2013 Meeting Minutes

Esther Waltz moved to approve the October 28, 2013 PAPCO Meeting minutes. Jonah Markowitz seconded the motion. The motion passed (14-0-1).

Herb Hastings moved to approve the October 28, 2013 Joint PAPCO and ParaTAC Meeting minutes. Esther Waltz seconded the motion. The motion passed (13-0-2).

4. Implementation Guidelines Review

Naomi Armenta reviewed the Implementation Guidelines and noted that the Implementation Guidelines are attached to the master program funding agreements, which are affiliated with the programs' direct local program distributions. These guidelines dictate how funds, including the direct local program distributions (or pass through funds) and grant funds, are spent on paratransit services. These guidelines are reviewed every year and are updated as necessary or appropriate.

The current proposed updates will help the guidelines better reflect the programs as they actually are. Staff is currently proposing two updates including renaming the "wheelchair van program" category, which is utilized in Berkeley and Oakland, to "specialized van program." Under the same category, staff is retaining the policy that states that specialized van program trips have to be equal or lower cost than ADA paratransit provider trips. Secondly, staff is proposing a change in the scholarship/subsidized fare program guideline to indicate that programs may use non-Measure B funds to purchase East Bay Paratransit tickets in excess of the 3% direct local program distribution policy.

Questions and feedback from PAPCO members:

- Why are there no accessible taxi vehicles in Hayward? There are some issues with availability of accessible taxi vehicles for the Central County taxi program in San Leandro and Hayward. Dana

Bailey with the City of Hayward paratransit is currently working on that issue.

- Could the City of Berkeley use more than 3% of non-Measure B funds to subsidize East Bay Paratransit tickets? Yes, if the program wanted to use City funds (e.g. general funds) to subsidize East Bay Paratransit tickets, however, they can only use 3% of allocated Measure B funds for this purpose.

Jonah Markowitz moved to approve the updated Implementation Guidelines. Esther Waltz seconded the motion. The motion passed (17-0-0).

5. East Bay Paratransit Report

Laura Timothy and Mark Weinstein gave a report on East Bay Paratransit (EBP) and noted that EBP is a consortium created by AC Transit and BART to provide paratransit. She stated that EBP provides service within $\frac{3}{4}$ of a mile of AC Transit and BART. Staff representatives from AC Transit and BART meet frequently with Mark Weinstein of Veolia Transportation to discuss any issues, and are also advised by a public committee called the Service Review Advisory Committee (SRAC).

Laura reviewed the 2013 Customer Satisfaction Survey. She noted that this survey has been done annually since 1997 and contains detailed data. The survey and analysis is conducted by an independent contractor to provide unbiased and statistically relevant information. The telephone survey was conducted between June 17 and June 27. They gather a random sample of 489 riders which is chosen to give statistically valid results. Respondents are pulled at random from computerized lists of trips made on a particular day. Riders are called within two days of making the trip. If the rider is developmentally disabled an attendant or family member is asked to answer the questions that they know the answers to.

Key observations include: 77% of surveyed riders say they are very satisfied or satisfied with their past year's experience, 87% rated their surveyed trip as excellent or good, and 96% rated the courtesy of the drivers as excellent or good. Overall, the service has seen high

satisfaction for the past 11 years. On-time performance for pick up time is at 88% which is the same as last year. Other information includes courtesy of reservationist which is at 86% excellent or good, and the skill of reservationist is at 73% excellent or good. Customer service is rated at 86% excellent or good; however, complaints as a percentage of customer service calls have increased since 2012.

The demographics of the survey respondents were 41% male and 59% female. 59% of the respondents were under 65, 23% were 65-80 and 18% were over 80. 49% of respondents had a mobility disability, 30% had a developmental or cognitive disability, 11% had a frailty or energy disability and 10% were blind or had low vision. With regards to race and ethnicity, 41% were African American or black, 32% were white, 14% were Asian, 12% were Latino, and 2% were Native American. Lastly, the primary languages spoken at home were 93% English, 8% Spanish and 4% Tagalog.

