



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

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## **Executive Director**

Arthur L. Dao

# Alameda County Transportation Commission

**Thursday, March 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.

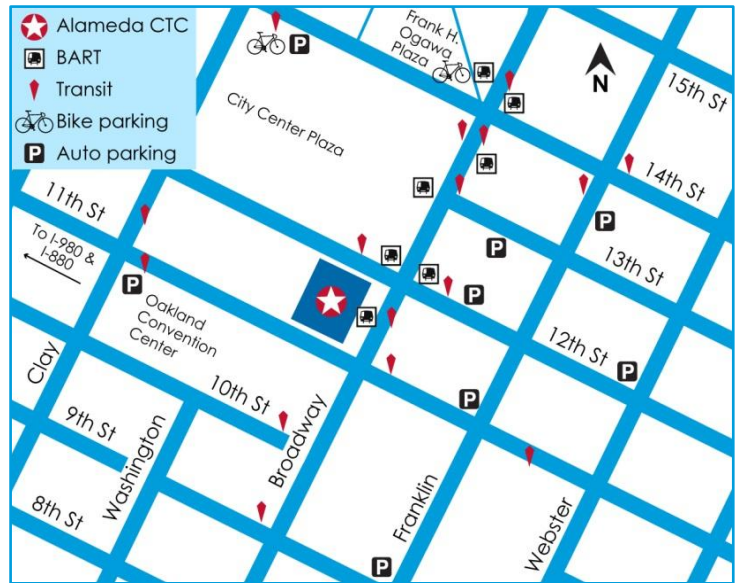
## **Glossary of Acronyms**

A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://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](http://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](http://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](http://www.AlamedaCTC.org/events/month/now).

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# Commission Meeting Agenda

## Thursday, March 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
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*
<b>6. Approval of Consent Calendar</b>		
On March 10, 2014, Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.		
6.1. <a href="#">Approval of February 27, 2014 Minutes</a>	1	A
Recommendation: Approve the February 27, 2014 meeting minutes.		
6.2. <a href="#">I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5/724.4/724.5): Monthly Progress Report</a>	5	I
6.3. <a href="#">I-580 Express (HOT) Lane Projects (PN 720.4/724.1): Monthly Progress Report</a>	15	I
6.4. <a href="#">Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments</a>	29	I
6.5. <a href="#">Sustainable Communities Technical Assistance Program (SCTAP) Draft Projects Recommendation</a>	31	A
Recommendation: Approve SCTAP funding of \$4,544,892.		
6.6. <a href="#">Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Guidelines</a>	51	A
Recommendation: Approve the annual update to the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines to conform to the Air District's Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies.		
6.7. <a href="#">One Bay Area Grant (OBAG) Program - Local Streets and Roads (LSR) Funding</a>	75	A
Recommendation: Approve a revision to the One Bay Area Grant (OBAG) Program to defer Albany's OBAG Local Streets and Roads		

\*(A = Action Item; I = Information Item)

project funding.

- 6.8. [Third Cycle Lifeline Program Backfill for Lapsed Job Access and Reverse Commute \(JARC\) Funding](#) 81 A  
Recommendation: Approve an Exchange of Measure B Funding to Backfill Lapsed Job Access and Reverse Commute (JARC) funding from the Third Cycle Lifeline Program.
- 6.9. [Wheelchair and Scooter Breakdown Transportation Service \(WSBTS\) and Hospital Discharge Transportation Service \(HDTs\) Contract Amendment](#) 87 A  
Recommendation: Authorize an amendment to the existing agreement A12-0010 with MV Transportation, Inc. for an additional not-to-exceed budget of \$20,000 and a maximum six (6) months time extension to provide uninterrupted program services until a replacement contract is finalized.
- 6.10. [East Bay Greenway Project – Segment 7A \(APN 635.1\): Contract Amendment to Existing Design Services Agreement](#) 89 A  
Recommendation: Authorize the Executive Director to execute an amendment to the existing agreement A10-0026 with HOE, Inc. for an additional not-to-exceed budget of \$10,000 for design support services during construction for the East Bay Greenway Project – Segment 7A (APN 635.1).
- 6.11. [Time Extension Only Amendments](#) 91 A  
Recommendation: Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC’s Capital Projects and Program delivery commitments.
- 6.12. [FY2013-14 Mid-Year Budget Update](#) 95 A  
Recommendation: Approve the FY2013-14 Mid-Year Budget Update
- 6.13. [FY2013-14 Second Quarter Financial Report](#) 115 A  
Recommendation: Approve the FY2013-14 Second Quarter Financial Report

**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 139 I

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

On March 10, 2014, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the

recommendations.

- |   |     |     |
|---|-----|-----|
| 8.1. <a href="#">Goods Movement Collaborative and Plan Update</a> | 151 | I/A |
| 8.2. <a href="#">Legislative Update</a>                           | 177 |     |
| 8.3. <a href="#">Transportation Expenditure Plan Update</a>       |     | I   |

**9. Other Business**

- |   |  |   |
|---|--|---|
| 9.1. Recognition of Safe Routes to School Golden Sneaker Award Recipients |  | I |
|---|--|---|

**10. Member Reports (Verbal)**

**11. Adjournment**

**Next meeting:** April 24, 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 Michael Gregory.

Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan.

**3. Public Comment**

There were no public comments.

**4. Chair/Vice Chair Report**

Chair Haggerty recognized former Commissioner John Chiang for his service and dedication as a member of the Alameda CTC and as mayor of the City of Piedmont. Chair Haggerty continued by stating that he and Alameda CTC staff traveled to New York to meet with investment firms as part of the bond financing process. He stated that staff met with eleven firms and the bonds were sold at impressive rates.

**5. Executive Director's Report**

Art Dao provided a brief update on the Transportation Expenditure Plan, personnel changes within the agency, and changes relating to voting requirements in the Brown Act.

**6. Consent Calendar**

- 6.1. Approval of January 23, 2014 Minutes
- 6.2. I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5/724.4/724.5): Monthly Progress Report
- 6.3. I-580 Express Lane Projects (PN 720.4/724.1): Monthly Progress Report
- 6.4. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.5. Scope of Work for Development of a Countywide Multimodal Arterial Plan
- 6.6. Countywide Multimodal Plans Update (*verbal*)
- 6.7. California Transportation Commission January 2014 Meeting Summary
- 6.8. Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Capital and Matching Grant Applications
- 6.9. Transportation Fund For Clean Air (TFCA) FY 2014-15 Expenditure Plan Application
- 6.10. 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

- 6.11. Various Projects: Encumbrance Authorization for Construction Phase of the Project
- 6.12. Various Projects: Encumbrance Authorization for Right of Way Phase of the Project
- 6.13. 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
- 6.14. I-80 Integrated Corridor Mobility Project (PN 791.1/791.2): Cooperative Agreements (District Agreements 04-2300-A1 & 04-2301-A1) with Caltrans
- 6.15. Regional Measure 2: Project No. 29 Savings Plan
- 6.16. Alameda CTC FY2013-14 Second Quarter Investment Report
- 6.17. Alameda CTC Loan Policy
- 6.18. Community Advisory Committee Appointment

*Commissioner Gilmore and Commissioner Thomsen abstained from Item 6.1 on the Consent Calendar.*

*Commissioner Atkin moved to approve the Consent Calendar with the inclusions of the absentions by Commissioner Gilmore and Commissioner Thomsen on item 6.1. Commissioner Blalock seconded the motion. The motion passed unanimously (Gregory absent).*

## **7. Community Advisory Committee Reports**

### **7.1. Bicycle and Pedestrian Advisory Committee**

There was no one present from BPAC.

### **7.2. Citizens Watchdog Committee**

There was no one present from CWC.

### **7.3. Paratransit Advisory and Planning Committee**

Sylvia Stadmire, Chair of PAPCO, presented to the Commission. She stated that PAPCO met on February 24, 2014 and discussed Gap Cycle 5 Grants and Access Alameda guide and website. She stated that the committee is convening its annual Finance and Program Plan subcommittee meeting and is also working on plans for the 2014 Mobility Workshop.

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

### **8.1. Legislative Update**

Tess provided an update on state and federal legislative initiatives. On the state side, Tess reviewed budget proposals specifically cap and trade funding and AB scoping plans. She stated that the Alameda CTC provided a letter to the Senate Budget committee to request a modification to the proposed Cap-and-Trade Budget urging that funding be administered at the regional level. On the federal side, Tess reviewed the President's budget and provided updates on TIGER Grants and proposal for MAP 21 reauthorization. She concluded by stating that legislation was



introduced to implement the I-580 Express Lanes in east county and to move forward the design and implementation of the express lanes.

Commissioner Kaplan wanted more information on the TIGER Grants progress. Art stated that we are early in the process and staff would bring a candidate list to the Commission before working with MTC on finalizing the list.

This item was for information only.

## **8.2. Transportation Expenditure Plan Update**

Tess Lengyel provided an update on the Transportation Expenditure Plan. She informed the Commission that staff prepared resolutions, fact sheets, staff reports and presentations for each city and every city council had been scheduled with the exception of Newark. She stated that both the City of Fremont and City of Hayward have unanimously approved the plan. Tess also stated that each Commissioner had a packet that contained fact sheets, a one page write-up on changes in the plan and a calendar of city council approvals. She concluded by stating that Tom Clifford of Clifford Moss was working on educational and marketing pieces and was scheduled to make a presentation to the full Commission at a future meeting.

## **9. Member/Staff Reports**

There were no member or staff reports.

## **10. Adjournment**

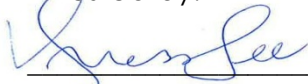
The meeting adjourned at 3:25 p.m.

The next meeting is:

Date/Time: Thursday, March 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

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**DATE:** March 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 February 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**  
**February 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 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 this project include:

- Bird Nesting on structures and in adjacent field areas.
- Installation of future HOT Lane components to facilitate HOT Lane completion. Project staff is working to combine HOV and HOT construction work in a manner that will keep the single HOV lane open until the double lane HOT/HOV express facility is completed

### **Completed Activities - 43% of the contract work was completed as of 1/20/14**

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
- Paving activities will begin this spring

### 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							
<b>Total</b>	<b>20.40</b>	<b>5.21</b>	<b>1.62</b>	<b>0.23</b>	<b>4.69</b>	<b>7.58</b>	<b>39.73</b>
<b>Total Project Cost: \$39.7M</b>							

### 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**  
**February 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. Project staff is working to combine HOV and HOT construction work in a manner that will allow the HOT/HOV express lane facility to be opened concurrently
- 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 with concurrent Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

**SEGMENT 2 (Western Segment)**

- Installation of future HOT Lane components to facilitate HOT Lane completion. Project staff is working to combine HOV and HOT construction work in a manner that will allow the HOT/HOV express lane facility to be opened concurrently
- 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 replacements to prioritize in areas most in need

### **Completed Activities**

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

#### **SEGMENT 1 (Eastern Segment) – 33% of the contract work was completed as of 1/20/14**

- 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 – 39% of the contract work was completed as of 1/20/14**

- 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
- Median widening for HOV lane

#### **SEGMENT 2 (Western Segment)**

- Lean Concrete Base (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
<b>Total</b>	<b>41.86</b>	<b>8.68</b>	<b>7.66</b>	<b>6.34</b>	<b>13.54</b>	<b>4.41</b>	<b>0.42</b>	<b>82.91</b>
<b>Total Project Cost: \$82.9M</b>								

### *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
<b>Total</b>	<b>40.48</b>	<b>5.79</b>	<b>2.58</b>	<b>0.10</b>	<b>9.61</b>	<b>1.83</b>	<b>0.58</b>	<b>60.97</b>
<b>Total Project Cost: \$61.0M</b>								

## 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.

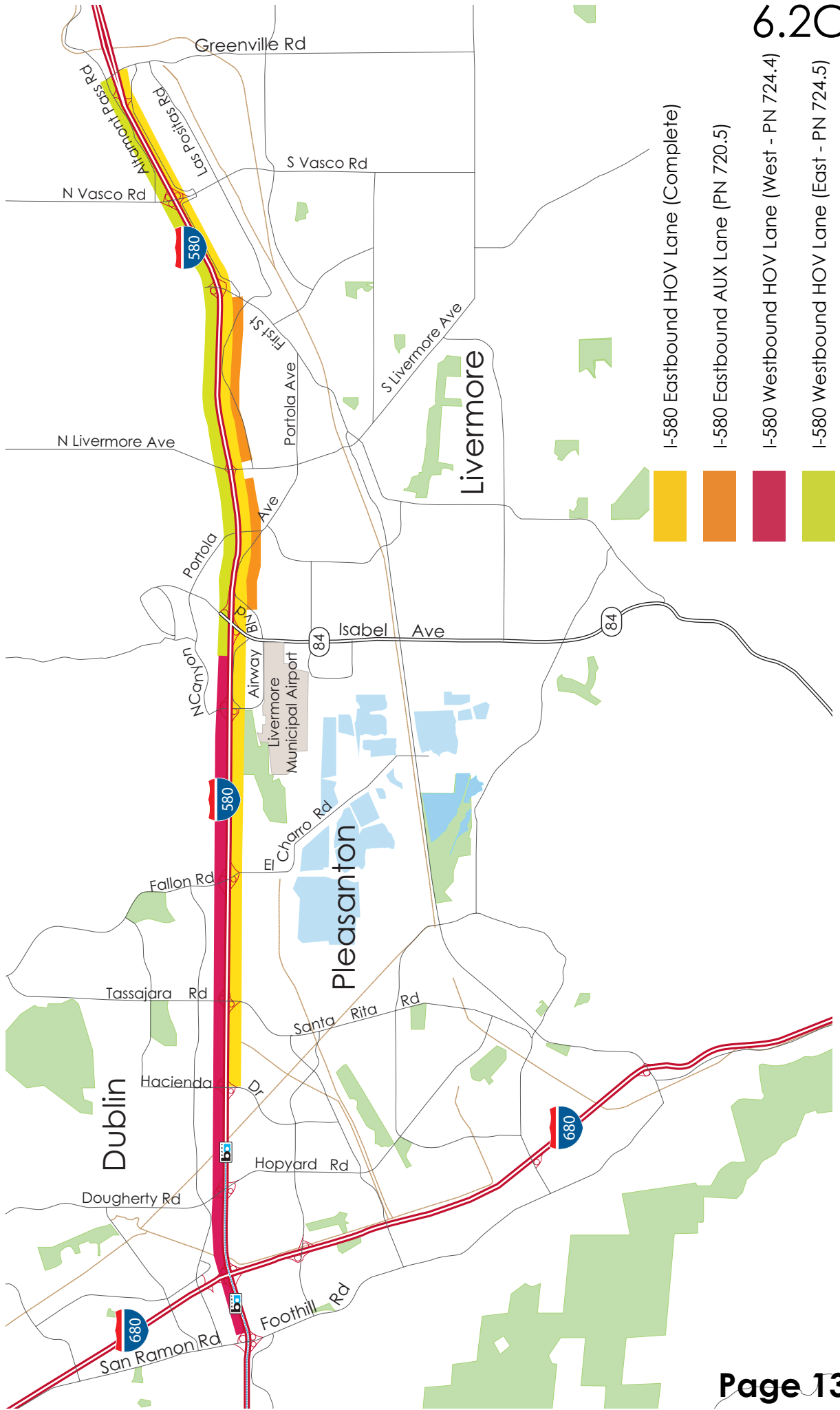
Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	June 2015 (T)

**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:** March 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 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 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 or completing civil construction through multiple contract change orders (CCO's) 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 Lane Project and System Integration activities, see Attachments A, B and C of this report. This item is for information only.

## Background

### *Delivery Strategy*

I-580 Eastbound Express and I-580 Westbound Express Projects will be combined into one project for the construction phase, via a stand-alone construction contract or CCO's to the on-going contracts. 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 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 express lane configuration
- Install K-rail along median at sign locations
- Median concrete barrier
- Fiber Optics Cable
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

### *“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). To support the implementation of near continuous access, zone tolling and automated toll violation enforcement strategies have been incorporated in project design.

**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**  
**March 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 ended on February 5, 2014. The IS/EA has been updated based on public comments and submitted for Caltrans review.
- 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 the entire civil scope through Contract Change Orders ( Tier 2 CCOs) in addition to already issued CCO's (Tier 1 CCO's) to on-going construction contracts.

**RECENT ACTIVITIES**

- Submitted Tier 2 and 3 CCO packages to Caltrans for their review and negotiation with the contractors
- Updated IS/EA based on public review/comments and submitted for Caltrans review
- 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 CCO's – 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 CCO's (Tier 2 and 3 CCO's)
- Execute Operations & Maintenance Agreement with Caltrans to delineate roles and responsibilities for operations and maintenance of the high facilities within the express lanes limits

## 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 the option to complete 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**  
**March 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 CCO's (Tier 2 CCO's)

**RECENT ACTIVITIES**

- Submitted Tier 2 and 3 CCO's 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 CCO's – 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 CCO's (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 the option to complete 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**  
**March 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.

The project toll system integrator, 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 initiate 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

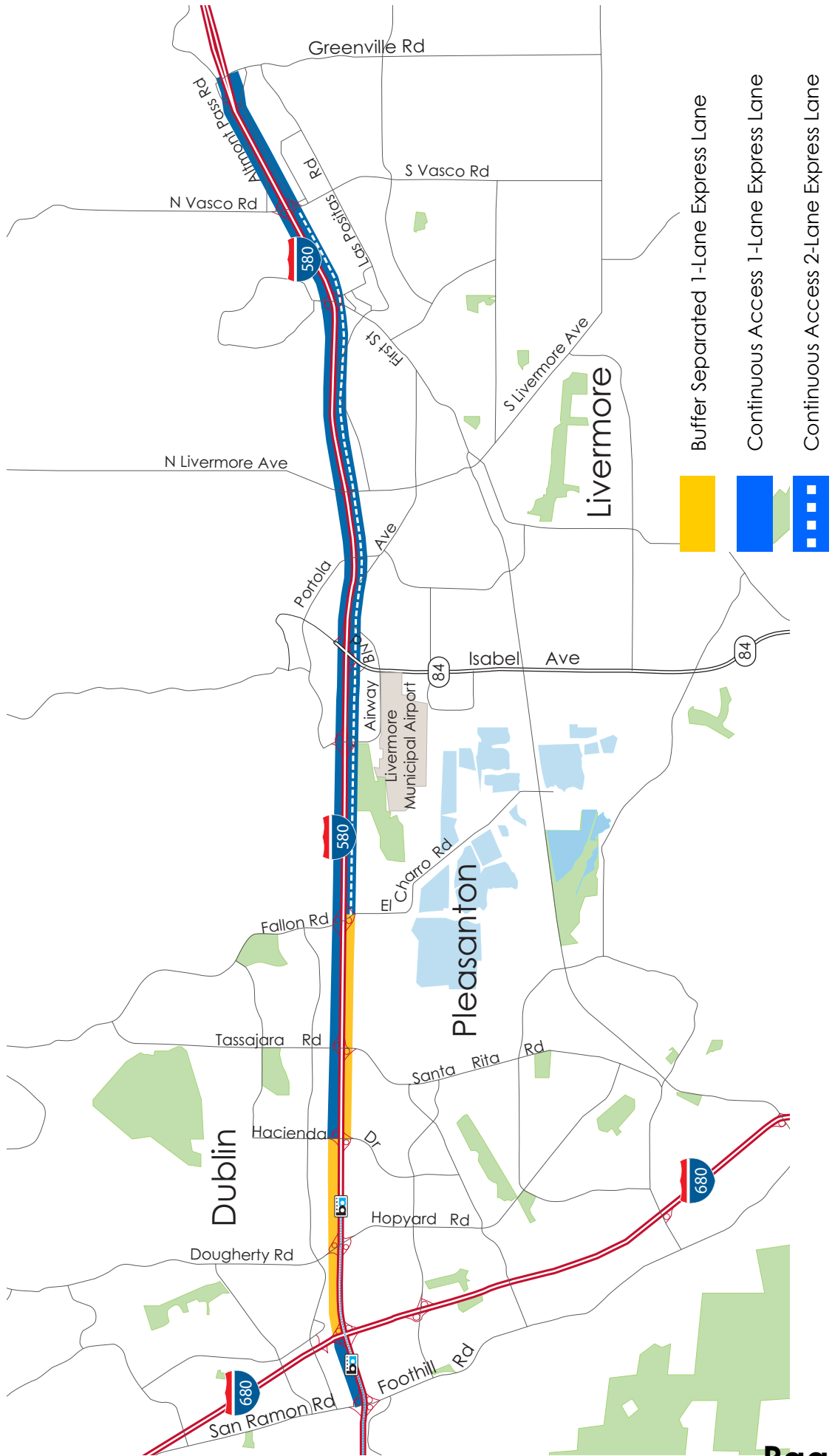
*Combined Eastbound & Westbound Funding Plan for “near continuous” access*

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
<b>TOTAL</b>	<b>7.50</b>	<b>1.00</b>	<b>4.05</b>	<b>4.78</b>	<b>6.0</b>	<b>1.65</b>	<b>30.00</b>	<b>54.98</b>
<b>Total Project Cost: \$54.98M</b>								

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# I-580 Express Lane Projects Location map



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# Memorandum

6.4

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

**DATE:** March 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 February 3, 2014 the Alameda CTC has not reviewed any environmental documents.