6. Gap Grant Cycle 5 Program Report – Bay Area Outreach and Recreation Program (BORP)

Sarah Dawn Smith gave a Gap Grant Cycle 5 program report on the Bay Area Outreach and Recreation Program (BORP). She noted that BORP is a 501(c)3 non-profit organization working to improve the health, independence and social integration of people with physical disabilities through sports, fitness and recreation programs. BORP believes that sports and recreation provide a path to greater achievement to which all people should have access, and they continually strive to make this a reality.

BORP has provided over 2,000 trips serving people with disabilities in Alameda County over the last year. They have also taken accessible group trips with Jr. Blind of America, Center for Independent Living, Apple West HMS, Lifelong Medical Center, and East Bay Innovations. They are also conducting ongoing travel training to increase the mobility of people with disabilities. Other programs include adventures and outings, cycling, adult and youth sports.

Next year, BORP anticipates the number of rides and persons benefitting from the grant funded vehicles will continue to increase.

BORP staff also plans to implement a fee for service awareness and expansion, conduct additional outreach to Oakland youth and establish partnerships in the community.

Questions and feedback from PAPCO members:

- Do you have bowling activities? Currently we do not have any bowling activities but we may be able to set that up for our adventures and outings program during the winter and spring months.
- Can you clarify the 100% satisfaction rate? 100% of BORP's group trip riders rated the transportation as satisfied or very satisfied. 70% of those riders were very satisfied.
- How about a fishing program? Our adventures and outings program has not done a fishing trip yet but staff will consider it. We do, however, go on adaptive sea kayaking and sailing trips.
- Have you talked to the San Francisco 49ers and the Oakland A's regarding sponsorships? Staff has not reached out to these teams as of yet since the sports program is not set to accommodate for football or baseball as an activity. The sponsorship with the Golden State Warriors was set up because BORP has offered an adaptive basketball program in the past. Staff will look into these opportunities.
- Thank you for the nice presentation.
- Were the 2,000 trips that you reported one way or round trip? The 2,000 trips that we provided were counted per person per one way trip.
- Can you provide more information about the amount of people that you provided service to through your transportation related activities and for what period of time? What are your goals and are you meeting them? Staff does not have this information in the presentation as it stands but general information includes providing accessible group trip transportation to 90 unduplicated children or youth. In the last six months, BORP has provided accessible group trip transportation to 60 unduplicated children or youth. Another goal is to provide accessible transportation to 500 unduplicated adults with disabilities and in the last six months BORP has provided accessible transportation to 80 unduplicated adults with disabilities. As a requirement, BORP will be submitting

a mid-year report for Gap Grant Cycle 5 funding in January. BORP staff will be able to share more information regarding ridership at that point.

- What are your numbers for travel training? BORP staff will follow up on this information and forward it along to Alameda CTC staff to share with PAPCO members.
- Given your current ridership, what do your outreach efforts look like? Staff attends various events, meetings and trainings in the community. BORP also recently hired an outreach coordinator that will be focusing on reaching out to community members and other service providers about the programs that are available to them including hospitals, rehabilitation centers and school districts.
- When you provide transportation to these events do you also help coordinate and participate in the events? With regards to our adventures and outings program, staff will plan the event, provide transportation to and from the event and will also provide volunteers to help with the event. However, staff does not provide volunteers for free-for-service events. For example, Life Long Medical Center will be using BORP's vehicles to transport participants to a workshop for the next three months.
- Is there a fee to participate in your programs? The adventures and outings program cost \$10.00 per outing to participate.
- How far can you transport an individual for these programs? For adults, BORP does not provide door-to-door transportation but participants will generally BART to the Ed Roberts Campus and the vehicle will depart from there.
- Staff will send the BORP videos out via email following the meeting.