## 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:** March 20, 2014

**SUBJECT:** Sustainable Communities Technical Assistance Program (SCTAP) Draft Projects Recommendation

**RECOMMENDATION:** Approve SCTAP funding of \$4,544,892.

## Summary

As part of the One Bay Area Grant program, a portion of Priority Development Area (PDA) planning and implementation funds was allocated to the Congestion Management Agencies for local PDA planning and implementation projects. Alameda CTC combined \$3.9 M of federal funds with local Measure B funds to create the Sustainable Communities Technical Assistance Program (SCTAP). The purpose of this funding program is to support PDA planning and implementation, implementation of complete streets policies, and smaller-scale bicycle and pedestrian technical projects. This program is also designed to advance PDAs through planning processes so that they may become ready and eligible for future OBAG funding.

A call for projects was issued on June 4, 2013, and applications were due on September 17, 2013. A total of 22 applications totaling \$5.9 million in requested funds were received from ten different jurisdictions, AC Transit and LAVTA. Alameda CTC staff as well as two additional staff members from MTC and ABAG reviewed applications. Alameda CTC staff then met with project sponsors to address any outstanding questions and in some cases refine a project's scope of work.

The projects recommended for funding are listed in Attachment A. A total of ten different projects are recommended for funding under the PDA planning and implementation and complete streets portion of the program for a requested funding amount of \$4,230,500. Three additional projects are recommended under the bicycle and pedestrian planning and engineering technical support portion of the program for a recommended total funding amount of \$94,600. Projects that were not recommended for funding are listed in Attachment B.

Once the recommended list of projects and funding amounts is approved by the Commission, Alameda CTC staff will then work with project sponsors to select consultants from the qualified list using an RFP process. Work on the recommended projects is expected to commence by summer 2014.

## Background

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

In February 2013, the Commission approved the program guidelines and the allocation of funds for the SCTAP. An RFQ was released in March 2013 to solicit statements of qualifications from consultants, and a list of qualified consultants has been finalized. Once the recommended projects are approved by the Commission, Alameda CTC staff will work with project sponsors to develop and release RFPs to this list.

## Fiscal Impact

The recommended funding allocation and available source of funds is summarized below.

<b>Recommended Allocation:</b>	<b>Funding Amount</b>
PDA and Complete Streets Projects	\$4,230,500
Bicycle and Pedestrian Technical Assistance Projects	\$94,600
Subtotal:	\$4,325,100
Alameda CTC Administrative Costs (for duration of program)	\$219,792
<b>Total:</b>	<b>\$4,544,892</b>
<b>Available Funding:</b>	
PDA Planning and Implementation Funds (Federal Surface Transportation Program funds)	\$3,905,000
Measure B Transit Center Development funds	\$545,292
Measure B Bicycle and Pedestrian Safety discretionary funds	\$94,600
<b>Total:</b>	<b>\$4,544,892</b>

The following chart summarizes the projects and funding amounts by planning area for PDA Planning and Implementation and Complete Streets Implementation projects:

Planning Area	Number of PDAs	Projects	Recommended Allocation
North County	17	<ul style="list-style-type: none"> <li>• City of Alameda Clement Ave. Complete Street Corridor</li> <li>• City of Albany Citywide Parking Study</li> <li>• City of Oakland Bikeway Network 2.0</li> <li>• City of Oakland Comprehensive Downtown Circulation Plan</li> </ul>	\$1,345,500
Central County	12	<ul style="list-style-type: none"> <li>• Central County Complete Streets Implementation</li> <li>• City of Hayward Downtown Specific Plan</li> <li>• City of San Leandro Downtown Parking Management Plan</li> </ul>	\$1,385,000
East County	7	<ul style="list-style-type: none"> <li>• Tri-Valley Integrated Transit/Park and Ride Study</li> <li>• City of Dublin Iron Horse Connectivity to BART Feasibility Study</li> </ul>	\$1,000,000
South County	7	No applications were received.	\$0
<b>Total PDA Planning and Implementation and Complete Streets Funding:</b>			<b>\$4,230,500</b>

### Attachments

- A. SCTAP Draft Projects Recommendation
- B. SCTAP Projects not Recommended for Funding

### Staff Contacts

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

[Kara Vuicich](#), Senior Transportation Planner

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Attachment A: SCTAP Draft Projects Recommendation

Priority Development Area (PDA) Planning and Implementation

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
<b>North County</b>					
City of Alameda	Clement Avenue Complete Street Corridor	The project includes the development of conceptual designs, including community outreach, for developing a bikeway along Clement Ave that provides a direct, commuter-oriented route linking central Alameda to the east end and beyond, including Oakland and Fruitvale BART. <b>Reason for funding:</b> The review panel recommended this project due to its location and impact on future PDA development and its potential to serve as a model for similar corridors.	\$125,000	\$0	\$125,000
City of Albany	Citywide Parking Study and Plan	The parking study will examine existing conditions and develop a strategy for managing parking to support the city's land use objectives. <b>Reason for funding:</b> Currently, Albany has a voter-mandated parking requirement of 2 spaces per unit. This is a huge impediment to infill development, and the study would specifically seek to address this issue.	\$50,000	\$0	\$50,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Oakland	Bikeway Network 2.0	<p>Project addresses major network gaps in four bikeway corridors that extend across Oakland as well as gaps on three additional bikeways. These seven corridors comprise 37 miles of the city's bikeway network and connect all of Oakland PDAs. The scope addresses gaps along 6 miles of these roadways and at 7 additional intersections. Project would focus on "next generation" bikeway design. The project will develop a methodology to apply Assembly Bill No. 2245 to the analysis and environmental clearance of road diet projects.</p> <p><b>Reason for funding:</b> This project improves multimodal access in Oakland's PDAs and has the potential to serve as a model for other bikeway projects in the county.</p>	\$270,500	\$0	\$270,500
City of Oakland	Comprehensive Downtown Circulation Plan	<p>The Comprehensive Downtown Circulation Plan is aimed not only at solving current traffic problems but also to take into consideration traffic generated from significant new planned developments in Oakland and Alameda. The plan will include a comprehensive traffic study for Downtown Oakland that will take into account the changing land use as well as traffic patterns in the area. The analysis, results, and mitigations proposed as part of the traffic study will help shape the final implementation plan Downtown area. Included in the study/plan will be an evaluation of the feasibility of converting</p>	\$900,000	\$0	\$900,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
		<p>one-way streets in downtown Oakland to two-way operation. This study is being coordinated with the I-880/Broadway Jackson project being led by Alameda CTC.</p> <p><b>Reason for funding:</b> Addressing multimodal circulation issues in Downtown Oakland will facilitate PDA development in both Oakland and the City of Alameda. This project is also directly related to the I-880/Broadway Jackson project; undertaking both projects simultaneously will result in a more comprehensive approach to addressing multimodal circulation issues in the area.</p>			
<b>Central County</b>					
Central County (Alameda County, San Leandro and Hayward)	Central County Complete Streets Implementation	<p>Develop needed procedural documents and facilitate implementation and staff training necessary for a successful complete streets program.</p> <p><b>Reason for funding:</b> Both the cities of San Leandro and Hayward submitted applications for complete streets implementation. Because many of the major corridors in Central County traverse all three jurisdictions (San Leandro, Alameda County and Hayward), Alameda CTC requested that the three jurisdictions work together jointly on a Central County complete streets implementation project. This work may also serve as a model for other Alameda County jurisdictions pursuing</p>	\$290,000	\$0	\$290,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Hayward	Hayward Downtown Specific Plan	<p>complete streets implementation.</p> <p>Development of a new Downtown Specific Plan. The new Downtown Plan will replace six Downtown planning and zoning documents that were adopted between 1987 and 2002.</p> <p><b>Reason for funding:</b> The review panel recommended this project because it strongly meets the objectives for PDA planning and implementation. Furthermore, Hayward is projected to take on a significant amount of housing growth under Plan Bay Area. Alameda CTC recommended that the scope of work be enhanced to more comprehensively address multimodal circulation and access in the downtown area.</p>	\$950,000	\$169,000	\$1,119,000
City of San Leandro	San Leandro Downtown Parking Management Plan	<p>Develop a strategy to better manage existing supply and demand and facilitate implementation of future land use and development objectives for the downtown.</p> <p><b>Reason for funding:</b> The City of San Leandro recently completed its Downtown TOD Strategy and has updated its zoning code to implement the strategy. Developing and implementing a parking management plan will facilitate the full implementation of the strategy and potential development in the Downtown TOD area. This project also leverages a smaller technical assistance grant from MTC.</p>	\$145,000	\$30,000	\$175,000

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
East County Tri-Valley Cities and LAVTA	Integrated Transit/Park and Ride Study	<p>The overarching goal of the study is to reduce VMT and single-occupancy vehicle trips by developing a coordinated transit and park-and-ride strategy for the Tri-Valley. The strategy will also address multimodal travel options, particularly first- and last-mile strategies within the Tri-Valley's PDAs, as well as better management of parking and access to the region's two BART stations. The scope of work has been revised from the original application, but retains the following elements from the original application:</p> <ol style="list-style-type: none"> <li>1) Tri-Valley Smart Parking Technology Study</li> <li>2) Pleasanton Park &amp; Ride Study</li> <li>3) LAVTA Onboard O-D, Modeling and Benchmarking Study</li> <li>4) I-680 O-D Study</li> </ol> <p><b>Reason for funding:</b> This project is a coordinated effort between LAVTA and the cities of Pleasanton, Dublin and Livermore to improve transit and first- and last-mile multimodal connections to regional transit facilities within PDAs and park and ride lots. Automobile traffic related to BART parking is a significant issue in Tri-Valley PDAs, and better parking management and improvement of first- and last-mile multimodal options will help mitigate the negative impacts of automobile traffic on other travel modes in these areas.</p>	\$700,000	\$217,035	\$917,035

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
City of Dublin	Iron Horse Connectivity to BART Feasibility Study	<p>The study will examine the feasibility of crossing and trail improvements on the Iron Horse Trail (IHT) from Dougherty Road to the Dublin/Pleasanton BART Station, in order to decrease barriers, reduce parking demand at BART, and increase bike/walk mode share to the BART Station from the surrounding activity centers.</p> <p><b>Reason for funding:</b> This project will address a significant barrier to IHT users and potentially increase bicycling and walking access to the BART Station. It also complements the Tri-Valley Integrated Transit/Park and Ride Study.</p>	\$300,000	\$64,400	\$364,400

Jurisdiction	Project Name	Description	SCTAP Funding	Additional Match	Project Total
Countywide	SB 743 Implementation and other CEQA Streamlining Technical Assistance	<p>Provide technical assistance to assist in implementing changes to CEQA required under SB 743 as well as other efforts to streamline CEQA review to facilitate development within PDAs.</p> <p><b>Reason for funding:</b> The Governor's Office of Planning and Research will issue revised draft CEQA Guidelines this summer that will significantly change how transportation analyses are performed. Jurisdictions are likely to need technical support to implement these changes as well as other CEQA streamlining efforts to facilitate PDA development. Alameda CTC will work with local jurisdictions once the draft CEQA Guidelines are issued to determine technical assistance needs related to implementation.</p>	\$500,000	\$0	\$500,000
<b>TOTAL:</b>			<b>\$4,230,500</b>	<b>\$480,435</b>	<b>\$4,710,935</b>

Measure B Bicycle/Pedestrian Projects Recommended for Funding

Jurisdiction	Project Name	Description	MB Funding	Additional Match	Project Total
City of Albany	Kains St. and Adams St. Bicycle Facility Study	Evaluate the type of bicycle facilities, including contra-flow bicycle lanes, suitable for implementation along Kains and Adams streets in Albany. These streets serve as parallel facilities to San Pablo Ave. <b>Reason for Funding:</b> This project is exploring various design strategies to address the need for bicycle facilities along the San Pablo corridor. It has the potential to serve as a model for other jurisdictions faced with similar issues.	\$32,800	\$0	\$32,800
City of Emeryville	Horton St Bicycle and Complete St Design Project	Project #1 is on Horton Street between 45th Street and 53rd Street and involves traffic calming and speed reduction of motor vehicles to increase bicycle and pedestrian safety. Project #2 is on Horton Street adjacent to the Amtrak station covering the area from Powell Street to 62nd Street. This part of Horton Street is designated as both Bicycle Priority and a Transit Priority Streets. There are commercial and residential uses in the area that have motor vehicle loading and parking needs that are not currently being met legally with the existing street configuration. <b>Reason for Funding:</b> Potential design solutions could serve as a model for other jurisdictions. Additionally, this project has	\$36,800	\$0	\$36,800



City of Pleasanton	Feasibility Study for Pedestrian and Bicycle Bridges	a significant role in supporting PDA development in Emeryville.	\$25,000	\$50,000
		Pleasanton has a system of trails adjacent to waterways. The lack of bridges at key locations prevents connectivity and access to destinations, however. Project will develop a prioritized list of bicycle and pedestrian bridges. <b>Reason for Funding:</b> By improving connectivity, the trails system has the potential to expand its role in serving commute and other trips in addition to recreational users.	\$25,000	\$25,000
<b>TOTAL:</b>			<b>\$94,600</b>	<b>\$119,600</b>

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Attachment B: SCTAP Projects not Recommended for Funding

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
AC Transit	Major Corridors Study	Study to improve transit on nine corridors that serve and/or link PDAs. <b>Reason for not funding:</b> Alameda CTC is currently working with AC Transit to incorporate the Major Corridors Study into the Countywide Transit Plan.	\$236,000	\$514,000	\$750,000
AC Transit	Update of Designing with Transit	Comprehensive revision of current Designing with Transit manual. Will focus on key design aspects for PDAs and complete streets. <b>Reason for not funding:</b> Some if not many of the elements of the update will be addressed in the Countywide Transit Plan.	\$100,000	\$0	\$100,000
Albany	Solano Ave Concept Design for Complete Streets	Develop a concept design to better address the needs of pedestrians, cyclists, transit, and autos on Albany's primary commercial corridor. <b>Reason for not funding:</b> This is primarily a pedestrian safety project and consequently did not score as well as other complete streets implementation projects.	\$55,600	\$0	\$55,600
Hayward	C St Complete Streets Improvements Project Design	Apply complete streets criteria to C St between Grand and Filbert, connecting the Downtown PDA with the Cannery PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes. <b>Reason for not funding:</b> Elements of this project will be incorporated into the Downtown Hayward Specific Plan.	\$265,000	\$0	\$265,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Hayward	Main St Complete Streets Improvements Project Design	Apply complete streets design to Main St between A and C Sts. in the Downtown PDA. The project will reduce the number of travel lanes and make improvements to bicycle and pedestrian infrastructure, including bike lanes. <b>Reason for not funding:</b> Elements of this project will be incorporated into the Downtown Hayward Specific Plan.	\$280,000	\$0	\$280,000
Hayward	Complete Streets Implementation Procedures	Develop clear guidance and procedures for implementing complete streets policies in the planning and design phases of projects. <b>Reason for not funding:</b> This project has been incorporated into the Central County Complete Streets Implementation project.	\$100,000	\$0	\$100,000
Livermore	Downtown PDA Parking Management Program (PMP)	The PMP will include a comprehensive set of short-and long-term parking recommendations and strategies to ensure sufficient parking availability for current and future users while also balancing the needs of pedestrians, bicyclists, and transit users. This study will address multimodal access and support higher-intensity, mixed-use development, and affordable housing in the downtown area. <b>Reason for not funding:</b> The City of Livermore has already contracted with a consultant to carry out the scope of work for this project. Under the SCTAP, Alameda CTC is unable to substitute funds for a project that is already underway.	\$185,000	\$14,400	\$199,400

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Piedmont	Complete Streets Policy Implementation	<p>Develop revised street standards and complete streets policy implementation tools and processes.</p> <p><b>Reason for not funding:</b> Piedmont does not have a PDA and is therefore ineligible for PDA planning and implementation funds. Because of the funding source, Complete Streets Implementation projects completed under SCTAP are restricted to jurisdictions with PDAs.</p>	\$46,300	\$0	\$46,300
Oakland	CEQA Streamlining for PDA and Infill Development	<p>The CEQA streamlining program developed through this project will apply to projects Citywide. However, the focus of the streamlining efforts will be to increase opportunities for infill development, particularly in Oakland's Priority Development Areas (PDAs)</p> <p><b>Reason for not funding:</b> Because the revised CEQA Guidelines have not yet been drafted, it is premature to move forward with this project at this time. To address these needs, \$500,000 is being set aside countywide to address SB 743 implementation and CEQA streamlining needs during the following fiscal year.</p>	\$375,000	\$0	\$375,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Oakland	Downtown Oakland PDA Parking Plan	<p>This project seeks to propose changes to the management of downtown parking in order to allow infill development to proceed while maintaining the availability of parking for those who need it. The goal is to take increase the efficient use of the existing parking supply, encourage "park-once" behavior, and incent walking, biking, and transit use in truly multimodal system for getting to and around downtown Oakland.</p> <p><b>Reason for not funding:</b> Some parking analysis will be conducted as part of the Comprehensive Downtown Oakland Circulation Plan. Alameda CTC is recommending that this project be funded with regional PDA planning funds. This is consistent with MTC and ABAG's emphasis on providing support for areas taking on significant growth under Plan Bay Area.</p>	\$300,000	\$0	\$300,000

Jurisdiction	Project Name	Description	Funding Requested	Additional Match	Project Total
Oakland	RFP for a Transportation Impact Fee Program and a Complete Streets Capital Projects List or Plan	The RFP and Complete Streets Capital Projects list developed through this project will apply Citywide, but especially to development within the PDAs. The focus of the effort will be to increase infill development by addressing transportation impacts without discouraging development. This project works hand-in-hand with the proposed CEQA streamlining program. <b>Reason for not funding:</b> The City of Oakland has already committed \$500,000 from its general fund for development of a transportation impact fee. The review panel recommended that this project receive a low priority because of its focus on developing an RFP as opposed to conducting a study or completing a plan.	\$124,250	\$0	\$124,250
Oakland	Equitable Transportation Infrastructure Investment Tool	The project intent is to build upon our existing transportation project prioritization tool (funded by ACTC in 2012/13) to develop equity criteria that can be used to recommend City investments and Capital Improvement Program activities of all kinds into Oakland PDAs that show the greatest social need and greatest neglect. These areas are located throughout the Potential and Priority Development Areas of Oakland. <b>Reason for not funding:</b> Many of the objectives of this project will be addressed through the forthcoming Community Based Transportation Plans update.	\$229,250	\$0	\$229,250

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**DATE:** March 20, 2014

**SUBJECT:** Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Guidelines

**RECOMMENDATION:** Approve the annual update to the Alameda CTC Transportation Fund for Clean Air (TFCA) Program Guidelines to conform to the Air District's Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies.

### Summary

TFCA funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund eligible projects that result in the reduction of motor vehicle emissions. Per the enabling legislation, the Alameda CTC's Guidelines are required to be reviewed annually and were last approved by the Commission in February 2013. The recommended updates to the Alameda CTC Guidelines are consistent with Air District Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies, included as Attachment B.

### Discussion

TFCA funding is generated by a \$4.00 vehicle registration fee collected by the Air District. Eligible projects are to result in the reduction of motor vehicle emissions and 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 revenue generated 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 the funds are to be allocated to transit-related projects on a discretionary basis.

The total amount of available TFCA is required to be completely programmed on an annual basis. A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

Statute requires a TFCA County Program Manager to annually review its programming guidelines. Annual revisions to the Alameda CTC's Guidelines are generally made to maintain consistency with updates to TFCA legislation and the Air District's current TFCA Policies.

The recommended Alameda CTC Guidelines conform to the Air District's Board-adopted FY 2014-15 TFCA County Program Manager Fund Policies (Attachment B). The Guidelines also reflect Air District guidance and include provisions specific to the administration of Alameda County's TFCA program, such as funding distribution formula and timely use of funds milestones to ensure that projects comply with Air District Policies and guidance and are completed within the ultimate time frame required by the Air District.

Edits and clarifications to the Alameda CTC Guidelines for FY 2014-15 include:

- In Section III, clarified that Air District TFCA Policies may allow certain project types, on a case by case basis, to exceed the standard cost effectiveness limit,
- In Section X, updated the project initiation milestone to reflect that projects approved for FY 2014-15 funding must commence by the end of calendar year 2015. This milestone deadline will be tracked in the Alameda CTC's TFCA At Risk report, and
- Additional edits included throughout to further clarify program compliance and facilitate timely project delivery.

The Air District's FY 2014-15 TFCA County Program Manager Fund Policies (Attachment B) include the following changes to project eligibility:

- For shuttle operations projects: (1) TFCA eligibility is limited to "peak commute" hours as defined by the Air District, (2) duplication of service definition is clarified, and (3) for pilot shuttles in Air District-identified Community Air Risk Evaluation (CARE) areas, the cost-effectiveness threshold has been increased to \$500K/ton for the first year of service, and
- Bikesharing (Bay Area Bike Share) projects are now included in the Air District TFCA Policies as eligible, if a project expands the existing system's service area or fleet size, and required plans have been completed.

While the specific eligibility and evaluation criteria for eligible project types are not detailed in the Alameda CTC's TFCA Guidelines, these changes to the Air District's Policies will affect the eligibility of certain project types and how they are evaluated for TFCA.

## **Next Steps**

The TFCA FY 2014-15 Expenditure Plan Application, identifying \$3.35 million in TFCA funding available for projects, was approved by the Commission last month. The Commission-reviewed Guidelines will be included with the annual TFCA call for projects material, which is scheduled for release following the March Commission meeting, with applications due in late April 2014.

**Fiscal Impact:** There is no fiscal impact.

**Attachments**

A. FY 2014-15 Alameda CTC TFCA County Program Manager Fund Guidelines

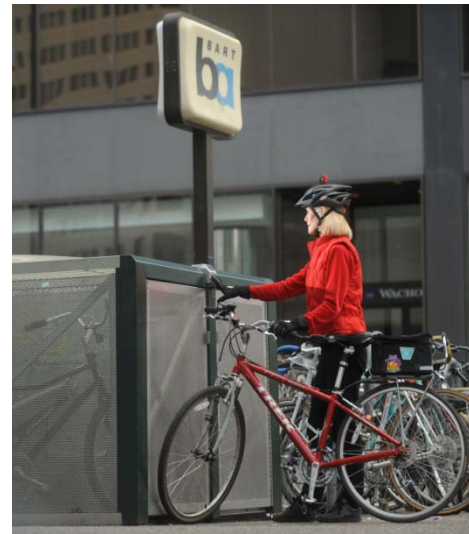
B. Air District's FY 2014-15 TFCA County Program Manager Fund Policies

**Staff Contacts**

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION**

**TRANSPORTATION FUND FOR CLEAN AIR (TFCA)  
COUNTY PROGRAM MANAGER FUND  
FY2014-15 PROGRAM GUIDELINES**

**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
TRANSPORTATION FUND FOR CLEAN AIR (TFCA)  
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FY 2014-15 PROGRAM GUIDELINES**

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## **I. BACKGROUND**

Pursuant to the 1988 California Clean Air Act, the Bay Area Air Quality Management District (Air District) is required to periodically adopt a Clean Air Plan (CAP), which describes how the region will work toward compliance with State and Federal ambient air quality standards and make progress on climate protection. To reduce emissions from motor vehicles, the CAP includes transportation control measures (TCMs) and mobile source measures (MSMs). A TCM is defined as any strategy to reduce vehicle trips, vehicle use, vehicle miles traveled, vehicle idling, or traffic congestion for the purpose of reducing motor vehicle emissions. MSMs encourage the retirement of older, more polluting vehicles and the introduction of newer, less polluting motor vehicle technologies.

To fund the implementation of TCMs and MSMs, the State Legislature, through AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995), authorized the Air District to collect a fee of up to \$4 per vehicle per year for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40 percent of the revenue to an overall program manager in each county. The overall program manager must be designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies (CMAs) in the Bay Area that are designated as AB 434 program managers "shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute)." The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 also adds a requirement that County Program Managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate TFCA funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant Transportation Control Measures and/or Mobile Source Measures in the Air District's most recently approved CAP , and 4) are not planning or technical studies.

## **II. ELIGIBLE PROJECTS**

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a project-specific fund transfer agreement between the program manager (Alameda CTC) and the project sponsor.

Consistent with the project types authorized under the California Health and Safety Code (HSC) Section 44241, projects and programs eligible for TFCA funds include:

1. Implementation of rideshare programs;

2. Purchase or lease of clean fuel buses for school districts and transit operators;
3. Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets";
5. Implementation of rail-bus integration and regional transit information systems;
6. Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges and public transit;
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter, engine repowers (subject to Air District approval on a case-by-case basis), engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations;
8. Implementation of smoking vehicles program;
9. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
10. Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

The Air District annually adopts policies for the County Program Manager Fund. The current Air District Policies, provided as Appendix A, further define eligible projects and also establish criteria for calculating emissions reductions (i.e., TFCa cost-effectiveness). Projects that are authorized by HSC Section 44241 and achieve TFCa cost-effectiveness, but do not fully meet the Air District's current TFCa Policies are subject to Air District approval on a case-by-case basis.

TFCa funds may not be used for:

- Planning activities that are not directly related to the implementation of a specific project;
- The purchase of personal computing equipment for an individual's home use;
- Projects that provide a direct or indirect financial transit or rideshare subsidy for shuttle/feeder bus service exclusively for the grantee's employees; or
- Covering the costs of developing TFCa grant applications.

### **III. TFCa COST EFFECTIVENESS**

The Air District requires the evaluation of all proposed and completed projects for TFCa cost-effectiveness. The Alameda CTC will measure the effectiveness level of TFCa-funded projects using the TFCa cost of the project divided by an estimate of the total tons of emissions reduced (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller (PM<sub>10</sub>)) due to the project. These



are used to calculate a cost effectiveness number of \$/ton. The Alameda CTC will only approve projects with a TFCAs cost effectiveness, on an individual project basis, that is equal to or less than either: (1) the standard threshold of \$90,000 of TFCAs funds per ton of total ROG, NOx and weighted PM<sub>10</sub> emissions reduced (\$/ton), or (2) another threshold as identified in the Air District Policies for a specific project type. Project sponsors are required to provide the data necessary to evaluate projects for TFCAs cost-effectiveness. This may include, but is not limited to, transit ridership, verifiable survey data, bicycle counts, and results from comparable projects.

#### **IV. GENERAL PROGRAM STRUCTURE**

As the overall program manager in Alameda County, the Alameda CTC is allocated 40% of the funds collected in Alameda County. The Air District will advance these funds to the Alameda CTC in biannual installments each fiscal year. The Alameda CTC must program the TFCAs revenue received each year within the Air District's allowable time period. Any unallocated funds may be reallocated by the Air District.

The TFCAs funds programmed by the Alameda CTC will be distributed as follows:

- A maximum of 5% of the annual revenue to the Alameda CTC for program implementation and administration.
- As follows, 70% of the remaining funds to be allocated to the cities/county based on population:
  - A minimum of \$10,000 to each jurisdiction.
  - City population will be updated annually based on State Department of Finance (DOF) estimates.
  - The 70% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources.
  - A city or the county, with approval from the Alameda CTC, may choose to roll its annual 70% allocation into a future program year.
  - A jurisdiction may borrow against its projected future year share in order to use rolled over funds from other jurisdictions available in the current year.
  - Relinquished funds from a city's or the county's completed projects are made available to the same jurisdiction through its 70% allocation for reprogramming to future projects.
  - The Commission may also program against future TFCAs revenue for projects that are larger than the annual funds available.
- As follows, 30% of the remaining funds to be allocated to transit-related projects on a discretionary basis:
  - The 30% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources.
  - Projects competing for the 30% discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project. Projects will be prioritized based on the TFCAs cost-effectiveness evaluation. When this calculation is not sufficient to prioritize candidate projects, the

Alameda CTC Commission may also consider the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.

- o Relinquished funds from completed discretionary projects are returned to the 30% revenue for reprogramming in future funding cycles.
- o The Commission may also program against future TFCA revenue for projects that are larger than the annual funds available.

The minimum TFCA funding request is \$50,000, unless the project sponsor can show special and unusual circumstances to set this limit aside.

## **V. PROGRAM SCHEDULE**

Below is the schedule for the FY [2014-15](#) program:

February	Resolution adopted by Commission endorsing the programming of <a href="#">FY 2014-15</a> TFCA funds consistent with the TFCA Expenditure Plan Application.
March	Expenditure Plan Application due to Air District. <a href="#">Annual review of Alameda County TFCA Program Guidelines by Commission. Alameda CTC will issue a call for projects.</a>
April	<a href="#">Project applications due to Alameda CTC.</a> Semi-annual project status reports due to Alameda CTC.
May	<a href="#">Review of summary of applications by Commission.</a> Alameda CTC submits Semi-annual Report to Air District by May 31 <sup>st</sup> .
July	<a href="#">Program approval by Commission.</a>
September	<a href="#">Draft fund-transfer agreements distributed.</a> For on-going projects, annual status reports due to Alameda CTC.
October	Alameda CTC submits Annual Report to Air District by October 31 <sup>st</sup> .

Schedule subject to modification based on schedule changes imposed by the Air District and/or previous programming actions by the Alameda CTC.

## **VI. APPLICATION PROCESS**

Project sponsors shall complete the Alameda CTC TFCA funding application. The application is updated annually and may be included in a coordinated call for projects process that consolidates like fund sources. The type of information required for the application includes the following:

1. Partner Agencies/Organizations: If the project is sponsored by more than one agency, the applicant shall list the partner agencies, including the point of contact(s).
2. TFCA Funding Category: The applicant shall indicate whether the funds applied for are from the 70% city/county funds or the 30% transit discretionary funds. Project sponsors may choose to rollover their 70% funds to into a future fiscal year 70%

allocation. Project sponsors may also request to reprogram any remaining TFCA funds from previous projects or allocations in their jurisdiction, to the proposed project.

3. Funding Sources/Budget: Applicants shall include a funding plan listing all funding sources and amounts (including regional 60% TFCA funds and unsecured funds). Applicants shall include a project budget listing the total project cost by phase and cost type.
4. Schedule and Project Milestones: Applicants shall include the project schedule and applicable milestones.
5. Project Data: Applicants shall submit the requested project-related data necessary to determine eligibility and calculate the estimated emissions reductions and cost-effectiveness.
6. Transportation Control Measures (TCM) and Mobile Source Measures (MSM): Applicants shall list the applicable TCMs and/or MSMs from the Air District's most recently approved Clean Air Plan.

## **VII. MONITORING REQUIREMENTS**

The Air District requires a pre- and post-project evaluation of emissions reductions. The first is an estimate of the projected emissions reduction. Sponsors must provide data for this calculation in the project application.

Sponsors must also conduct post-project monitoring and/or surveys (known as the monitoring requirements) as specified in the fund transfer agreement for the project. This information is required for the post-project evaluation of emissions reductions.

Project sponsors requesting TFCA reimbursement for monitoring costs shall provide the estimated cost in the TFCA application. The cost of collecting data to fulfill the TFCA monitoring requirements may be considered an administrative project cost. Administrative project costs reimbursed by TFCA are limited to a total of 5% of the TFCA funds received.

## **VIII. INSURANCE REQUIREMENTS**

Each Project Sponsor must maintain general liability insurance, property insurance, workers compensation insurance and additional insurance as appropriate for specific projects, with coverage amounts as specified in the fund-transfer agreement, throughout the life of the project.

### Verification of Coverage

Project Sponsors are required to provide certificates and/or other evidence of the insurance coverage prior to the execution of a fund-transfer agreement. Project Sponsors shall continue to provide certificates and/or other evidence of the insurance coverage, as required, throughout the project period and until the project has been completed. Certificates, policies and other evidence provided shall specify that the Air District and Alameda CTC shall receive 30 days advanced notice of cancellation from the insurers.

### Minimum Scope of Insurance

This section provides guidance on the insurance coverage and documentation typically required for TFCA Program Manager Fund projects. Note that the Air District and/or

Alameda CTC reserves the right to require different types or levels of insurance for specific projects.

1. Liability Insurance - with a limit of not less than \$1,000,000 per occurrence, of the type usual and customary to the business of the project sponsor, and to the operation of the vehicles, vessels, engines or equipment operated by the project sponsor.
2. Property Insurance - in an amount of not less than the insurable value of project sponsor's vehicles, vessels, engines or equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.
3. Worker's Compensation Insurance - for construction projects including but not limited to bike/pedestrian paths, bike lanes, smart growth and vehicle infrastructure, as required by California law and employers insurance with a limit not less than \$1,000,000.

Acceptability of Insurers

Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A, VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance.

The following table lists the types of insurance coverage generally required for each project type. The requirements may differ in specific cases.

Project/ Contract Activity	Insurance Required
<ul style="list-style-type: none"> <li>• Vehicle Purchase and lease / Engine retrofits</li> </ul>	<ul style="list-style-type: none"> <li>• Automobile Liability and</li> <li>• Automobile Physical Damage</li> </ul>
<ul style="list-style-type: none"> <li>• Operation of shuttle services <u>and vanpools</u></li> </ul>	<ul style="list-style-type: none"> <li>• Commercial General Liability,</li> <li>• Automobile Liability,</li> <li>• Automobile Physical Damage, and</li> <li>• <u>Workers Compensation (shuttle services).</u></li> </ul>
<ul style="list-style-type: none"> <li>• Construction projects including: bicycle/pedestrian overpass; bicycle facilities including bike paths, lanes, and routes; smart growth and traffic calming; and vehicle infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Commercial General Liability,</li> <li>• Automobile Liability and</li> <li>• Workers Compensation</li> </ul>
<ul style="list-style-type: none"> <li>• Bicycle lockers and racks</li> <li>• Arterial management and signal timing</li> <li>• Transit marketing programs</li> <li>• <u>Other ridesharing projects</u></li> </ul>	<ul style="list-style-type: none"> <li>• Commercial General Liability</li> </ul>
<ul style="list-style-type: none"> <li>• Guaranteed Ride Home programs</li> <li>• Transit pass subsidy or commute incentives</li> </ul>	<ul style="list-style-type: none"> <li>• None</li> </ul>

## **IX. AGREEMENT, REPORTS AND AUDIT REQUIREMENTS**

The Air District and the Alameda CTC annually enter into a "master" fund transfer agreement and the execution of this agreement constitutes final approval and obligation for the Air District to fund a project. Any project costs incurred prior to the execution of the annual "master" agreement will not be reimbursed.

Additionally, project sponsors must enter into a project-specific fund transfer agreement with the Alameda CTC. The fund transfer agreement includes a description of the project/program to be funded and specifies the terms and conditions for the expenditure of funds, including audit requirements. An executed agreement between the Alameda CTC and a project sponsor is required before any reimbursements will be made. The funding agreement between the Alameda CTC and project sponsor is to be executed within three months from the date the funding agreement is provided to the project sponsor. After the three month deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed.

Project sponsors will be required to submit semi-annual progress reports to the Alameda CTC which provide project status and itemize the expenditure of funds for each project. Upon completion of the project, project sponsors are also required to submit a final project report, which includes monitoring requirements.

Project sponsors must fulfill the funding agency credit requirements specified in the project-specific funding agreement, crediting both the Air District and Alameda CTC as funding agencies, and is to provide, upon request, documentation that such credit was given.

The Air District may conduct performance and fiscal audits of TFCA-funded projects to ensure that all TFCA funds have been spent in accordance with the applicable Air District TFCA County Program Manager Policies and executed TFCA funding agreement. All projects will be subject to a performance audit including project monitoring requirements established by the Air District. Project sponsors will, for the duration of the project/program, and for three (3) years following completion, make available to the Air District or to an independent auditor, all records relating to expenses incurred in implementing the projects.

## **X. TIMELY IMPLEMENTATION OF PROJECTS AND USE OF FUNDS**

The enabling legislation requires project sponsors to encumber and expend funds within two years, unless a time extension has been granted. To ensure the timely implementation of projects and use of funds, the following TFCA Timely Use of Funds Policy, -timelines will be imposed for each program year:

1. Within two months of receipt of funds from the Air District, the Alameda CTC will send out project-specific fund transfer agreements to project sponsors.
2. Project sponsors must execute a project-specific fund transfer agreement with the Alameda CTC within three months of receipt of the agreement from the Alameda CTC. The executed fund transfer agreement must contain an expenditure plan for

implementation of the project. After the deadline has passed, any funding associated with an unexecuted fund transfer agreement may be considered unallocated and may be reprogrammed.

3. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC. For the FY 2014-15 program, the Alameda CTC will not approve an extended schedule with a project start date beyond calendar year 2015.
- 3.4. Project sponsors must expend TFCA funding within two years from the date of the Alameda CTC's first receipt of the TFCA revenue from the Air District. The Alameda CTC may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Additional schedule extension requests can only be granted with approval from the Alameda CTC Commission and Air District.
- 4.5. Project sponsors must submit requests for reimbursement at least once ~~per fiscal year~~, every six months, but not more than once per month. Costs incurred within a fiscal year, defined as the period from July 1<sup>st</sup> to June 30<sup>th</sup>, are to be included in a reimbursement request submitted within ~~six (6)~~two months after the end of the fiscal year in which the costs were incurred. All final requests for reimbursement are to be submitted no later than the submittal date of the Final Project Report.
- 5.6. Project sponsors must submit semi-annual progress reports within the period established by the Air District.
- 6.7. Project sponsors must submit required Final Project Reports (project monitoring reports) within three months of project completion or, as applicable, within three months after the post-project evaluation period as established in the project-specific fund transfer agreement.

A monitoring report will be periodically presented to Alameda CTC Committees to inform sponsors of upcoming critical dates and deadlines. Any sponsor that does not comply with any of the above requirements within the established time frames will be given written notice from the Alameda CTC that they have 60 days in which to comply. Failure to comply within 60 days will result in the reprogramming of the TFCA funds allocated to that project, and the project sponsor will not be permitted to apply for new projects until the sponsor has demonstrated to the Alameda CTC that steps have been taken to avoid future violations of this policy.