7. Revision to Access Alameda Guide/Website Discussion

Cathleen Sullivan began the discussion with an overview of mobility management. She noted that mobility management is an innovative approach for managing and delivering coordinated transportation services to customers, including older adults, and people with disabilities. Mobility management is designed as a complement to ADA paratransit, focuses on meeting individual customer needs, and coordinates services and providers for greater efficiency. The mobility

management approach differs from traditional services in that it disaggregates service planning and markets to better customize services, and it focuses on a family of transportation services to reach a wide range of customers. It also uses multiple providers for efficiency and emphasizes service advocacy i.e. improvement of public transportation.

The benefits of mobility management include increased awareness of transportation options, improved service delivery and customer satisfaction, increased cost-effectiveness of existing services, maximized opportunities for ride sharing, and potential leverage to secure additional funding. Currently, the Alameda CTC distributes an Access Alameda guide, shares information through a website and paratransit hotline and provides technical assistance when needed. The Alameda CTC also coordinates and evaluates needs and gaps in the County and administers mobility programs such as the Hospital Discharge Transportation Service and the Wheelchair Scooter Breakdown Transportation Service.

Cathleen also mentioned some new potential projects that staff is considering implementing such as creating an online, universal Alameda County city-based eligibility application. This will provide a “one-stop-shop” application for all city-based transportation services in the County (this is also currently in the Access Alameda guide in paper form). Lastly, other projects include a comprehensive update to the Access Alameda Guide and AccessAlameda.org website for easier handling, smartphone capabilities and multiple language capacity. Staff is currently looking into potential partnerships with key stakeholders and funding opportunities.

Questions and feedback from PAPCO members:

- When you are taken to a hospital via ambulance and you are at a hospital that is not enrolled in Alameda CTC’s Hospital Discharge Transportation Service, how do you get home without your chair? The Wheelchair Scooter Breakdown Transportation Service can be used to transport your chair to the hospital. If you are not able to use the program for this purpose, please notify staff.

- I'm glad that staff is considering how to make these paratransit resources accessible via smartphone.
- Are you currently also distributing East Bay Paratransit applications with the City-based Paratransit application? What about the LAVTA/WHEELS paratransit application? Perhaps, information on how to access these applications should be made more visible in the Access Alameda guide. East Bay Paratransit and LAVTA/WHEELS have their own paratransit applications but staff is only distributing the City-based Paratransit application as it is found in the Access Alameda guide. Staff will look into this suggestion.
- Will all of the information regarding Alameda County paratransit services be in one place? Will staff be working with agencies like AC Transit and 211? That is the idea for the Access Alameda guide as well as the AccessAlameda.org website. Also, 211 publishes the Big Blue Book that is distributed throughout the County. Staff will be considering this information for the updated resources.

8. Convene Joint Access Alameda Revision Subcommittee

Naomi asked for volunteers for the Joint Access Alameda Revision Subcommittee. This committee will be comprised of both PAPCO and ParaTAC members and will have their first subcommittee meeting on Monday, December 16, 2013 at 11:00 a.m. More information on this subcommittee is located in the packet starting on page 25.

The following PAPCO members volunteered for the subcommittee:

- Shawn Costello
- Herb Hastings
- Carolyn Orr
- Vanessa Proee
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Margaret Walker
- Esther Waltz

- Hale Zukas

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

Sylvia Stadmire noted that she was not at the last PAPCO meeting because she was attending a conference for the California Senior Legislature in Sacramento. She has also been attending meetings for the Alameda County Health Care Reform. She also attended the East Bay Greenway ribbon cutting at the Oakland Coliseum BART station, the San Leandro deaf community event, the LGBT conference in San Francisco, the Catholic Campaign of Human Development meetings, ParaTAC meetings, and the Easter Seals' Partnership with Transit course.