#### **XI. REIMBURSABLE COSTS AND FUNDING REIMBURSEMENTS**

The date the annual "master" fund transfer agreement between the Air District and Alameda CTC is executed sets the date from which eligible project costs may be incurred. Project sponsors may only request reimbursement for eligible, documented project expenses after a project-specific fund transfer agreement with the Alameda CTC has been executed. All reimbursable project costs must be identified in the budget from the approved grant application and conform to the project scope included in the project expenditure plan of an executed project-specific fund transfer agreement. TFCA funds may be used for project implementation costs as follows:

- Project implementation costs are charges associated with implementing a specific TFCA-funded project, including:
  - Documented hourly labor charges (salaries, wages, and benefits) directly and solely related to implementation of the TFCA project,
  - Shuttle driver labor and equipment maintenance costs,
  - Capital costs, including equipment, [procurement](#) and installation,
  - Operator or personnel training directly related to project implementation,
  - Contractor/vendor labor charges related to the TFCA project,
  - Travel, and training and associated personnel costs that are directly related to the implementation of the TFCA-funded project (e.g., the cost of training mechanics to service TFCA-funded natural gas clean air vehicles),
  - Indirect costs associated with implementing the project, including reasonable overhead costs (supported by a federally-approved Indirect Cost Allocation Plan (ICAP)), incurred to provide a physical place of work (e.g., rent, utilities, office supplies), general support services (e.g., payroll, reproduction) and managerial oversight, and
  - Sponsor may choose not to charge any indirect costs to a TFCA project.
- Project administration costs include invoicing and reporting activities related to the administration of the TFCA funding may be considered eligible for reimbursement on a case-by-case basis provided the project sponsor requests and justifies the reimbursement in the approved grant application and the costs are identified in the expenditure plan of the executed project-specific fund transfer agreement. Reimbursable administrative project costs are limited to a maximum of 5% of the total TFCA reimbursed per project.

For each reimbursement request, a TFCA "Request for Reimbursement of Funds" form is required. The form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Financial Officer. The required form will be attached to the fund transfer agreement (or otherwise provided by Alameda CTC). Project sponsors must submit requests for reimbursement at least once every six months, but not more than once per month. Costs incurred within a fiscal year, defined as the period from July 1 to June 30, are to be included in a reimbursement request submitted within two months after the end of the fiscal year in which the costs were incurred. All final requests for reimbursement are to be submitted no later than the submittal date of the Final Project Report.

The reimbursement request form must be accompanied by the following documentation:

1. Direct Costs: Direct project costs are directly and solely related to the implementation of the project. Documentation includes copies of paid invoices and evidence of payment.
2. Labor Charges: Hourly labor charges are the sum of the salary paid to an employee plus the cost of fringe benefits provided, expressed on the basis of hours worked.

Documentation of hourly charges includes payroll records indicating job title, hourly pay rate, and time sheets indicating time worked on project (other accounting methods to allocate and document staff time will be considered on a case by case basis).

3. Indirect Costs: Reasonable indirect project implementation costs may be considered eligible for reimbursement with TFCA funds on a case-by-case basis provided the project sponsor requests and justifies the reimbursement in the approved grant application. For the purposes of determining "reasonable" overhead costs, the Alameda CTC may allow indirect costs to be charged to and reimbursed by TFCA if the sponsor has a federally-approved indirect rate, as identified through a federally-approved Indirect Cost Allocation Plan (ICAP).~~Sponsor will be required to submit an Indirect Cost Rate proposal for approval in advance.~~ The required documentation for indirect project costs would be similar to what is required for direct costs and hourly labor charges.
4. Administrative Costs: Administrative costs that are reimbursable to a project sponsor are limited to a maximum of 5% of the total TFCA funds received and include TFCA invoicing and reporting activities. Administrative project costs may be considered eligible for reimbursement with TFCA funds on a case-by-case basis provided the project sponsor requests and justifies the reimbursement in the approved grant application. The required documentation for administrative project costs would be similar to what is required for direct costs and hourly labor charges.



## *Appendix D: Board-Adopted TFCA County Program Manager Fund Policies for FYE 2015*

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**Adopted December 18, 2013**

The following Policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

### **BASIC ELIGIBILITY**

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2015.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and weighted particulate matter 10 microns in diameter and smaller (PM<sub>10</sub>) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, etc.), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

3. **Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards,

which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.

5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policy #8).
  - A. Public agencies are eligible to apply for all project categories.
  - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2015. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

#### APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).
9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.
10. **Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

## **INELIGIBLE PROJECTS**

11. **Duplication:** Grant applications for projects that provide additional TFCA funding for existing TFCA-funded projects (e.g., Bicycle Facility Program projects) that do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with other TFCA-generated funds that broaden the scope of the existing project to achieve greater emission reductions is not considered project duplication.
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that results in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.

## **USE OF TFCA FUNDS**

14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.
15. **Combined Funds:** TFCA fund may be combined with other grants (e.g., with TFCA Regional Funds or State funds) to fund a project that is eligible and meets the criteria for all funding sources.
16. **Administrative Costs:** The County Program Manager may not expend more than five percent (5%) of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. **Incremental Cost (for the purchase or lease of new vehicles):** For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits,

and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and its new conventional vehicle counterpart that meets the most current emissions standards at the time that the project is evaluated.

20. **Reserved.**

21. **Reserved.**

## **ELIGIBLE PROJECT CATEGORIES**

### **22. Alternative Fuel Light-Duty Vehicles:**

**Eligibility:** For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:

- A. Purchase or lease of new hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- C. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the incremental cost of the project.

### **23. Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Replacement Vehicles (low-mileage utility trucks in idling service):**

**Eligibility:** For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a GVWR of 14,001 lbs. or heavier. Eligible alternative fuel service vehicles are only those vehicles in which engine idling is required to perform the vehicles' primary service function (for example, trucks with engines to operate cranes or aerial buckets). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year. Eligible MHDV and HHDV vehicle types for purchase or lease are:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

**Scrapping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

### **24. Alternative Fuel Heavy-Duty Replacement Vehicles (high mileage):**

**Eligibility:** For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs., medium-heavy-duty vehicles (MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. Eligible LHDV, MHDV and HHDV vehicle types for purchase or lease are:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Scrapping requirements are the same as those in Policy #23.

#### 25. **Alternative Fuel Bus Replacement:**

**Eligibility:** For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements listed in Policy #24 and the same scrapping requirements listed in Policy #23.

#### 26. **Alternative Fuel Infrastructure:**

**Eligibility:** Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its years of effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

- 27. **Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

#### 28. **Shuttle/Feeder Bus Service:**

These projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more commercial or employment centers. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The project's route must provide connections only between mass transit hubs, e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport, and distinct commercial or employment areas.
- b. The project's schedule must coordinate with the transit schedules of the connecting mass transit services.
- c. The project may not replace or duplicate existing local transit service or service that ceased to operate within the past five years. Any proposed service that would transport commuters along any segment of an existing or any such previous service is not eligible for funding.
- d. The project must include only commuter peak-hour service, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM.

Shuttle/feeder bus service applicants must be either:(1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.

Project applicants that were awarded FYE 2014 TFCA County Program Manager Funds that propose identical routes in FYE 2015 may request an exemption from the requirements of Policy 28. c. These applicants would have to submit a plan demonstrating how they will come into compliance with this requirement within the next three years.

Pilot shuttle/feeder bus service projects are defined as new routes that are at least 70% unique and have not been in operation in the past five years. In addition to meeting the conditions listed above, pilot projects must also comply with the following:

- a. Applicants must provide data supporting the demand for the service, including letters of support from potential users and providers;
- b. Applicants must provide written documentation of plans for financing the service in the future;
- c. Projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program must not exceed a cost-effectiveness of \$500,000/ton during the first year of operation, \$125,000/ton for the second year of operation, and \$90,000 by the end of the third year of operation (see Policy #2);
- d. Projects located outside of CARE areas must not exceed a cost-effectiveness of \$125,000 per ton of emissions reduced for the first two years of project operation.
- e. Projects located in CARE areas may receive a maximum of three years of TFCA funds under the Pilot designation; projects located outside of CARE areas may receive a maximum of two years of TFCA funds under this designation. After these time periods, applicants must apply for subsequent funding under the shuttle/feeder bus service designation, described above.

## 29. **Bicycle Projects:**

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New bicycle boulevards;
- E. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- F. Bicycle lockers;
- G. Capital costs for attended bicycle storage facilities;
- H. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and
- I. Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual.

### 30. **Bay Area Bike Share**

These projects make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips. To be eligible for TFCA funds, bicycle share projects must work in unison with the existing Bay Area Bike Share Project by either increasing the fleet size within the initial participating service areas or expanding the existing service area to include additional Bay Area communities. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing. Projects must not exceed a cost-effectiveness of \$500,000/ton.

### 31. **Arterial Management:**

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

### 32. **Smart Growth/Traffic Calming:**

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.

C. The project must have a completed and approved environmental plan.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.





# Memorandum

6.7

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

**DATE:** March 20, 2014

**SUBJECT:** One Bay Area Grant (OBAG) Program - Local Streets and Roads (LSR) Funding

**RECOMMENDATION:** Approve Resolution 14-005, regarding a revision to the One Bay Area Grant (OBAG) Program to defer Albany's OBAG Local Streets and Roads project funding.

## Summary

One of the requirements to receive One Bay Area Grant (OBAG) funding was for jurisdictions to obtain California State Department of Housing and Community Development (HCD) certification of their general plan's housing element by January 31, 2013. The City of Albany was granted a one-year extension to the deadline, to January 31, 2014, but currently is not estimated to receive HCD certification until March 2014 at the earliest. Failure to meet this OBAG requirement has precluded Albany from receiving \$149,000 programmed to a Local Streets and Roads (LSR) project in Albany. The Metropolitan Transportation Commission (MTC) has requested the funds be reprogrammed in order to keep this funding within Alameda County. Alameda CTC staff is recommending, as reflected in Resolution 14-005, provided as Attachment A: (1) a deferral of Albany's receipt of the \$149,000 to the next federal LSR cycle and (2) programming \$149,000 of federal OBAG funds to another LSR project being implemented by an agency that has met all the OBAG program requirements (City of Oakland). The advance of federal LSR funds to the City of Oakland and the deferred use of the federal LSR funds by Albany will be accounted for through the LSR component of the next federal funding cycle.

## Background

MTC's OBAG program, detailed in MTC Resolution 4035, is a regional program funded with Cycle 2 federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) and covers four fiscal years, 2012-13 through 2015-16. A portion of the OBAG funds were programmed by the Alameda CTC for Local Streets and Roads (LSR) preservation and by formula were sub-allocated to cities, including Albany. One of the eligibility requirements of MTC Resolution 4035 was for jurisdictions to obtain California State Department of Housing and Community Development (HCD) certification of the housing element of a city's general plan by January 31, 2013. Albany received a one-

year extension to the deadline to January 31, 2014. The following summarizes Albany's status within the HCD certification process:

- Albany submitted its draft housing element to HCD On October 28, 2013,
- On December 26, 2013, the HCD provided a letter regarding its review of Albany's draft housing element, requesting revisions,
- Albany staff completed the requested revisions in January 2014,
- The revised housing element was reviewed by Albany's Planning and Zoning Commission on February 12, 2014,
- The revised housing element is scheduled for final approval by the City Council on March 3, 2014, and
- Following the City Council's March action, the revised draft housing element will be submitted to the HCD.

In light of Albany's efforts to meet the HCD certification deadline, Alameda CTC staff is proposing to defer Albany's receipt of the \$149,000 of OBAG funds for a Local Streets and Roads (LSR) project in Albany to the LSR component of the next federal funding cycle and to program the \$149,000 of OBAG funding to an existing City of Oakland OBAG LSR project. As summarized in the below table, the advance of federal LSR funds to the City of Oakland and the deferred use of the federal LSR funds by Albany will be accounted for through the LSR component of the next federal funding cycle.

Staff considers Oakland a good candidate for receiving the advanced LSR funding because it has met all OBAG program requirements and has a large "complete streets" LSR project, Lake Merritt BART Bikeways, programmed in FY 2014-15 with a large amount of local matching funds. This allows for changing the project's funding mix, while at the same time maintaining the required minimum local matching funds without negatively impacting the project's deliverability. Both Albany and Oakland staff are agreeable to the proposal.

Funding Cycle	Albany LSR Project	Oakland LSR Project
OBAG	(\$149,000)	\$149,000
Next Federal Cycle (LSR Component)	\$149,000	(\$149,000)
Net Funding	\$0	\$0

**Fiscal Impact:** There is no fiscal impact.

#### Attachments

- A. Alameda CTC Resolution 14-005

#### Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION 14-005**

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Supervisor Scott Haggerty, District 1

**Commission Vice Chair**  
Councilmember Rebecca Kaplan,  
City of Oakland

**AC Transit**  
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**City of Newark**  
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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

**Authorizing a revision to the One Bay Area Grant (OBAG) Program to defer Albany's OBAG Local Streets and Roads project funding and reprogram \$149,000 One Bay Area Grant (OBAG) Surface Transportation Program (STP) funds from the City of Albany to the City of Oakland.**

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) for the nine county San Francisco Bay Region and is responsible for programming Regional Discretionary Federal Surface Transportation Program (STP) Funds; and

**WHEREAS**, MTC's One Bay Area Grant (OBAG) Program included STP funds and eligible recipients are required to comply with OBAG program requirements; and

**WHEREAS**, the Alameda County Transportation Commission (Alameda CTC) approved a program of projects on June 27, 2013, which included OBAG STP funding for Local Streets and Roads preservation projects; and

**WHEREAS**, OBAG program policy requires jurisdictions to obtain California State Department of Housing and Community Development (HCD) certification of their general plan's housing element by January 31, 2013; and

**WHEREAS**, Albany received a one-year extension to the HCD certification deadline to January 31, 2014, but was unable to meet the deadline and therefore is not an eligible to receive OBAG funds; and

**WHEREAS**, Albany was approved for \$149,000 of OBAG STP for Santa Fe Avenue Pavement Rehabilitation; and

**WHEREAS**, MTC has requested the funds to be programmed to another OBAG eligible project since Albany did not meet the OBAG program requirements and therefore is not an eligible OBAG recipient; and

**WHEREAS**, the City of Oakland is an eligible recipient of OBAG funding and has an existing LSR project which can use the additional OBAG funds within the established project delivery timelines associated with the funds; and

**NOW, THEREFORE, BE IT RESOLVED**, that the Alameda CTC will revise the OBAG program by deferring the City of Albany's receipt of \$149,000 of OBAG STP funding and reprogramming it to the City of Oakland for a LSR preservation project previously approved for OBAG funding as an advance from the LSR component of the next federal STP cycle; and

**BE IT FURTHER RESOLVED**, that the Alameda CTC will withhold \$149,000 from the City of Oakland's share of the LSR component of the next federal STP cycle and make the withheld funds available to the City of Albany for LSR preservation.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, March 26, 2014, in Oakland, California by the following votes:

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

**SIGNED:**

**ATTEST:**

\_\_\_\_\_  
Scott Haggerty, Chairperson

\_\_\_\_\_  
Vanessa Lee, Clerk of the Commission



**DATE:** March 20, 2014

**SUBJECT:** Third Cycle Lifeline Program Backfill for Lapsed Job Access and Reverse Commute (JARC) Funding

**RECOMMENDATION:** Approve an Exchange of Measure B Direct Local Distribution Funding to Backfill Lapsed Job Access and Reverse Commute (JARC) funding from the Third Cycle Lifeline Program and authorize the Executive Director to enter into all necessary agreements.

**Summary**

The Third Cycle of the Lifeline Transportation Program, which provides funding to projects that improve mobility for the region's low-income communities, has a shortfall of approximately \$2 million due to lapsed Job Access and Reverse Commute (JARC) funding, due to a delay in certification of the funding grants by the U.S. Department of Labor. The Metropolitan Transportation Commission (MTC) has proposed a backfill strategy to replace the lapsed funding with other sources that addresses the eligibility limitations of the replacement funds and maintains project funding levels. An exchange of approximately \$1.03 million of AC Transit Measure B Direct Local Distribution funds for State Transit Assistance (STA) is recommended to allow for the funding of the complete Third Cycle Lifeline Transportation program in Alameda County. The exchange will also replace a like amount of AC Transit Measure B Direct Local Distribution fund with STA funds provided by MTC. The exchanged funds will support the San Leandro LINKS shuttle (\$310,089) and the City of Oakland's Broadway "Free B" shuttle (\$723,000).

**Background**

MTC requested about \$2 million of Federal Transit Administration (FTA) Jobs Access and Reverse Commute (JARC) in 2013 to be used to fund projects selected through the Third Cycle Lifeline Program. A portion of the JARC funds identified for the program lapsed on September 30, 2013 due to delays in U.S. Department of Labor certification of the FTA grants for the JARC funds. The delays were the result of a dispute over potential conflicts between the California Public Employees' Pension Reform Act (PEPRA) and federal transit labor law. MTC's request for the lapsed JARC funds to be reinstated was denied. The lapsed JARC funds were programmed to the MTC's regional Third Cycle Lifeline Transportation Program, which funds projects that improve mobility for the region's low-income communities. Forty percent of the lapsed funding was identified for projects within Alameda County.

## ***Proposed Backfill***

In order to maintain full funding for the Third Cycle Lifeline Program, MTC has developed a plan to replace all of the lapsed JARC funds by redistributing the available funds among the projects and allocating new funds from future Lifeline cycles (regional plan detailed in Attachment A). The proposed plan will better align the available funding with eligible project sponsors and will not impact the total funding available to each project. MTC's Lifeline Program allows for nonprofit or local agency (non-transit agency) sponsors, but the funding available to MTC for the backfill is limited to transit agencies. In order to make local funds available to shuttle projects operated by cities, for the affected projects in Alameda County, an exchange is proposed between STA and Measure B (from AC Transit's share of Measure B Direct Local Distribution funds for Mass Transit). To facilitate this exchange, AC Transit is proposed to receive approximately \$1.03 million of additional STA funding from MTC in lieu of a like amount of its Measure B pass-through funding. The exchanged Measure B funds are to be programmed as follows: (1) \$310,089 to the San Leandro Transportation Management Organization's LINKS shuttle and (2) \$723,000 to the City of Oakland's Broadway "Free B" shuttle. For both projects, the Measure B funding is to be used for shuttle operations as originally approved for the Third Cycle Lifeline Program, provided as Attachment B.

## ***Approval process***

The MTC Commission and AC Transit Board of Directors approved the backfill proposal in February 2014 and the Alameda CTC Commission will consider this item in March 2014. Upon approval by all three agencies, the Alameda CTC will enter into an exchange agreement with AC Transit as well as Measure B funding agreements with the cities of San Leandro and Oakland. AC Transit will allocate the STA funds through the FTA.

**Fiscal Impact:** There is no fiscal impact.

## **Attachments**

- A. MTC's Regional Third Cycle Lifeline Transportation Program Backfill Proposal
- B. Alameda CTC Third Cycle Lifeline Transportation Program

## **Staff Contacts**

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst



**Programming & Allocations Committee, February 12, 2014, Item 2g, Attachment A  
Lifeline Transportation Program Cycle 3 Funding Revisions**

**Revised MTC Program following FY2010-11 Lapse**

Sponsor	Project	FY2010-11 & FY2011-12 JARC Total	FY2010-11 JARC Shortfall	Revised FY2011- 12 JARC	Backfill		Balance
					STA	FY2013-14 5307	
Cycles of Change	Neighborhood Bicycle Centers/2012 Ops	10,000	-	10,000	-	-	0
Cycles of Change	Neighborhood Bicycle Centers	360,000	155,248	360,000	-	-	0
City of Oakland	Oakland Broadway Shuttle	723,000	311,790	-	723,000	-	0
San Leandro Transp Mgmt Org	San Leandro "LINKS" Shuttle	371,000	124,992	60,911	310,089	-	0
City of Alameda	Estuary Crossing Shuttle Service	187,957	81,056	187,957	-	-	0
City of Concord	Monument Neighborhood Shuttle	161,648	80,598	-	161,648	-	0
Contra Costa County E&HS Dept	KEYs Auto Loan Program	129,500	64,672	129,500	-	-	0
Contra Costa County E&HS Dept	Taxi Referral Program	147,832	73,606	109,948	-	37,884	0
City of Richmond	Easy Go Program	140,000	60,374	140,000	-	-	0
Peninsula Family Services	Ways to Work Auto Loans	375,000	161,717	375,000	-	-	0
City of East Palo Alto	Weekday Community Shuttle	123,368	53,202	123,368	-	-	0
City of East Palo Alto	Weekday Evening Shuttle	76,872	33,151	76,872	-	-	0
San Mateo Human Services Agency	Taxi Vouchers	60,000	25,875	60,000	-	-	0
City of East Palo Alto	Weekend Shuttle	59,557	25,684	59,557	-	-	0
Outreach & Escort, Inc.	Family Transportation Services	1,010,002	461,829	548,173	461,829	-	0
MTC	Admin & Tech Asst (LTP3)	278,679	69,669	189,666	89,013	-	0
<b>TOTAL MTC PROGRAM:</b>		<b>\$ 4,214,415</b>	<b>\$ 1,783,462</b>	<b>\$ 2,430,952</b>	<b>\$ 1,745,579</b>	<b>\$ 37,884</b>	<b>\$ -</b>

**Revised Transit Operator Program following FY2010-11 Lapse**

Sponsor	Project	FY2010-11 & FY2011-12 JARC Total	FY2010-11 JARC Shortfall	Revised FY2011- 12 JARC	Backfill		Balance
					STA	FY2013-14 5307	
AC Transit	Preserve Ops in Comm of Concern	54,367	45,986	8,381	-	45,986	0
Santa Rosa CityBus	Roseland Operations	249,123	124,214	124,909	-	124,214	0
<b>TOTAL OPERATOR PROGRAM:</b>		<b>\$ 303,490</b>	<b>\$ 170,200</b>	<b>\$ 133,290</b>	<b>\$ -</b>	<b>\$ 170,200</b>	<b>\$ -</b>

<b>TOTAL BACKFILL</b>	
STA	FY2013-14 5307
<b>\$ 1,745,579</b>	<b>\$ 208,084</b>

**TOTAL PROGRAM: \$ 4,517,905 \$ 1,953,662 \$ 2,564,242**

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**Cycle 3 Lifeline Transportation Program - Approved May 24, 2012**

Previously Approved Cycle 3 Programming:				Total Funding Available and Amount Approved (by fund source)				
Project Rank	Sponsor	Project/Program & Description	Project Type <sup>2</sup>	Funding Request	STA <sup>1</sup>	JARC	STP	Total
NA	Alameda CTC	Update Community-Based Transportation Plans	4	\$ 475,000	\$ 5,094,237	\$ 2,177,386	\$ 2,130,539	\$ 9,402,162
		Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately 3-4CBTP updates will be funded.					\$ 475,000	\$ 475,000
NA	Cycles of Change	Neighborhood Bicycle Centers/ "Bike-go-Round" - 2012 Operations	2	\$ 45,000		\$ 45,000		\$ 45,000
		Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.						
<b>Remaining Balance for Cycle 3 Discretionary Program:</b>					\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162

Proposed Final Program for Cycle 3 Balance:				Funding Recommendation (by fund source)					
Project Rank	Sponsor	Project/Program	Description	Project Type <sup>2</sup>	Funding Request	STA <sup>1</sup>	JARC	STP	Total Lifeline \$ Recommended
1	Oakland Public Library, City of Oakland <sup>3</sup>	A Quicker, Safer Trip to the Library to Promote Literacy	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately 7 classes per week to the library by bus. Request is for 3 years of program operations.	1, 2	\$ 185,000	\$ 185,000			\$ 185,000
2	Cycles of Change	Neighborhood Bicycle Centers/ "Bike-go-Round"	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a 3-year period.	2	\$ 360,000		\$ 360,000		\$ 360,000
3	AC Transit <sup>4,5</sup>	Preservation of Existing Services in Communities of Concern	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for 3 years of service.	1	\$ 5,500,000	\$ 4,129,771	\$ 525,429		\$ 4,655,200
4	Alameda County Public Works	Hathaway Avenue Transit Access Improvements	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.	3	\$ 430,000		\$ 430,000		\$ 430,000
5	BART	BART Transbay Owl Express Bus Service	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. \$200K has been requested from Contra Costa County. This is a one-year pilot project.	1	\$ 297,800	\$ 297,800			\$ 297,800
6	City of Oakland	Oakland Broadway Shuttle	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs, for a 3-year period.	1	\$ 1,063,380		\$ 723,000		\$ 723,000

Proposed Final Program for Cycle 3 Balance:				Funding Recommendation (by fund source)					
Project Rank	Sponsor	Project/Program	Description	Project Type <sup>2</sup>	Funding Request	STA <sup>1</sup>	JARC	STP	Total Lifeline \$ Recommended
7	LAVTA	WHEELS Route 14 Service Provision	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 3 years of service.	1	\$ 550,000	\$ 366,000			\$ 366,000
8	AC Transit	East Bay Bus Rapid Transit Terminus/SL BART Improvements	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.	3	\$ 1,546,513			\$ 1,225,539	\$ 1,225,539
9	San Leandro Transportation Mgmt Organization (SLTMO)/ San Leandro	San Leandro "LINKS" Shuttle	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for 3 years of service.	1	\$ 505,000		\$ 336,000		\$ 336,000
10	City of Alameda Public Works <sup>6</sup>	Estuary Crossing Shuttle Service Extension	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for 3 years of service.	1, 3	\$ 503,432		\$ 187,957		\$ 187,957
11	Union City Transit, City of Union City	Operation Support for Route 2	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.	1	\$ 347,000	\$ 115,666			\$ 115,666
<b>Total Recommended</b>					<b>\$ 11,288,125</b>	<b>\$ 5,094,237</b>	<b>\$ 2,132,386</b>	<b>\$ 1,655,539</b>	<b>\$ 8,882,162</b>
<b>Lifeline Amount Available</b>						<b>\$ 5,094,237</b>	<b>\$ 2,132,386</b>	<b>\$ 1,655,539</b>	<b>\$ 8,882,162</b>
<i>Amount Requested Over/Under Amount Available</i>						<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**Notes:**

1. This amount is 95% of the total STA target of \$5,362,355. Programming up to 95% per MTC direction.
2. 1 = Transit Operations; 2 = Program Operations; 3 = Capital; 4 = Other.
3. BART has agreed to be the FTA sponsor for the STA funds.
4. For the Cycle 3 Lifeline Program, funding requests are limited to a maximum of \$5 million per project.
5. The 5% unprogrammed STA balance is \$268,118. If available in the future, is recommended for AC Transit Preservation of Existing Service.
6. The recommendation is for shuttle operations and marketing. The proposed bus stop improvements are not eligible for JARC funding.



# Memorandum

6.9

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

**DATE:** March 20, 2014

**SUBJECT:** Wheelchair and Scooter Breakdown Transportation Service (WSBTS) and Hospital Discharge Transportation Service (HDTS) Contract Amendment

**RECOMMENDATION:** Authorize an amendment to the existing agreement A12-0010 with MV Transportation, Inc. for an additional not-to-exceed budget of \$20,000 and a maximum six (6) months' time extension to provide uninterrupted program services until a replacement contract is finalized.

## Summary

Alameda CTC has funded and administered the Wheelchair & Scooter Breakdown Transportation Service (WSBTS) Program and the Hospital Discharge Transportation Service (HDTS) using Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) discretionary grant funds.

This amendment request for an additional not-to-exceed budget of \$20,000 and a maximum six (6) months' time extension will allow MV Transportation, Inc., the current contractor, to provide uninterrupted services until a replacement contract is finalized.

## Background

Alameda CTC has funded, with Measure B paratransit grant funds, and administered, on a County-wide level, the Wheelchair & Scooter Breakdown Transportation Service (WSBTS) Program since 2003 and the Hospital Discharge Transportation Service (HDTS) since 2006.

The WSBTS provides countywide transportation to people in mechanical or motorized wheelchairs or scooters in the event of a mechanical breakdown. The program will also retrieve and deliver a wheelchair if an individual is taken to a hospital in an emergency. The HDTS provides same day, door-to-door transportation for individuals who have no other resources for transportation home, or to a nursing facility, following discharge from hospitals in Alameda County.

Both services are presently being provided by MV Transportation, Inc. under Agreement No. A12-0010. Agreement No. A12-0010 was executed on July 1, 2012 for a total not-to-exceed amount of \$50,000. One amendment, for time only, was granted on June 30, 2013.

The process to procure a replacement contract for these crucial services is underway. RFP A14-0002 to provide Wheelchair and Scooter Breakdown Transportation Service (WSBTS) and Hospital Discharge Transportation Service (HDTS) in Alameda County was advertised on February 14, 2014 and it is anticipated that a contract can be executed by April 30, 2014.

Staff recommends that the Commission authorize the Executive Director or his designee to amend Agreement No. A12-0010 with MV Transportation, Inc. for an additional not-to-exceed budget of \$20,000 and a maximum six (6) months' time extension, as required, to provide uninterrupted program services until a replacement contract is finalized.

**Fiscal Impact:** \$20,000 of Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) discretionary grant funds is available to fund this agreement extension.

#### **Staff Contact**

[Trinity Nguyen](#), Sr. Transportation Engineer

[Jacki Taylor](#), Program Analyst



# Memorandum

6.10

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• www.AlamedaCTC.org

**DATE:** March 20, 2014

**SUBJECT:** East Bay Greenway Project – Segment 7A (APN 635.1): Contract Amendment to Existing Design Services Agreement

**RECOMMENDATION:** Authorize the Executive Director to execute an amendment to the existing agreement A10-0026 with HQE, Inc. for an additional not-to-exceed budget of \$10,000 for design support services during construction for the East Bay Greenway Project – Segment 7A (APN 635.1).

## 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 75<sup>th</sup> and 85<sup>th</sup> Avenues, adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland.

This amendment request for an additional not-to-exceed budget of \$10,000 will allow HQE, Inc. to provide continued design support services as required during construction.

## Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75<sup>th</sup> and 85<sup>th</sup> 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.

An estimated budget of \$35,000 was initially established for design support services during construction. In order to complete the project, additional design support services during construction are needed to address unanticipated field conditions beyond the initial estimate. A summary of previous and proposed amendments for A10-0026 is shown in Table A.

Staff recommends that the Commission authorize the Executive Director or his designee to amend A10-0026-A3 with HQE Inc. for an additional not-to-exceed budget of \$10,000 for design support services during construction for the East Bay Greenway Project.

Table A: Contract A10-0026 Summary

Contract Status	Work Description	Value	Total Value
Original Contract	Preliminary engineering, environmental studies and environmental document	\$500,000	\$500,000
Amendment No. 1	Additional scope to prepare the plans specifications and estimate	\$477,659	\$977,659
Amendment No. 2	Additional scope to provide design services during construction	\$35,000	\$1,012,659
Proposed Amendment No. 3	Additional budget for design services during construction	\$10,000	\$1,022,659

**Fiscal Impact:** The recommended action will authorize the encumbrance of \$10,000 of funds from the City of Oakland.

**Staff Contact**

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

[Connie Fremier](#), Project Controls Team





# Memorandum

6.11

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**DATE:** March 20, 2014

**SUBJECT:** Time Extension Only Amendments

**RECOMMENDATION:** Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

## Summary

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

One agreement has been identified with justifiable needs for a time extension and is recommended for approval.

## Background

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

The most common and justifiable reasons include:

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

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

**Fiscal Impact:** There is no fiscal impact.

**Attachments**

A. Table A: Contract Time Extension Summary

**Staff Contact**

[Trinity Nguyen](#), Sr. Transportation Engineer

A. Table A: Contract Time Extension Summary

Index No.	Contract No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code	Fiscal Impact
1	10R301000	California Highway Patrol	Traffic control related services for projects on I-580, I-680, I-880, and I-80	A1: Additional time	2 years	1	None

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

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# Memorandum

6.12

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www.AlamedaCTC.org

**DATE:** March 20, 2014

**SUBJECT:** FY13-14 Mid-Year Budget Update

**RECOMMENDATION:** Approve the proposed FY13-14 Mid-Year Budget Update

## Summary

The proposed update to the FY2013-14 budget was developed to reflect changes in projects and programs since the original budget was developed, as well as to reflect how actual revenues and expenditures are being realized as the year progresses. Similarly to the originally adopted budget, this update has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, various Special Revenue Funds, the Exchange Fund, the Debt Service Fund and Capital Project Funds.

The proposed budget update contains revenues totaling \$381.6 million of which sales tax revenues comprise \$120.0 million, or 31 percent, and bond proceeds comprise \$157.5 million, or 41 percent. The proposed budget also includes an update to actual audited FY2012-13 fund balances rolled forward by fund into FY2013-14 of \$219.2 million for total available resources of \$600.8 million. The total revenue amount proposed is an increase of \$216.3 million over the currently adopted budget. The revenues are offset in the proposed budget update by \$325.8 million in total expenditures of which \$247.4 million, or 76 percent, are allocated for capital project expenditures. The total expenditure amount is an increase of \$157.3 million over the currently adopted budget. This significant increase is due to the correction of the capital roll forward balance from FY2012-13 which was included in the approved FY2013-14 budget on the capital spreadsheets, but could not be pulled forward to the consolidated Alameda CTC budget spreadsheet until the final fund balance roll forward amounts were updated based on FY12-13 audited financial statements. These revenue and expenditure totals constitute a net increase in fund balance of \$182.0 million and a projected consolidated ending fund balance of \$275.0 million. The increase in fund balance is primarily due to the inclusion of bond proceeds for bonds issued to support the Alameda County Transportation Improvement Authority's (ACTIA) capital program.

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

- Countywide Transportation Plan (CWTP)
- Congestion Management Program
- Transportation and Land Use Plans
- Community Based Transportation Program
- Travel Model Support
- Countywide Bike and Pedestrian Plan
- Safe Routes to School Programs
- Lifeline Transportation Program
- Guaranteed Ride Home Program
- Vehicle Registration Fee Programs
- Transportation For Clean Air Programs
- Pass-Through Funding Programs

In addition to the planning projects and programs listed above, the budget also contains revenues and expenditures necessary to fund and deliver significant capital projects intended to expand access and improve mobility in Alameda County consistent with the FY2013-14 Measure B Capital Program Strategic Plan approved by the Commission in May 2013. Some of the key projects included in the proposed budget are as follows:

- I-880 to Route 238 East-West Connector Project (formerly the Route 84 Historic Parkway Project) Fremont and Union City
- Route 238 Mission-Foothill-Jackson Corridor Improvements Project in Hayward
- BART Warm Springs Extension Project
- BART Oakland Airport Connector Project
- I-680 Sunol Express Lane Project
- Route 92 Clawiter-Whitesell Interchange Project
- Isabel-Route 84/I-580 Interchange
- Route 84 Expressway Project in Livermore
- I-880 North Safety & Operational Improvements Project at 23<sup>rd</sup> & 29<sup>th</sup> Avenues in Oakland
- I-580 Eastbound High Occupancy Vehicle/High Occupancy Toll Lane Projects
- I-580 Westbound High Occupancy Vehicle/High Occupancy Toll Lane Projects
- I-80 Integrated Corridor Mobility Project
- I-880 Southbound High Occupancy Vehicle Lane Project

Similarly to the originally adopted budget for FY2013-14, the proposed budget update allows for an additional inter-fund loan from the Alameda County Transportation Authority (ACTA) Capital Fund to the Alameda County Congestion Management Agency (ACCMA) General Fund of \$5 million, if and when necessary, during FY2013-14, which would bring the total authorized loan amount to \$15 million. The loan program was adopted by the Commission in March, 2011 to help cash flow the ACCMA Capital Improvement Program. Per the adopted loan program, ACCMA is expected to repay ACTA the principal balance when it is in a position to do so, which is expected to be in 2016 when their Capital Improvement Program is expected to wind down. The budget no longer assumes an inter-fund loan from the ACTA Capital Fund to the ACTIA Capital Fund, because bond proceeds are available for the ACTIA Capital Fund expenditures as of March 2014.

## Background

Development of the FY2013-14 budget and this proposed budget update were centered on the mission and core functions as defined in the Agency Strategic Business Plan which was endorsed by the Commission. The objective was to develop a budget that would enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources to identify transportation needs and opportunities in the County and formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by funding the delivery of quality programs and projects so they could be completed on schedule and within budget.

### Significant Budget Adjustment Detail

#### *General Fund*

- **Revenues** have decreased \$2.6 million related to a delay in the implementation of TDM strategy planning work and the Capital Technical Assistance (CAP TAP) program which was deferred from the Safe Routes to School Program until next fiscal year.
- **Expenditures** have decreased \$2.6 million including a decrease in:
  - Planning costs of \$1.1 million due to a delay in the implementation of TDM strategy planning work;
  - Programs costs of \$1.2 million mostly related to the elimination of the CAP TAP program from the Safe Routes to School Program budget in this fiscal year. The CAP TAP Program will be funded and administered by Alameda CTC, but sponsored by other agencies next fiscal year; and
  - General Administration costs of \$0.2 million which mostly reflects adjustments in staff time allocations and additional overhead recovery expected based on those adjustments.

#### *Special Revenue Funds*

- **Revenues** have increased \$2.1 million primarily due to TIGER grant and East Bay Regional Park District funding on Measure B related grant projects.
- **Expenditures** have increased \$3.8 million mostly to reflect additional Measure B and Vehicle Registration Fee (VRF) grants awarded in relation to the coordinated call for projects.

#### *Exchange Fund*

- **Expenditures** have decreased slightly to reflect adjustments in staff time allocations.

#### *Debt Service Fund*

- **Revenues** have increased \$20.3 million to reflect the bond proceeds deposited in the interest fund with the trustee to fund interest debt service for the first three years of the bond and a portion of the fourth year.
- **Expenditures** have increased \$1.9 million to reflect an accrual for four months of interest expense debt service.

## Capital Projects Funds

### **ACCMA Significant Adjustments**

- **Center to Center Programs Communications Hub for the Tri-Valley SMART Corridor** decreased \$0.6 million to reflect project closeout as this project has recently been completed.
- **I-880 North Safety & Operations Improvements 23<sup>rd</sup> & 29<sup>th</sup>** increased \$1.8 million to authorize funding for utilities and ROW capital.
- **I-580 Eastbound Express High Occupancy Toll Lane** increased \$2.8 million to authorize additional funding for the PS&E phase of the project mostly due to a recent contract amendment approved by the Commission.
- **I-580 Eastbound Auxiliary Lane** increase \$3.1 million to authorize funding for commitments with Caltrans which was missed in the original budget due to a delay in Caltrans' billing system and for an anticipated change order related to the HOT lane which will be implemented as part of this project.
- **I-580 Westbound High Occupancy Vehicle Lane** increased \$2.0 million to authorize funding for of an anticipated change order related to the HOT lane which will be implemented as part of this project.
- **I-880 Southbound High Occupancy Vehicle Lane** decreased \$0.2 million related to two opposing adjustments; one was a decrease of \$0.7 million in expenditure authority to adjust the authorized budget to match the programmed amount of Measure B funds and the second was an increase of \$0.5 million in expenditure authority to cover the landscaping phase of the project which will be funded by federal earmarked funds.
- **I-880 Southbound High Occupancy Vehicle Lane Landscaping/Hardscaping** decreased \$0.8 million to reflect the transfer of federal earmarked funds to the construction phase of the project to allow for the landscaping work to be executed in the existing construction contract of the HOV lanes.
- **East Bay Greenway – Segment 7A** decreased \$1.6 million to remove this project from the capital project list to properly reflect it as a Measure B programming project.
- **I-80 Integrated Corridor Mobility** decreased \$0.9 million to adjust the authorized budget to match the programmed amount of Measure B and CMA TIP funds allocated to this project.