Carmen Rivera-Hendrickson attended the Olmstead Committee meeting on October 25th and the new SCAN CCI medical training on November 12-13. She also attempted to be part of the Disability Treaty program but she was not able to secure funds to go to Washington D.C. Lastly, she updated the members on the status of the United Railroad Accessibility Committee.

Shawn Costello attended the Dublin City Council meeting and shared the problems that he had with a police officer on a motorcycle who tried to run him over. He frequently shares his concerns regarding safety with the Dublin City Council.

Michelle Rousey also attended the SCAN conference with Carmen and was a speaker on a panel that was focused on managed care as a consumer. She also attended the Olmstead Committee meeting. Lastly, on December 4th there will be a health forum at Oakland City Hall.

Margaret Walker reminded the members that AC Transit fares are proposed to increase. She is concerned about the impacts this will have on seniors and people with disabilities. Will Scott clarified the proposed fare increase and its impact on seniors and people with disabilities.

10. Committee Reports

10.1 East Bay Paratransit Service Review Advisory Committee (SRAC)

Naomi gave a quick update on the last SRAC meeting and noted that the Teamsters gave public comment during the meeting. Their comments were similar to the comments given at the ParaTAC meeting. Mallory Nestor gave a report on the AC Transit inventory project and discussed the next steps. Mark Weinstein also gave the broker's report for EBP and there was an update on the certification process in response to members' concerns.

10.2 Citizens Watchdog Committee (CWC)

Harriette reported that the CWC is considering its plans for the audit. Members are also waiting for the Compliance Reports to be submitted.

11. Mandated Program and Policy Reports

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

12. Information Items

12.1 Mobility Management – “The MUNI Mash”

Staff shared “The MUNI Mash” video via YouTube which addresses sharing priority seating on transit.

12.2 Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 2/5/14 – Fremont Unified School District Transition Information Night, Fremont Teen Center from 6:00 p.m. to 8:00 p.m.

12.3 Other Staff Updates

Alameda CTC will be hosting an Open House on Thursday, December 5th after the Commission meeting. PAPCO members are invited and staff will be taking RSVPs.

Staff also provided a handout on the Avoiding Readmissions Collaborative that PAPCO members requested further information on.

Regarding the TEP, the Commission did approve an action to allow staff to move forward with getting the measure back on the ballot for the November 2014 election. More information will be available at the December 5th Commission meeting.

13. Draft Agenda Items for January 27, 2014 PAPCO Meeting

13.1. 2013 Outreach Summary Report

13.2. East Bay Paratransit Report

13.3. Gap Grant Cycle 5 Program Report – City of Fremont Mobility Management and Travel Training

14. Adjournment

The meeting adjourned at 3:30 p.m. The next meeting is scheduled for January 27, 2014 at Alameda CTC's new offices located at 1111 Broadway, Suite 800, in Oakland.

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

	Title	Last	First	City	Outreach Event Date	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-13
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	9/13/2013	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	1
2	Mr.	Scott, Vice Chair	Will	Oakland	7/18/2013	Alameda County Supervisor Keith Carson, D-5	Mar-10	Apr-12	Apr-14	0
3	Ms.	Aysoy	Aydan	Berkeley	9/27/2013	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-14	Jan-16	0
4	Mr.	Bunn	Larry	Union City		Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	3
5	Mr.	Costello	Shawn	Dublin		City of Dublin Mayor Tim Sabraniti	Sep-08	Apr-12	Apr-14	0
6	Mr.	Hastings	Herb	Dublin		Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16	0
7	Ms.	Jacobson	Joyce	Emeryville	9/29/2013	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-14	Jan-16	1
8	Ms.	Johnson-Simon	Sandra	San Leandro		Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
9	Ms.	Lewis	Jane	Dublin		City of Livermore Mayor John Marchand	Sep-09	Jan-14	Jan-16	1
10	Mr.	Markowitz	Jonah	Berkeley	7/18/2013	City of Albany Mayor Peggy Thomsen	Dec-04	Oct-12	Oct-14	0
11	Rev.	Orr	Carolyn M.	Oakland		City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	Jan-16	0
12	Ms.	Orff	Suzanne	Union City		City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	1
13	Ms.	Powers	Sharon	Fremont	10/4/2013	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	1
14	Mr.	Perez	Thomas M.	Fremont		Alameda County - Pending Supervisor Richard Valle, D-2	Feb-14		Feb-16	0