### **ACTIA Significant Adjustments**

- **I-680 Express Lane** decreased \$1.3 million to reflect a correction of TCRP funding related to a reimbursement of Letter of No Prejudice funding to the ACCMA I-680 HOT Lane project.
- **I-238 Widening** increased \$0.5 million for final closeout costs on the project.
- **Route 84 Expressway** increase \$5.0 million to authorize funding for utilities and ROW capital.
- **Dumbarton Corridor** shows an increase and a decrease of \$2.9 million to reflect a transfer of budget authority to break out the Central Avenue Overpass phase of the project as a separate project.
- **I-880 Corridor Improvements** increased \$2.6 million to authorize additional funding for the ACCMA I-880 North Safety & Operations Improvements 23<sup>rd</sup> & 29<sup>th</sup> Project previously approved by the Commission.



### **ACTA Significant Adjustments**

- **I-580 Interchange Improvements Project** increased \$10.2 million to properly reflect funding to ACTIA project I-580 Castro Valley Interchange Improvements.

### **Fiscal Impact:**

The fiscal impact of approving the proposed FY13-14 budget update would be to provide additional resources of \$216.3 million and authorize additional expenditures of \$157.2 million, reflecting an overall increase in fund balance of \$59.1 million for a projected ending fund balance of \$275.0 million.

### **Attachments**

- A. Alameda CTC FY2013-14 Proposed Updated Budget
- B. Alameda CTC FY2013-14 Currently Adopted Budget
- C. Alameda CTC FY2013-14 Proposed Budget Adjustments
- D. ACCMA FY2013-14 Proposed Updated Capital Projects Budget
- E. ACTIA FY2013-14 Proposed Updated Capital Projects Budget
- F. ACTA FY2013-14 Proposed Updated Capital Projects Budget
- G. ACTIA FY2013-14 Proposed Updated Budget Limitation Calculations

### **Staff Contact**

[Patricia Reavey](#), Director of Finance

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	General		Special Revenue		Exchange Fund		Debt Service Fund		Capital Project		Inter-Agency Adjustments/ Eliminations		Total	
	Funds Proposed	Proposed	Funds Proposed	Proposed	Funds Proposed	Proposed	Funds Proposed	Proposed	Funds Proposed	Proposed	Funds Proposed	Proposed	Funds Proposed	Proposed
<b>Revenues:</b>														
Sales Tax Revenues	5,400,000	68,645,400	-	-	-	-	-	-	45,954,600	-	-	-	120,000,000	
Investment Income	-	-	-	-	-	-	-	-	472,000	-	-	-	472,000	
Member Agency Fees	1,394,819	-	-	-	-	-	-	-	-	-	-	-	1,394,819	
VRF Funds	-	11,500,000	108,108	-	-	-	-	-	1,827,611	(1,935,719)	-	-	11,500,000	
Bond Proceeds	-	-	-	-	-	-	20,335,856	-	137,145,000	-	-	-	157,480,856	
Other Revenues	585,361	1,928,821	11,212,797	-	-	-	-	-	3,963,436	(4,502,861)	-	-	13,187,554	
Grants	7,071,489	2,208,518	-	-	-	-	-	-	96,453,840	(28,189,004)	-	-	77,544,843	
<b>Total Revenues</b>	<b>14,451,670</b>	<b>84,282,739</b>	<b>11,320,905</b>	<b>11,320,905</b>	<b>1,213,610</b>	<b>\$</b>	<b>20,335,856</b>	<b>20,335,856</b>	<b>285,816,487</b>	<b>(34,627,584)</b>	<b>\$</b>	<b>175,060,226</b>	<b>\$</b>	<b>381,580,072</b>
<b>Expenditures:</b>														
<u>Administration</u>														
Salaries and Benefits	1,568,953	-	-	-	-	-	-	-	210,238	-	-	-	1,779,191	
General Office Expenses	2,677,261	47,643	-	-	-	-	1,868,776	-	931,029	(508,525)	-	-	5,016,185	
Other Administration	973,902	338,252	87,216	-	-	-	-	-	150,252	(2,202)	-	-	1,547,419	
Commission and Community Support	228,875	33,000	-	-	-	-	-	-	20,125	(33,000)	-	-	249,000	
Contingency	175,000	-	-	-	-	-	-	-	25,000	-	-	-	200,000	
<u>Planning</u>														
Salaries and Benefits	742,785	-	-	-	-	-	-	-	-	-	-	-	742,785	
Planning Management and Support	1,063,869	-	-	-	-	-	-	-	158,465	-	-	-	1,222,334	
Countywide Transportation Plan	1,568,490	-	-	-	-	-	-	-	-	(656,990)	-	-	911,500	
Congestion Management Program	273,411	-	-	-	-	-	-	-	-	-	-	-	273,411	
Other Planning Projects	999,014	-	-	-	-	-	-	-	-	40,591	-	-	1,039,604	
<u>Programs</u>														
Salaries and Benefits	371,912	755,052	33,496	-	-	-	-	-	-	(335,866)	-	-	824,594	
Programs Management	-	636,517	5,746	-	-	-	-	-	-	-	-	-	642,263	
Safe Routes to School Programs	1,945,570	-	-	-	-	-	-	-	-	125,819	-	-	2,071,389	
VRF Programming and Other Costs	-	11,495,471	-	-	-	-	-	-	-	(108,108)	-	-	11,387,363	
Measure B Pass-Through	-	64,231,409	-	-	-	-	-	-	-	-	-	-	64,231,409	
Grant Awards	-	7,786,495	-	-	-	-	-	-	-	(756,093)	-	-	7,030,402	
Other Programming	125,000	2,821,886	11,069,894	-	-	-	-	-	-	(163,974)	-	-	13,852,806	
<u>Capital Projects</u>														
Salaries and Benefits	-	-	-	-	-	-	-	-	1,278,491	(650,349)	-	-	628,142	
Capital Project Expenditures	-	-	-	-	-	-	-	-	244,670,185	(32,565,102)	-	-	212,105,083	
<u>Indirect Cost Recovery/Allocation</u>														
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(986,216)	-	-	-	-	-	-	-	-	986,216	-	-	-	
<b>Total Expenditures</b>	<b>11,727,826</b>	<b>88,145,725</b>	<b>11,196,351</b>	<b>11,196,351</b>	<b>1,868,776</b>	<b>1,868,776</b>	<b>1,868,776</b>	<b>1,868,776</b>	<b>247,443,785</b>	<b>(34,627,584)</b>	<b>(34,627,584)</b>	<b>247,443,785</b>	<b>(34,627,584)</b>	<b>325,754,879</b>
<b>Net Change in Fund Balance</b>	<b>2,723,844</b>	<b>(3,862,986)</b>	<b>124,554</b>	<b>124,554</b>	<b>18,467,080</b>	<b>18,467,080</b>	<b>18,467,080</b>	<b>18,467,080</b>	<b>38,372,702</b>	<b>-</b>	<b>-</b>	<b>38,372,702</b>	<b>-</b>	<b>55,825,193</b>
<b>Projected Ending Fund Balance</b>	<b>\$ 23,081,830</b>	<b>\$ 18,698,051</b>	<b>\$ 1,338,164</b>	<b>\$ 1,338,164</b>	<b>\$ 18,467,080</b>	<b>\$ 18,467,080</b>	<b>\$ 18,467,080</b>	<b>\$ 18,467,080</b>	<b>\$ 213,432,928</b>	<b>\$ 213,432,928</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 275,018,052</b>

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**Alameda County Transportation Commission  
Fiscal Year 2013-14 Currently Adopted Budget**

	General Funds	Special Revenue Funds	Exchange Fund	Debt Service Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
<b>Projected Beginning Fund Balance</b>	\$ 18,562,712	\$ 13,686,045	\$ 1,830,442	\$ -	\$ 62,176,976	\$ -	\$ 96,256,175
<b>Revenues:</b>							
Sales Tax Revenues	5,400,000	68,645,400	-	-	45,954,600	-	120,000,000
Investment Income	-	-	-	-	472,000	-	472,000
Member Agency Fees	1,394,819	-	-	-	-	-	1,394,819
VRF Funds	-	11,500,000	108,108	-	1,145,000	(1,253,108)	11,500,000
Bond Proceeds	-	-	-	-	-	-	-
Other Revenues	582,749	1,928,821	11,212,797	-	(674,190)	141,441	13,191,618
Grants	9,633,377	116,628	-	-	14,588,813	(5,619,891)	18,718,927
<b>Total Revenues</b>	17,010,945	82,190,849	11,320,905	-	61,486,222	(6,731,558)	165,277,363
<b>Expenditures:</b>							
<u>Administration</u>							
Salaries and Benefits	1,659,103	-	-	-	221,046	-	1,880,149
General Office Expenses	2,705,365	48,000	-	-	345,874	(367,000)	2,732,238
Other Administration	942,666	340,594	87,000	-	215,362	-	1,585,622
Commission and Community Support	234,875	33,000	-	-	20,125	(33,000)	255,000
Contingency	175,000	-	-	-	25,000	-	200,000
<u>Planning</u>							
Salaries and Benefits	809,459	-	-	-	-	-	809,459
Planning Management and Support	-	-	-	-	-	-	-
Countywide Transportation Plan	1,150,000	-	-	-	-	(1,100,000)	50,000
Congestion Management Program	250,000	-	-	-	-	-	250,000
Other Planning Projects	2,511,850	-	-	-	-	-	2,511,850
<u>Programs</u>							
Salaries and Benefits	397,322	705,086	49,941	-	-	(294,317)	858,033
Programs Management	1,056,543	791,955	11,492	-	92,842	-	1,952,831
Safe Routes to School Programs	3,101,500	-	-	-	-	-	3,101,500
VRF Programming and Other Costs	-	10,764,968	-	-	-	(108,108)	10,656,860
Measure B Pass-Through	-	64,231,409	-	-	-	-	64,231,409
Grant Awards	-	5,307,392	-	-	-	(614,093)	4,693,299
Other Programming	125,000	2,094,673	11,064,363	-	-	(120,000)	13,164,036
<u>Capital Projects</u>							
Salaries and Benefits	-	-	-	-	1,213,856	(556,206)	657,650
Capital Project Expenditures	-	-	-	-	63,281,988	(4,376,608)	58,905,380
<u>Indirect Cost Recovery/Allocation</u>							
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(837,774)	-	-	-	-	837,774	-
<b>Total Expenditures</b>	14,280,909	84,317,077	11,212,797	-	65,416,091	(6,731,557)	168,495,317
<b>Net Change in Fund Balance</b>	2,730,036	(2,126,228)	108,108	-	(3,929,869)	-	(3,217,953)
<b>Projected Ending Fund Balance</b>	\$ 21,292,748	\$ 11,559,817	\$ 1,938,550	\$ -	\$ 58,247,107	\$ -	\$ 93,038,222

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**Alameda County Transportation Commission  
Fiscal Year 2013-14 Proposed Budget Adjustments**

	General Funds Adjustment	Special Revenue Adjustment	Exchange Fund Adjustment	Debt Service Fund Adjustment	Capital Project Funds Adjustment	Inter-Agency Adjustments/ Eliminations Adjustment	Total Adjustment
<b>Projected Beginning Fund Balance</b>	\$ 1,795,274	\$ 8,874,992	\$ (616,832)	\$ -	\$ 112,883,250	\$ -	\$ 122,936,684
<b>Revenues:</b>							
Sales Tax Revenues	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-
Member Agency Fees	-	-	-	-	-	-	-
VRP Funds	-	-	-	-	682,611	(682,611)	-
Bond Proceeds	-	-	-	20,335,856	137,145,000	-	157,480,856
Other Revenues	2,612	-	-	-	4,637,626	(4,644,302)	(4,064)
Grants	(2,561,887)	2,091,890	-	-	81,865,027	(22,569,113)	58,825,916
<b>Total Revenues</b>	(2,559,275)	2,091,890	-	20,335,856	224,330,265	(27,896,027)	216,302,709
<b>Expenditures:</b>							
<u>Administration</u>							
Salaries and Benefits	(90,150)	-	-	-	(10,808)	-	(100,958)
General Office Expenses	(28,103)	(357)	-	1,868,776	585,156	(141,525)	2,283,947
Other Administration	31,236	(2,343)	216	-	(65,110)	(2,202)	(38,203)
Commission and Community Support	(6,000)	-	-	-	-	-	(6,000)
Contingency	-	-	-	-	-	-	-
<u>Planning</u>							
Salaries and Benefits	(66,674)	-	-	-	-	-	(66,674)
Planning Management and Support	1,063,869	-	-	-	158,465	-	1,222,334
Countywide Transportation Plan	418,490	-	-	-	-	443,010	861,500
Congestion Management Program	23,411	-	-	-	-	-	23,411
Other Planning Projects	(1,512,836)	-	-	-	-	40,591	(1,472,246)
<u>Programs</u>							
Salaries and Benefits	(25,410)	49,966	(16,446)	-	-	(41,550)	(33,440)
Programs Management	(1,056,543)	(155,438)	(5,746)	-	(92,842)	-	(1,310,568)
Safe Routes to School Programs	(1,155,930)	-	-	-	-	125,819	(1,030,111)
VRP Programming and Other Costs	-	730,503	-	-	-	-	730,503
Measure B Pass-Through	-	-	-	-	-	-	-
Grant Awards	-	2,479,103	-	-	-	(142,000)	2,337,103
Other Programming	-	727,213	5,530	-	-	(43,974)	688,770
<u>Capital Projects</u>							
Salaries and Benefits	-	-	-	-	64,635	(94,143)	(29,508)
Capital Project Expenditures	-	-	-	-	181,388,198	(28,188,495)	153,199,703
Indirect Cost Recovery/Allocation							
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(148,442)	-	-	-	-	148,442	-
<b>Total Expenditures</b>	(2,553,082)	3,828,648	(16,446)	1,868,776	182,027,694	(27,896,027)	157,259,563
<b>Net Change in Fund Balance</b>	(6,193)	(1,736,758)	16,446	18,467,080	42,302,571	-	59,043,146
<b>Projected Ending Fund Balance</b>	\$ 1,789,081	\$ 7,138,234	\$ (600,386)	\$ 18,467,080	\$ 155,185,821	\$ -	\$ 181,979,830

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**Alameda County Congestion Management Function  
Fiscal Year 2013-14  
Proposed Updated Capital Project Budget**

Project Name	Project #	Adopted FY 2012-13 Capital Budget	Actual FY 2012-13 Expenditures	(C)	(D)	(E)	(C) + (D) + (E) = (F)	Funding Sources				Total Capital Projects
								Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources	
I-580 San Leandro Soundwall/Landscape	774.0-1	\$ 775,500	\$ 353,450	\$ 422,050	\$ (237,685)	\$ 86,000	\$ 270,365	\$ -	\$ 86,882	\$ 88,393	\$ 270,365	\$ -
Grand MacArthur	702.0	-	-	-	-	25,956	25,956	-	-	22,000	25,956	-
I-680 HOT Lane	710.0-5	6,157,842	1,651,015	4,506,827	199,285	(200,000)	4,506,112	-	1,487,289	480,666	4,506,112	-
I-680 Northbound HOV / Express Lane	721.0	5,381,211	2,891,745	2,489,466	726,323	-	3,215,789	-	-	-	3,215,789	-
I-80 Gilman Interchange Improvements	765.0	1,852,621	297,026	1,555,595	(939,423)	-	616,172	-	-	419,968	616,172	-
I-580 PSR at 106th Eastbound Off-Ramp	735.0	126,380	1,587	124,794	(126,380)	1,587	-	-	-	-	-	-
Smart Corridors Operation and Maintenance	945.0	956,860	318,998	637,862	1,045,000	44,750	1,727,612	-	-	-	1,727,612	-
Smart Corridors Operation and Maintenance/Tri-Valley	945.1	48,618	1,473	47,145	-	-	47,145	-	-	-	47,145	-
Caldecott Tunnel	716.0	1,750,000	819,467	930,533	250,000	-	1,180,533	-	-	-	1,180,533	-
Center to Center	715.0	571,179	(7,998)	579,177	-	(579,177)	-	-	-	-	-	-
I-880 North Safety & Op Improv 23rd&29th	717.0	8,155,130	3,522,311	4,632,819	200,000	1,796,791	6,629,611	1,079,399	955,685	841,052	6,629,611	-
I-580 Eastbound HOV Lane	720.0	-	(56,928)	56,928	-	(56,928)	-	-	-	-	-	-
I-880 Environmental Mitigation	720.3	1,526,635	1,329,439	197,196	-	-	197,196	-	-	-	197,196	-
I-580 Eastbound Express (HOT) Lane	720.4	2,769,450	1,308,191	1,461,259	550,000	2,800,000	4,811,259	754,565	1,834,448	1,863,616	4,811,259	-
I-580 Eastbound Auxiliary (AUX) Lane	720.5	5,947,277	732,239	5,215,039	(793,955)	3,075,000	7,496,084	1,304,515	-	22,080	7,496,083	-
I-580 Right of Way Preservation	723.0	803,818	24,503	779,315	279,122	220,152	1,278,589	-	1,800,000	-	1,278,589	-
I-580 Westbound HOV Lane	724.0, 4-5	5,105,537	3,604,810	1,500,727	4,553,223	1,984,279	8,038,229	1,975,099	566,431	73,484	8,038,229	-
I-580 Westbound HOT Lane	724.1	3,374,195	910,604	2,463,591	-	105,000	2,568,591	-	841,538	1,077,880	2,568,591	-
Altamont Commuter Express Operations	725.0	22,500	20,037	2,463	-	17,537	20,000	-	-	-	20,000	-
Altamont Commuter Express	725.1	7,227,657	4,129,946	3,097,711	-	77,652	3,175,363	-	149,035	-	3,175,363	-
I-880 Southbound HOV Lane	730.0-2	5,127,231	1,140,695	3,986,536	4,267,211	(155,000)	8,098,747	-	-	785,472	8,098,747	-
I-880 Southbound HOV Lane Landscaping/Hardscaping	730.3	328,752	73,088	255,664	672,382	(762,867)	165,179	-	-	79,005	165,179	-
Webster Street Smart Corridor	740.0-2	1,968,000	414,919	1,553,081	(1,236,374)	415,000	731,707	-	-	484,717	731,707	-
Marina Boulevard/I-880 PSR	750.0	275,144	195,319	79,825	144,856	-	224,681	-	-	-	224,681	-
East Bay Greenway - Segment 7A	760.1	-	8,068	347,932	1,577,417	(1,577,417)	-	-	-	-	-	-
I-680/880 Cross Connector PSR	770.0	356,000	-	347,932	-	97,163	347,932	-	-	-	347,932	-
I-680 SB HOV Lane	772.0	131,002	-	131,002	-	-	228,165	-	33,296	61,108	228,165	-
Route 84 Widening Project - Pigeon Pass to Interstate 680	780.0	-	6,802,618	11,139,881	2,438,620	(886,842)	12,691,658	-	12,294,020	52,677	12,691,658	-
I-80 Integrated Corridor Mobility	791.0-6	17,942,498	30,486,621	48,194,416	13,569,622	6,728,636	68,492,674	5,310,774	20,048,623	6,352,117	68,492,674	-
		\$ 78,681,037	\$ 30,486,621	\$ 48,194,416	\$ 13,569,622	\$ 6,728,636	\$ 68,492,674	\$ 5,310,774	\$ 20,048,623	\$ 6,352,117	\$ 68,492,674	\$ -

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**2000 Measure B Sales Tax  
Fiscal Year 2013-14  
Proposed Updated Capital Project Budget**

Project #	Project Name	(A) Adopted FY 2012-13 Capital Budget	(B) Actual FY 2012-13 Expenditures	(C) FY 2012-13 Rollover to FY 2013-14	(D) Adopted FY 2013-14 Capital Budget	(E) FY 2013-14 Capital Budget Adjustment	(C) + (D) + (E) = (F) FY 2013-14 Capital Budget w/ Actual Rollover	Funding Sources				Total Capital Projects
								Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources	
601.0	ACE Capital Improvements	\$ 6,730,665	\$ 3,025,775	\$ 3,704,890	\$ -	\$ -	\$ 3,704,890	\$ -	\$ -	\$ -	\$ -	\$ 3,704,890
602.0	BART Warm Springs Extension	31,548,197	11,951,062	19,597,135	15,000,000	-	34,597,135	-	-	-	-	34,597,135
603.0	BART Oakland Airport Connector	30,783,069	22,000,000	8,783,069	20,000,000	-	28,783,069	-	-	-	-	28,783,069
604.0	Downtown Oakland Streetscape	3,782,700	-	3,782,700	-	-	3,782,700	-	-	-	-	3,782,700
607.1	Telegraph Avenue Bus Rapid Transit	3,521,467	1,458,476	2,062,991	2,000,000	(1,340,000)	4,062,991	-	-	-	-	4,062,991
608.0-1	I-680 Express Lane	9,641,578	4,608,483	5,033,095	500,000	-	3,693,095	-	-	-	-	3,693,095
609.0	Iron Horse Trail	500,000	-	500,000	500,000	-	1,000,000	-	-	-	-	1,000,000
610.0	I-880/Broadway-Jackson Interchange	2,528,440	558	2,527,882	-	-	2,527,882	-	-	-	-	2,527,882
612.0	I-580/Castro Valley Interchanges Improvements	1,793,036	174,061	1,618,975	-	-	1,618,975	-	-	4,664,000	1,834,062	1,618,975
613.0	Lewelling/East Lewelling	650,000	12,778	637,222	-	-	637,222	-	-	-	-	637,222
614.0	I-580 Auxiliary Lanes	-	(1,230)	1,230	-	-	1,230	-	-	-	-	1,230
614.1	I-580 Auxiliary Lanes - Westbound Fallon to Tassajara	712,000	-	712,000	-	-	712,000	-	-	-	-	712,000
614.2	I-580 Auxiliary Lanes - Westbound Airway to Fallon	2,174,729	98,397	2,076,332	-	-	2,076,332	-	-	-	-	2,076,332
614.3	I-580 Auxiliary Lanes - E/B El Charro to Airway	45,000	(986)	45,986	-	-	45,986	-	-	-	-	45,986
615.0	Rte 92/Clawiter-Whitesell Interchange	4,250,000	184,503	4,065,497	4,000,000	-	8,065,497	-	-	-	-	8,065,497
617.1	Hesperian/Lewelling Widening	599,622	-	599,622	-	-	599,622	-	-	-	-	599,622
618.1	Westgate Extension	2,173,850	171,820	2,002,030	(1,573,850)	-	428,180	-	-	-	-	428,180
619.0	E. 14th/Hesperian/150th Improvements	2,366,000	174,129	2,191,871	-	-	2,191,871	-	-	-	-	2,191,871
621.0	I-238 Widening	724,658	946,422	(221,765)	-	515,929	294,164	-	-	-	-	294,164
622.0	I-680/I-880 Cross Connector Study	492,517	140,744	351,773	-	-	351,773	-	-	-	-	351,773
623.0	Isabel - Route 84/I-580 Interchange	10,813,906	4,803,867	6,010,039	4,525,537	-	10,535,576	-	-	-	-	10,535,576
624.0-3	Route 84 Expressway	12,507,982	6,082,923	6,425,059	2,600,000	5,000,000	14,025,059	-	-	-	-	14,025,059
625.0	Dumbarton Corridor	3,281,098	178,352	3,102,746	-	(2,900,000)	202,746	150,000	-	-	-	202,746
625.1	Dumbarton Corridor - Central Avenue Overpass	-	-	-	-	2,900,000	2,900,000	-	-	-	-	2,900,000
626.0	I-580 Corridor/BART to Livermore	3,286,009	2,004,533	1,281,476	384,757	-	1,646,233	-	-	-	-	1,646,233
627.2	I-80 Integrated Corridor Mobility	1,340,844	825,805	515,039	(180,039)	-	335,000	-	-	-	-	335,000
627.3	I-880 Corridor Improvements in Oakland and San Leandro	934,769	889,915	44,854	438,249	2,550,000	3,033,103	-	-	-	-	3,033,103
627.4	CWTP/TEP Development	50,000	-	50,000	-	-	50,000	-	-	-	-	50,000
627.5	Studies at Congested Segments/Locations on CMP	800,000	-	800,000	-	(450,000)	350,000	-	-	-	-	350,000
600.0	Project Management / Closeout	-	-	-	795,609	105,391	901,000	-	-	-	-	901,000
		\$ 138,012,136	\$ 59,730,388	\$ 78,281,748	\$ 48,670,302	\$ 6,201,281	\$ 133,153,331	\$ 150,000	\$ 4,664,000	\$ 1,834,062	\$ -	\$ 133,153,331

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**1986 Measure B Sales Tax  
Fiscal Year 2013-14  
Proposed Updated Capital Project Budget**

Project Name	Project #	(A) Adopted FY 2012-13 Capital Budget	(B) Actual FY 2012-13 Expenditures	(C) FY 2012-13 Rollover to FY 2013-14	(D) Adopted FY 2013-14 Capital Budget	(E) FY 2013-14 Capital Budget Adjustment	(C) + (D) + (E) = (F)	Funding Sources
I-880 to Mission Blvd. Route 262 Interchange Reconstruction	501.0	\$ 622,357	\$ 243,586	\$ 378,771	\$ 102,643	\$ 100,000	\$ 581,414	Total Local Funding Sources
I-880 to Mission Blvd. and East-West Connector	505.0	23,312,514	827,117	22,485,397	-	-	22,485,397	
Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0	15,532,079	11,402,387	4,129,692	1,502,581	-	5,632,273	
I-580 Interchange Improvements Project in Castro Valley	507.0	1,793,036	-	1,793,036	-	10,209,000	12,002,036	
Central Alameda County Freeway System Operational Analysis	508.0	1,000,000	308	999,692	100,000	-	1,099,692	
Castro Valley Local Area Traffic Circulation Improvement	509.0	1,799,442	49,722	1,749,720	330,504	-	2,080,224	
Project Closeout	500.0	249,435	140,405	109,030	313,033	-	422,063	
		<u>\$ 44,308,863</u>	<u>\$ 12,663,525</u>	<u>\$ 31,645,338</u>	<u>\$ 2,348,761</u>	<u>\$ 10,309,000</u>	<u>\$ 44,303,099</u>	

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**Alameda County Transportation Improvement Authority  
Fiscal Year 2013-14  
Proposed Updated Budget Limitation Calculations**

Net Sales Tax	\$ 120,000,000	A
Investments & Other Income	<u>183,712,271</u>	B
 Funds Generated	 \$ 303,712,271	 C
 Administrative Salaries & Benefits	 \$ 662,605	 D
Other Administration Costs	<u>3,402,076</u>	E
Total Administration Costs	\$ 4,064,681	F

Gross Salaries & Benefits to Net Sales Tax 0.5522% = D/A

Gross Salaries & Benefits to Funds Generated 0.2182% = D/C

Total Administration Costs to Net Sales Tax 3.3872% = F/A

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# Memorandum

6.13

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

**DATE:** March 20, 2013

**SUBJECT:** Alameda CTC FY2013-14 Second Quarter Financial Report

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

## Summary

The attached Second Quarter Financial Report has been prepared on a consolidated basis by governmental fund type including the General Funds, Special Revenue Funds, the Exchange Fund, and the Capital Projects Funds. This report provides a summary of FY2013-14 actual revenues and expenditures through December 31, 2013 with comparisons to the year-to-date currently adopted budget. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100% indicate that the revenue or expense item is over 50% of the total annual budget and percentages under 100% indicate that the revenue or expense item is under 50% of the total annual budget. At the end of the second quarter, the Alameda CTC is showing a net decrease in fund balance in the amount of \$8.8 million primarily due to capital project sales tax related expenditures exceeding revenues.

## Activity

The following are highlights of actual revenues and expenditures compared to budget as of December 31, 2013 by fund type:

### *General Fund*

In the General Fund, the Alameda CTC's revenues are less than budget by \$2.3 million or 27.5% and expenditures are under budget by \$2.9 million or 40.5% (see attachment A). These variances are primarily due to lower than projected costs for Transportation and Land Use and the overall Safe Routes to School program, specifically the Capital Technical Assistance (CAP TAP) program which was deferred until next fiscal year. These expenditures directly correspond to the reimbursement revenue.

### *Special Revenue Funds*

The Special Revenue Funds group is made up of Measure B Program funds including funds for express bus, paratransit service, bike and pedestrian, transit oriented development and pass-through funds as well as Transportation for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, revenues are more than budget by \$2.0 million or 4.9% mainly due to actual sales tax revenues which were higher than projected (see attachment B). Expenditures in the Special Revenue Funds are \$3.2 million or 7.5% less than budget mostly attributable to the timing of TFCA programming payments and ACTIA discretionary grant payments which were lower than projected in the second quarter of the fiscal year.

### *Exchange Fund*

As of December 31, 2013, Exchange Fund revenues and expenditures were under budget by \$5.6 million and \$4.6 million respectively (see attachment C). Budget in this fund is generally utilized on an as needed basis as exchanges are established to accommodate other governmental agencies' needs.

### *Capital Projects Funds*

The Capital Projects Funds incorporate all Alameda CTC capital projects whether they were originally projects of the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Transportation Authority (ACTA) or the Alameda County Congestion Management Agency (ACOMA). In the Capital Projects Funds, the Alameda CTC's revenues are less than budget by \$11.4 million or 20.7%, and expenditures are less than budget by \$51.6 million or 47.3% (see attachment D). Expenses for ACTA's East/West Connector project are less than budgeted due to a funding shortfall as a result of the outcome of Measure B1 which has caused the project to be put on hold. ACTIA related projects were below budget partially attributable to the timing of BART's invoicing for the BART Warm Springs Extension project; billing is expected to fall in line with budget by the fiscal year end. In addition, construction project expenses have been incurred by Caltrans, however, not all invoices for the work completed have been received from Caltrans for the Isabel Avenue-84/I-580 Interchange. In relation to ACOMA projects, the I-580 Westbound HOV Lane and the I-880 Southbound HOV Lane projects also have been affected by a delay in Caltrans invoicing although we are aware that the work has been completed as scheduled. The I-80 Integrated Corridor Mobility project experienced a schedule delay. Procurements costs for the project are expected to be significant, but the work is expected to be completed later in the fiscal year.

Alameda CTC implemented a rolling capital budget system in fiscal year 2011-2012, and any unused approved budget is available to pay for costs in subsequent fiscal years. Additional budget authority will be requested by project only as needed.

### *ACTIA Limitations Calculations*

Staff has made the calculations required per ACTIA's Transportation Expenditure Plan related to salary and benefits and administration costs. The Salary and Benefits Limitation ratio of 0.64% and Administrative Cost Limitation ratio of 2.70% were calculated based on

actual expenditures and were found to be in compliance with the requirements of 1.0% and 4.5%, respectively (see attachment E).

### **Fiscal Impact**

There is no fiscal impact.

### **Attachments**

- A. Alameda CTC General Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2013
- B. Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2013
- C. Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2013
- D. Alameda CTC Capital Projects Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2013
- E. ACTIA Fiscal Year 2013-2014 Budget Limitations Calculations as of December 31, 2013

### **Staff Contact**

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

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**Alameda CTC General Fund  
Revenues/Expenditures  
Actual vs Budget  
as of December 31, 2013**

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	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Sales Tax Revenues	\$ 2,831,331	\$ 2,700,000	104.86%	\$ 131,331
Investment Income	31,992	-	-	31,992
Member Agency Fees	697,409	697,410	100.00%	-
VRF Funds	198,637	-	-	198,637
Other Revenues	570,224	1,148,421	49.65%	(578,197)
Grants	1,835,381	3,959,642	46.35%	(2,124,261)
<b>Total Revenues</b>	<b>\$ 6,164,974</b>	<b>\$ 8,505,473</b>		<b>\$ (2,340,498)</b>
 <b>Expenditures:</b>				
<u>Administration</u>				
Salaries and Benefits	1,212,522	829,552	146.17%	(382,971)
General Office Expenses	1,530,284	1,352,683	113.13%	(177,601)
Other Administration	337,490	471,334	71.60%	133,844
Commission and Community Support	66,888	117,438	56.96%	50,550
Contingency	-	87,500	0.00%	87,500
<u>Planning</u>				
Salaries and Benefits	396,258	404,730	97.91%	8,471
CWTP/Transportation Expenditure Plan	120,112	575,000	20.89%	454,888
Congestion Management Program	2,753	125,000	2.20%	122,248
Other Planning Projects	253,929	1,255,925	20.22%	1,001,996
<u>Programs</u>				
Salaries and Benefits	166,602	198,661	83.86%	32,059
Programs Management	269,716	528,271	51.06%	258,555
Safe Routes to School Programs	404,940	1,550,750	26.11%	1,145,811
Other Programming	54,755	62,500	87.61%	7,745
<u>Indirect Cost Recovery/Allocation</u>				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(569,103)	(418,887)	135.86%	150,216
<b>Total Expenditures</b>	<b>\$ 4,247,145</b>	<b>\$ 7,140,455</b>		<b>\$ 2,893,310</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ 1,917,829</b>	<b>\$ 1,365,018</b>		

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**Alameda CTC Special Revenue Funds**  
**Revenues/Expenditures**  
**Actual vs Budget**  
**as of December 31, 2013**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Sales Tax Revenues	\$ 35,992,189	\$ 34,322,700	104.86%	\$ 1,669,489
Investment Income	23,738	-	-	23,738
VRF Funds	5,940,672	5,750,000	103.32%	190,672
Other Revenues	974,553	964,411	101.05%	10,143
Grants	171,508	58,314	294.11%	113,194
<b>Total Revenues</b>	<b>\$ 43,102,659</b>	<b>\$ 41,095,425</b>		<b>\$ 2,007,235</b>
<b>Expenditures:</b>				
<u>Administration</u>				
Salaries and Benefits	384,513	234,628	163.88%	(149,885)
General Office Expenses	10,688	36,500	29.28%	25,812
Other Administration	174,536	157,797	110.61%	(16,739)
Commission and Community Support	4,500	16,500	27.27%	12,000
<u>Programs</u>				
Salaries and Benefits	85,986	117,915	72.92%	31,929
Programs Management	239,865	395,978	60.58%	156,112
VRF Programming and Other Costs	3,515,318	4,378,891	80.28%	863,573
Measure B Pass-Through	33,000,901	32,115,705	102.76%	(885,197)
Grant Awards	1,346,843	2,653,696	50.75%	1,306,853
Other Programming	226,529	2,050,930	11.05%	1,824,401
<b>Total Expenditures</b>	<b>\$ 38,989,679</b>	<b>\$ 42,158,539</b>		<b>\$ 3,168,860</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ 4,112,981</b>	<b>\$ (1,063,114)</b>		

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**Alameda CTC Exchange Fund  
Revenues/Expenditures  
Actual vs Budget  
as of December 31, 2013**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Exchange Program Funds	\$ -	\$ 5,606,399	0.00%	\$ (5,606,399)
Interest Revenue	2,543	-	-	2,543
Other Revenue	54,054	54,054	100.00%	-
<b>Total Revenues</b>	<b>\$ 56,597</b>	<b>\$ 5,660,453</b>		<b>\$ (5,603,856)</b>
<b>Expenditures:</b>				
Salaries	17,911	24,971	71.73%	7,059
Program Management	3,109	49,246	6.31%	46,137
Programming Funds	983,126	5,532,182	17.77%	4,549,055
<b>Total Expenditures</b>	<b>\$ 1,004,146</b>	<b>\$ 5,606,398</b>		<b>\$ 4,602,252</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ (947,549)</b>	<b>\$ 54,055</b>		

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**Alameda CTC Capital Projects Funds  
Revenues/Expenditures  
Actual vs Budget  
as of December 31, 2013**

6.13D

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>REVENUES</b>				
Sales Tax Revenues	\$ 24,094,938	\$ 22,977,300	104.86%	\$ 1,117,638
Investment Income	303,864	236,000	128.76%	67,864
VRF Funds	273,700	700,930	39.05%	(427,230)
Other Revenues	1,754,148	1,990,493	88.13%	(236,345)
Grants	17,104,730	29,017,242	58.95%	(11,912,512)
<b>Total Revenues</b>	<b>\$ 43,531,379</b>	<b>\$ 54,921,965</b>		<b>\$ (11,390,585)</b>
<b>EXPENDITURES</b>				
<b>Administration</b>				
Salaries and Benefits	122,940	110,523	111.23%	(12,417)
General Office Expenses	169,707	171,187	99.14%	1,480
Other Administration	99,755	155,853	64.01%	56,098
Commission and Community Support	4,784	10,063	47.55%	5,278
Contingency	-	12,500	0.00%	12,500
<b>Capital Projects</b>				
<b>ACTA</b>				
Salaries and Benefits	20,111	34,768	57.84%	14,657
Capital Expenditures	50,169	168,812	29.72%	118,643
I-800 Mod. Rte. 262-Mission Bl	10,705	300,000	3.57%	289,295
E/W Connector Project in N. Fremont	27,227	11,570,789	0.24%	11,543,562
Rte. 238 Corridor Improvement	-	1,500,000	0.00%	1,500,000
I-580/Redwood Road Interchange	-	896,518	0.00%	896,518
I-580, 238 and 880 Corr Stdy	8,368	550,000	1.52%	541,632
Central Alameda County Freeway	-	1,000,000	0.00%	1,000,000
<b>ACTIA</b>				
Salaries and Benefits	59,502	59,352	100.25%	(151)
Project Management/Close Out	234,397	338,453	69.26%	104,056
ACE Capital Improvements	2,470,286	2,115,333	116.78%	(354,954)
BART Warm Springs Extension	15,045,992	17,274,099	87.10%	2,228,106
BART Oakland Airport Connector	9,672,822	10,000,000	96.73%	327,178
Downtown Oakland Streetscape	-	1,891,350	0.00%	1,891,350
Telegraph Avenue Bus Rapid Transit	1,028,060	2,260,734	45.47%	1,232,674
I-680 Express Lane	2,247,901	2,820,789	79.69%	572,888
Iron Horse Trail	-	500,000	0.00%	500,000
I-880/Broadway-Jackson Interchange	-	1,263,662	0.00%	1,263,662
I-580/Castro Vally Interchange Improve.	123,576	813,622	15.19%	690,046
Lewelling/East Lewelling Blvd Widening	7,804	325,000	2.40%	317,196
I-580 Aux Lane-WB Fallon to Tassajara	22,992	356,000	6.46%	333,008
I-580 Aux Lane-WB Airway to Fallon	893,980	1,087,365	82.22%	193,384
I-580 Aux Lane-EB CI Charro to Airway	-	22,500	0.00%	22,500
Rte 92/Clawiter -Whitesell Interchange	5,788,863	3,986,623	145.21%	(1,802,240)
Hesperian Blvd/Lewlling Blvd Widening	-	299,811	0.00%	299,811
Westgate Parkway Extension	81,701	300,000	27.23%	218,299
E. 14th/Hesperian/150th Improvements	-	1,052,403	0.00%	1,052,403
I-238 Widening	-	99,039	0.00%	99,039
I-680/I-880 Cross Connector Study	5,642	246,259	2.29%	240,616
Isabel Avenue - 84/I-580 Interchange	1,909	5,137,500	0.04%	5,135,591
Route 84 Expressway	5,369,565	4,520,977	118.77%	(848,588)
Dumbarton Corridor Improvement	16,794	1,640,549	1.02%	1,623,755
I-580 Corridor/BART to Livermore Study	160,587	1,750,000	9.18%	1,589,413
I-80 Integrated Corridor Mobility	279,488	295,422	94.61%	15,934
I-880 Corridor Improvements	98,833	686,509	14.40%	587,676
CWTP/TEP Development	-	25,000	0.00%	25,000
Studies at Congested Seg/Loc on CMP	73,153	400,000	18.29%	326,847