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

	Title	Last	First	City	Outreach Event Date	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-13
15	Ms.	Proee	Vanessa	Hayward		City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	3
16	Ms.	Rivera-Hendrickson	Carmen	Pleasanton		City of Pleasanton Mayor Jerry Thorne	Sep-09	Jan-12	Jan-14	0
17	Ms.	Rousey	Michelle	Oakland	7/18/2013	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
18	Ms.	Saunders	Harriette	Alameda		City of Alameda Mayor Marie Gilmore	Jun-08	Oct-12	Oct-14	1
19	Ms.	Walker	Margaret	San Leandro		City of San Leandro Vice Mayor Michael Gregory	Jul-13		Jul-15	0
20	Ms.	Waltz	Esther Ann	Livermore		LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
21	Mr.	Zukas	Hale	Berkeley		A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
22		Vacancy				City of Newark Councilmember Luis Freitas				
23		Vacancy				City of Piedmont Mayor John Chiang				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 20, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

Summary

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

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement 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 related 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 within each category of Alameda CTC Legislative Program and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Budget

In mid-January, the President signed the FY14 Omnibus Appropriations package. The overall cap on FY14 discretionary spending at \$1.012 trillion. \$520 billion are reserved for defense spending and \$491.7 billion are for domestic programs. The Omnibus spending package includes all 12 regular annual appropriations bills, and funds the government until September 30, 2014.

One significant aspect of this package is that it cancels sequestration, the damaging across-the-board spending cuts to federal agencies, for the remainder of FY14.

Transportation Budget Highlights

- \$600 million for the TIGER Grant infrastructure program, an increase of \$126 million from FY13.
- \$41 billion for the Federal-aid Highway program, honoring the funding level authorized in the MAP-21 transportation law, an increase of \$636 million from FY13.
- \$1.943 billion for the transit New Starts program, which, when combined with other resources, funds all of the projects included in the President's FY14 budget request. This level is an increase of \$88 million from FY13.
- \$2.1 billion for Capital Investment Grants, which includes both New Starts and Small Starts, and Full Funding Grant Agreement projects.
- \$2.15 billion for the Federal Transit Administration (FTA), a decrease of \$100 million from the FY13 enacted level.
- \$8.6 billion in state and local transit grant funding from the Mass Transit Account of the Highway Trust Fund, consistent with MAP-21.

MAP-21 Reauthorization and Highway Trust Fund Sustainability

In the past year, both the Senate and House committees with jurisdiction over transportation policy have held a variety of hearings and special panel meetings on the future of the Highway Trust Fund (HTF); the implementation of MAP-21, and transportation financing. MAP-21, which has served as the surface transportation policy since October 2012, is set to expire at the end of the fiscal year (Sept. 30, 2014). As a result these Committees are looking at new ideas to address the nation's transportation needs and mechanisms to fund transportation infrastructure.

Discussions among Senate Environment and Public Works (EPW) Committee Chairman Barbara Boxer and Senator Patty Murray have focused on the need for any budget negotiations to provide full funding for the HTF. It is expected that the EPW Committee will be looking to the Senate Finance Committee and the House Ways and Means Committee to address solvency of the HTF. Senator Boxer has commented that she would like to wait until the Finance Committee resolves the issue of transportation funding before marking up any MAP-21 reauthorization legislation.

In January, the House T&I Committee held its first hearing to begin a dialogue with stakeholders about the reauthorization of transportation policy for the coming years. The witnesses all agreed that long term funding is preferable to extensions or short-term bills. Some of the witnesses were willing to take short-term pain (meaning a lack of a multi-year bill) for long-term gain. Some Members of Congress suggested that the HTF has outlived its usefulness and that a new method of financing is needed. Others suggested that

those who use transit should pay more in transportation related taxes to the federal government rather than continue the current system in which highway users subsidize transit riders.

These hearings are aimed supporting the House T&I Committee desire to produce a transportation bill by late spring or early summer with floor action before the August recess. Even though it is Chairman Shuster's aim, it is possible that some type of MAP-21 extension prior to October 1 will be put in place if there is still no way to pay for a new bill.

State of the Union and FY15 Budget

President Obama will deliver the State of the Union address on January 28. He is expected to include some themes focused on infrastructure. The President's budget is usually sent to Congress shortly after the State of the Union, however the Administration has already said the FY15 President's budget request will be slightly delayed and will likely be sent to Congress in March, rather than February. Congress will face another debt ceiling increase in February.

Additional federal legislative updates will be provided to the Commission via a staff presentation.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

The Governor's proposal outlines a general fund spending plan for 2014-15 of \$107 billion - an \$8 billion increase over the 2013-14 budget. The budget proposes reducing the wall of debt by \$11 billion by paying off the economic recovery bonds (\$3.9 billion payment), eliminating the debt to schools for deferred payments (\$6.1 billion payment), and repaying various internal loans from special funds. The budget also proposes creating a new rainy day fund, spending Cap & Trade auction revenue, and expanding the use Infrastructure Financing Districts by cities and counties.

Cap & Trade Appropriations: The budget proposes appropriating \$850 million in auction revenue to various programs. This amount includes a \$100 million repayment of the \$500 million in auction revenue loaned to the general funding in the current fiscal year. The proposal appropriates funds for projects in each of the issue areas identified in the expenditure plan developed last year. This includes \$80 million for energy efficiency and renewable energy projects, \$20 million for green state buildings, \$20 million for agricultural projects, and \$20 million water energy efficiency. In keeping with the expenditure, the bulk of the funds are dedicated to transportation related projects, as follows:

- Rail Modernization \$300 million — The budget allocates \$250 million of these funds to the High Speed Rail Authority. This is expected to be an annual allocation for the next several years. For the 2014-15 fiscal years these funds will be used for Phase 1 of the project with \$58.6 million dedicated to project planning and \$191.4 million for right of way acquisition and construction.

Integration of Rail Systems \$50 million — Caltrans will administer this program which provide grants to existing rail operators for projects that integrate rail systems and provide connectivity to the high speed rail system.

- Sustainable Communities \$100 million — The Strategic Growth Council will administer this program in coordination with various departments to implement Sustainable Communities Strategies that improve transit ridership, increase active transportation, provide affordable housing near transit, as well as preserves agricultural lands and supports local planning efforts that promote infill development. A priority will be given to projects in disadvantaged communities. The SGC is made up of Office of Planning and Research, Cal STA, CalEPA, California Health and Human Services, and a public member.
- Low Carbon Transportation \$200 million —The Air Board will use these funds to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. These funds will be used to augment the Air Board's existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses.

Loan Repayment. The budget includes a \$351 million payment of a loan made from the State Highway Account to the general fund. This represents most of the outstanding debt. The payment terms of this loan have been pushed back several times, so this "early" payment is a pleasant and much needed surprise. Based on the priorities developed by the Transportation Stakeholder Working Group these funds will be used for the following maintenance, preservation and improvement projects:

- \$110 million to fund pavement rehabilitation projects on state highways.
- \$100 million to cities and counties for preservation of local streets and roads.
- \$100 million for traffic management mobility projects.
- \$27 million for highway pavement maintenance.
- \$9 million for active transportation projects.
- \$5 million for environmental mitigation.

Proposition 1B Bond Funds — The Budget appropriates \$1.1 billion in Prop 1B funds. The budget includes \$793 million to support local transit operators, \$160 million for intercity rail, and \$113 million for additional state highway projects.

Capital Outlay Support: The budget includes a proposal to improve the Capital Outlay Support budgeting process based on recommendations made by a workgroup consisting of Caltrans, DOF, and the LAO. The changes include improving project budgets through the development of a predictive tool to help establish initial project budgets, creating a methodology for the use of flexible resources to meet overall staffing needs, increasing accountability and transparency, and consolidating and streamlining statewide program management manuals and directives across all 12 districts.

Transportation Infrastructure Priorities

Last year, the Governor convened a workgroup made up of representatives from around the state to address how to manage and fund transportation. Out of those efforts, the Administration is planning on focusing on three areas which are reflected in the Governor's budget:

- maintaining existing transportation infrastructure,
- modernizing rail, and
- supporting local governments as they implement sustainable communities plans pursuant to Chapter 728, Statutes of 2008 (SB 375).

In 2014, this working group is anticipated to have on-going work for focus on:

- implementation of reforms, many of which will be outlined in an upcoming external review of the Department of Transportation;
- implementation of goods-movement strategies, which are being developed through separate state and federal panels; and
- continuing the discussion on long-term stable transportation revenues to address declining revenues from fuel excise taxes.

Transportation Funding Initiative:

The California Alliance for Jobs and Transportation California submitted an initiative proposal aimed at creating a new funding program for transportation projects in California. Title and summary of the proposed initiative is expected to be completed by January 10th. This initiative would be placed on the November 2014 ballot; however, the sponsors have not made any decisions on whether to move forward with signature gathering. They submitted this proposal in order to keep their options open.

The California Road Repair Act would phase in a 1% fee based on the value of each vehicle registered in California. The fee would not apply to commercial trucks over 10,000 pounds if the excise tax on diesel fuel is increased by at least 3 cents per gallon by July 1, 2016.

The 1% fee would be phased in over four years at which point it is estimated to generate \$2.9 billion annually. In addition, the revenue cannot be used make any interest or

principle payments on bonds, therefore it creates a pay as you go program. As specified in the Coalition's press release, the revenue would be allocated as follows.

- 25% of all new revenue to all cities in California distributed on a formula allocation based on population for local street and road projects.
- 25% of all new revenue to all counties in California based on a formula allocation equal to 75% of fee-paying vehicle and 25% road miles for local street and road projects.
- 40% of all new revenue for maintenance and rehabilitation of the State Highway System. Half of these funds would be programmed for projects based on the North-South split formula, where 60% is allocated to Southern California projects, and 40% to Northern California projects. The remaining 50% would be programmed for projects based on the "highest need" statewide.
- 10% of all new revenue to public transit operators for system maintenance, rehabilitation and vehicle replacement. The funds cannot be used for operations, and the revenue would be allocated based on the current State Transit Assistance Program formula.

The LAO completed its analysis of the California Road Repair Act, and estimates that this proposal would generate about \$400 million in new revenue the first year, increasing to \$3 to \$4 billion annually when fully implemented. Two versions of this proposal were submitted for drafting. While amount of new revenue for each version is identical, the fiscal impact to the state varies. The degree of general fund impact can affect the level of support for the initiative.

The decision by the California Alliance for Jobs and Transportation California on whether to move forward with this proposal is anticipated to be made once additional polling is performed.

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.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2014 Legislation Program

Staff Contact

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



2014 Alameda County Legislative Program

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

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

“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.”

Issue	Priority	Strategy Concepts
Transportation Funding	<p>Increase transportation funding</p> <p>Protect and enhance voter-approved funding</p>	<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. 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 protect 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	<p>Advance innovative project delivery</p> <p>Ensure cost-effective project delivery</p>	<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 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	<p>Reduce barriers to the implementation of transportation and land use investments</p> <p>Expand multimodal systems and flexibility</p>	<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 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 a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. Support a designated funding stream for goods movement. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
	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.