**Alameda CTC Capital Projects Funds  
Revenues/Expenditures  
Actual vs Budget  
as of December 31, 2013**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>ACCMA</b>				
Salaries and Benefits	571,932	512,810	111.53%	(59,123)
I-680 Sunol Express Lanes-Southbound Center to Center	255,050	2,057,973	12.39%	1,802,923
Route 24 Caldecott Tunnel Settlement	-	276,592	0.00%	276,592
I-880 North Safety & Oper Impr @ 23rd/29th	336,246	700,000	48.04%	363,754
I-580 Environmental Mitigation	751,559	1,908,316	39.38%	1,156,757
I-580 EB Express (HOT) Lane	-	38,318	0.00%	38,318
I-580 EB Auxiliary (AUX) Lane	783,793	1,094,415	71.62%	310,622
I-680 Sunol Express Lanes-Northbound	3,552,202	1,998,787	177.72%	(1,553,415)
I-580 Corridor ROW Preservation	1,052,149	1,529,427	68.79%	477,278
I-580 Westbound HOV Lane	-	461,470	0.00%	461,470
I-580 Westbound HOT Lane	405,578	3,387,527	11.97%	2,981,950
Altamont Commuter Express-Operations	729,342	1,526,479	47.78%	797,136
I-880 Southbound HOV Lane	1,018,820	2,310,705	44.09%	1,291,885
I-880 Southbound HOV Lane Landscaping	896,854	3,596,491	24.94%	2,699,637
Webster Street SMART Corridor	142,359	508,367	28.00%	366,007
Marina Boulevard/I-880 PSR	227,846	347,737	65.52%	119,891
East Bay Greenway - Segment 7A	(85,080)	173,745	-48.97%	258,825
I-80 Gilman Interchange Improvements	40,000	788,709	5.07%	748,709
I-680/I-880 Cross Connector PSR	5,870	421,857	1.39%	415,987
I-680 SB HOV Lane	2,371	175,907	1.35%	173,536
I-580 Soundwall Design	(215,360)	65,501	-328.79%	280,861
I-80 Integrated Corridor Mobility	57,367	289,924	19.79%	232,557
SMART Corridors Operation and Management	2,498,883	6,262,005	39.91%	3,763,122
SMART Corridors O&M / Tri-Valley	188,598	507,033	37.20%	318,435
	-	23,573	0.00%	23,573
<b>Total Expenditures</b>	<b>\$ 57,413,995</b>	<b>\$ 109,013,022</b>		<b>\$ 51,599,027</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ (13,882,616)</b>	<b>\$ (54,091,058)</b>		

**Alameda County Transportation Improvement Authority**  
**Fiscal Year 2013-2014**  
**Budget Limitations Calculations**  
**As of December 31, 2013**

Net Sales Tax	\$ 62,918,456.77	A
Investments & Other Income	<u>5,516,261.78</u>	B
Funds Generated	68,434,718.55	C
Salaries & Benefits	402,996.84	D
Other Admin Costs	<u>1,296,844.18</u>	E
Total Admin Costs	\$ 1,699,841.02	F

Gross Admin Sal & Ben to Net Sales Tax	0.6405% = D/A
Gross Admin Sal & Ben to Funds Generated	0.5889% = D/C
Total Admin Costs to Net Sales Tax	2.7017% = F/A

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since Jul '13*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	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		<b>Vacancy</b>			<b>Alameda County Supervisor Nate Miley, District 4</b>				

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## **Audit and Compliance Review**

### **1. Measure B Audit Report and Program Compliance Report Review Orientation**

The CWC members received an orientation on the compliance report review process from staff. Members agreed to review the audits and reports in further detail on their own and submit comments to Alameda CTC via email.

### **2. Measure B Audit Report and Program Compliance Review**

Staff reviewed a sample audit and compliance report with the CWC. This review served as a training tool for new members and was a refresher for existing members. Staff indicated that the compliance review tracking and comment forms will be emailed to the CWC to allow members to record their comments. Staff requested comments from CWC members by February 3, 2014.

Questions/feedback from members:

- Did any jurisdictions not get their complete streets adopted? No.
- Members requested further clarification regarding the relation of the 50 percent of new revenues that agencies can place in an operating fund reserve versus the 70 percent expenditure threshold in the Compliance Report Reserve Policies. Staff explained how the two measures are met and evaluated.
- How will the CWC look for consistency for fiscal year 2011-2012 (FY11-12) commitments versus FY13-14 projects? Staff explained the different sections of the compliance report and the section that detailed the planned versus actual information for the FY11-12 projects.

## **Meeting Minutes**

### **3. Welcome and Introductions**

James Paxson, CWC Chair, called the meeting to order at 6:30 p.m. The meeting began with introductions and the chair confirmed a quorum. All CWC members were present, except the following: Art Geen, Bill Klinke, Brian Lester, and Hale Zukas.

### **4. Public Comment**

There were no public comments.

### **5. Approval of November 4, 2013 Minutes**

*Mike Dubinsky moved to approve the minutes as written. Steve Jones seconded the motion. The motion passed unanimously (8-0).*

### **6. CWC Annual Report Outreach Summary and Cost Benefit**

#### **6.1. CWC Annual Report Cost Benefit Analysis**

Tess Lengyel reviewed and discussed the memo and cost benefit analysis in the agenda packet. She informed the committee that the budget for the Annual

Report was \$50,000, and the actual cost was \$31,830, which was \$9,831 less than the prior year and \$18,170 under budget. The costs included the design and placement of the online and print advertisements and printing and mailing of the hard copy report, and performing live and social media outreach about the report.

The outreach efforts included the following:

- CWC members performed outreach and distributed the report and flyers broadly.
- Alameda CTC did the following outreach:
  - Converted the advertisement to Chinese and Spanish and emailed the condensed versions to the contacts in Alameda CTC's Constant Contact database.
  - Emailed a press release with a link to the full report to all media in Alameda County.
  - Placed an update in the Alameda CTC e-newsletter with a link back to the full report and to the additional language versions (this effort is on-going).
  - Placed information on the Alameda CTC website that links directly to the full report.
  - Handed out the print version of the report to the Alameda CTC Commission and the community advisory committees.
  - Brought the print version of the report to numerous outreach events and activities (this effort is on-going).
  - Mailed the report and the three versions of the flyer to the Alameda County chambers of commerce, libraries, and the CWC member organizations.

Questions/feedback from members:

- The committee was impressed with the number of organizations that received the report.
- Should the CWC continue to print in the newspapers going forward? How can the committee reach certain populations and the disenfranchised? James Paxson said that according to the 2000 Transportation Expenditure Plan, the annual report must be published in local newspapers. He stated that it's important for the CWC members to reach out to other organizations that assist sharing the information with people who are beneficiaries of the investments and may not have easy access to the information.
- CWC members suggested adding housing corporations, such as the East Bay Asian Youth Center, Bridge Housing Corporation, and Housing and Urban Development to the Constant Contact database. James Paxson said that CWC members should be responsible for performing outreach to these organizations.
- CWC members suggested considering placing flyers on BART trains and on AC Transit buses. The committee also suggested framing the message around what services Measure B provides and graphically demonstrating the message on materials for BART and AC Transit.
- Is Alameda CTC receiving feedback or emails on the annual report? A member asked why anyone would want to read the report, because the report and the contents do not spark interest.

- A suggestion was made to use the remainder of the CWC annual report budget to educate the public on Measure B and the role of the CWC. James stated that the language in the Expenditure Plan is fairly narrow. It says to share the annual report with the public. Tess noted that Alameda CTC has woven the report into social media and current outreach efforts.

Staff suggested that the CWC Annual Report Subcommittee review the above ideas and determine the cost and make a decision on whether or not to pursue the ideas.

## **6.2. Proposed CWC Annual Report Outreach Objectives and Alameda CTC Summary**

Mike Dubinsky and James Paxson submitted proposed outreach objectives for the CWC Annual Report. During the discussion process, James Paxson asked the members if they would prefer to establish a subcommittee to review the submitted document to further address the objectives and discuss outreach opportunities for the CWC annual report.

*Harriette Saunders made a motion to establish a subcommittee to discuss the objectives proposed by Mike Dubinsky. Deborah Taylor seconded the motion. The motion passed 7-0, with one abstention by Jo Ann Lew.*

The following members volunteered for the subcommittee:

- Mike Dubinsky
- James Haussener
- James Paxson
- Harriette Saunders

Staff suggested the subcommittee meet an hour before the March 10, 2014 meeting.

## **7. Update on Delivery and Implementation of Measure B Projects and Programs**

### **7.1. Measure B Projects Update**

Raj Murthy gave an overview on the status of the capital projects. The presentation covered the 27 Alameda CTC active capital projects, with an emphasis on the Dumbarton Rail Corridor Improvements project. He stated that 94 percent of the program has been delivered in 11 years. Raj said that \$435 million has been spent to date on 2000 Measure B completed projects.

Raj mentioned that the Dumbarton Rail project environmental document was prepared by the San Mateo County Transportation Authority (SMCTA). He noted that a funding shortfall was identified, and the Federal Transit Administration will not approve the Environmental Impact Report without viable funding. As a result, SMCTA and the project team decided to put the project on hold to allow time to bridge the funding shortfall gap.

He stated that the only funding available for the Dumbarton Rail Corridor project is Metropolitan Transportation Commission (MTC) Regional Measure 2 (RM2) funding and Measure B funding, which is \$19.4 million. MTC is planning to reallocate the remaining \$34.6 million RM2 funding. Alameda CTC worked with SMCTA and Alameda County jurisdictions to recommend a list of projects to receive the

\$34.6 million in lieu of the Dumbarton Rail Corridor project. Raj noted that \$3.3 million of Measure B funding was allocated to the Dumbarton Rail project environmental studies.

Staff noted that due to the actions that will be taken by MTC and the Commission, the Dumbarton Rail Corridor project is no longer viable due to the funding shortfall. Approximately \$13 million remains in the Dumbarton Corridor Project that can be programmed to an eligible project in the Dumbarton Corridor. In October, the Commission approved to program the remaining Measure B funding to the Newark Central Avenue Overpass project, which is still in the Dumbarton Corridor. Programming the remaining funds to this project is consistent with the language in the 2000 Transportation Expenditure Plan.

In October 2013, the Commission acted to modify the language in the 2014 Transportation Expenditure Plan to refocus the Dumbarton project as Dumbarton Corridor Area Transportation Improvements.

Raj also provided a summary of the Alameda CTC capital project program for 1986 Measure B remaining projects, 2000 Measure B projects, and Proposition 1B bond and other projects.

Questions/feedback from members:

- Why did it take \$3.3 million to find out that the project is not viable? Staff stated that the Dumbarton Rail Corridor was started about 10 years ago, and the cost was a great deal lower than \$806 million. SMCTA and the Santa Clara Valley Transportation Authority had originally allocated sales tax funding to this project. At that time, the project was believed to be feasible and pursued the studies required to move the project forward.
- Which agency is sponsoring the Dumbarton Rail Corridor project? Staff stated that it's SMCTA.
- A member stated that it's great that the Commission made a decision about the Dumbarton Rail and to keep the funding in the City of Newark.
- Why is Alameda CTC doing debt financing if 94 percent of the money has been spent? Staff stated that 94 percent of the funds are allocated to projects. Alameda CTC is doing a debt financing to deliver the allocated funds earlier than on a pay-go basis. Staff explained that Alameda CTC or other project sponsors cannot award a contract until the funds are allocated, and project delivery means completing construction.
- The Transportation Expenditure Plan (TEP) states an expectation for project costs. How many projects in the TEP have gone over budget? Staff stated that the TEP does allow for some escalation; however, if a project has a cost overrun, it's up to the project sponsor to find additional funding to complete the project.

## **7.2. Measure B Programs Update**

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

Questions/feedback from members:

- How much was awarded to the Transit Center Development Grant Program in FY12-13? Staff stated that roughly \$100,000 was awarded. Over the next two fiscal years, \$400,000 will go toward the Sustainable Communities Program.
- Are allocations based on road miles served? Every year, Alameda CTC updates the road miles and population of jurisdictions, which are factors in the distribution of the funds distributed to local agencies for local transportation purposes, including local streets and roads.

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

### **8.1. Review of Sample Project Master Funding Agreement and Project-specific Funding Agreement and Associated Invoice Review and Reimbursement Process**

At the June 2013 CWC Pre-Audit Subcommittee meeting, the subcommittee requested Alameda CTC review a project agreement (contract) between Alameda CTC and an agency with the full CWC at a future meeting.

Trinity Nguyen reviewed with the CWC the process Alameda CTC follows for a Project Master Funding Agreement and a Project Specific Funding Agreement (PSFA), the invoice review process, and the payment process. She used the BART Warm Springs Extension as an example for all parts of the process. Trinity reviewed the Accounts Payable Invoice Process Flow Chart for the invoice process. It was noted that the process review is strictly for capital projects. Trinity ensured the committee that the process followed is very thorough.

The invoice review process has the following controls:

- Administrative/documentation review process: Confirm all information is present and it matches Alameda CTC's records and contract compliance.
- Project controls review: Ensure project funding is properly coded; provide quality control for administrative review.
- Project manager review: Ensure the work being paid for has been provided; perform oversight control.
- Financial controls: Look at costs, such as travel and insurance; confirm all receipts.

Questions/feedback from the members:

- Jim Haussener requested staff email a sample PSFA and a Project Controls Review checklist for a project.
- Are project managers Alameda CTC staff or consultants? Currently, project managers are consultants; however, Alameda CTC uses both staff and consultants to oversee projects.
- If project managers are outsourced, what authority do they have? Trinity stated that consultants who are project managers have the same authority as staff to oversee and manage the project.
- Who has authority to negotiate change orders? That's under the purview of the Deputy Director of Programming and Projects for projects that are implemented by Alameda CTC.
- During the review process, does Alameda CTC coordinate with other funding sources? Yes.

## 8.2. Debt Finance Process

Patricia Reavey stated that the document on page 81 is in response to Jo Ann Lew's questions regarding the debt financing process.

Questions/feedback from members:

- Did the public have an opportunity to sufficiently comment on the FY13-14 debt issuance? Jim Haussener said Alameda CTC did not meet the intent of Measure B with an openness that the measure requires.

Patricia stated that the public had the opportunity to comment on the debt issuance on several occasions including the July Commission meeting when the Commission approved the request for staff to initiate the process of issuing debt.

During the discussion about this comment, some committee members expressed that they had expected a public announcement of the debt issuance to be published in the newspaper or sent to the League of Women Voters. Staff noted that there had been many public meetings at which the debt financing information was presented. In Addition, Alameda CTC published information on the website and via a press release regarding bond issuance.

Patricia stated that it has been published in Bloomberg, and Tess stated that it has also been published in the Alameda CTC newsletters.

*Jim Haussener made a motion to request James Paxson emphasize to the Commission chair that the CWC believes that suitable public notice was not performed to receive sufficient public comments on the debt issuance. Jo Ann Lew seconded the motion. The motion passed 4-2 as follows:*

- *James Paxson and Sandra Hamlat abstained.*
- *Mike Dubinsky and Steve Jones voted no.*
- *Harriette Saunders, Jim Haussener, Jo Ann Lew, and Deborah Taylor voted yes.*

## 9. CWC Member Reports/Issues Identification (Verbal)

### 9.1. CWC Issues Identification Process and Form

None

## 10. Staff Reports/Board Actions

Arthur L. Dao reviewed the Contract Equity Annual Utilization Report for FY12-13 with the committee.

Patricia Reavey mentioned that the Finance and Administration Committee adopted a general fund balance reserve policy that will go forward to the full Commission for approval at the January 23, 2014 meeting.

## 11. Adjournment

The meeting adjourned at 8:45 p.m. The next meeting is scheduled for March 10, 2014 at Alameda CTC offices.

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

	<b>Title</b>	<b>Last</b>	<b>First</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-appitmt.</b>	<b>Term Expires</b>	<b>Migs Missed Since July '13*</b>
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	2
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	4
6	Ms.	Hamlat	Sandra	Oakland	East Bay Bicycle Coalition	Apr-13		N/A	1
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	3
10	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	2
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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## 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 Jane Lewis

P Jonah Markowitz

P Rev. Carolyn Orr

P Suzanne Ortt

P Sharon Powers

A Vanessa Proee

P Carmen Rivera-  
Hendrickson

P Michelle Rousey

A Harriette

Saunders

P Margaret Walker

P Esther Waltz

P Hale Zukas

### Staff:

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

P Cathleen Sullivan, Paratransit Coordination Team

### Guests:

Shawn Fong, City of Fremont Paratransit; Paul Johnson, Center for Elders' Independence; Katherine Kelly, On Lok Lifeways; Jane Kramer, Paratransit Advocate; Tom Perez, Fremont Resident; Laurel Poeton, Alameda CTC; 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 November 25, 2013 Meeting Minutes**

*Herb Hastings moved to approve the November 25, 2013 PAPCO Meeting minutes as written. Sandra Johnson Simon seconded the motion. The motion passed (13-0-0).*

## **4. Recommendation on Capital and Matching Gap Grant Applications**

Naomi Armenta reviewed the memo in the agenda packet that gives an overview of the Capital and Matching Gap Grant applications that were recently submitted. She noted that 1.43% of net Measure B revenues is 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 the January 2013 meeting. Per the Gap Grant Cycle 5 Program Guidelines, approx. \$2 million of Measure B paratransit discretionary funds were allocated to fund successful grant applications selected from a competitive call-for-projects. The Paratransit Gap Grant Cycle 5 Program Guidelines also allocated \$150,000 annually to Grant Matching funds to assist applicants acquiring non-Alameda CTC grants, Capital Purchasing funds to assist applicant in making a capital purchase, and Implementation Guidelines Assistance.

The Alameda CTC received an application for Capital Purchasing funds from BORP in the amount of \$19,373 to facilitate acquiring a large bus with accessibility modifications to accommodate up to six passengers in wheelchairs through the FTA 5310 program.

AC Transit also submitted an application for Grant Matching funds in the amount of \$50,000 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. Coordinate mobility management will be provided by 211 staff, including detailed and targeted transportation recommendations for seniors and the disabled."

Staff has reviewed both applications for eligibility and appropriateness for the funds requested, and recommends to PAPCO that they recommend approval to the Commission.

Questions and feedback from PAPCO members:

- Is 211 actually being used? Yes, the grant application has more information regarding usage but 211 does receive several thousand calls per year and AC Transit is looking to publicize 211 even more so.
- How many people do they have in the call center now? The call center currently has about 20 people, some of whom can take calls in various languages. However, there will be two individuals specifically trained and designated for this program. Alameda CTC staff has met with Eden I&R representatives to discuss staffing and other plans for this project.

Cathleen Sullivan added that this database will be directly linked from the Access Alameda website. So this project will continue to build on the one call, one click functionality that the services are already promoting through Access Alameda.

*Michelle Rousey moved to approve the requests for Capital and Matching Gap Grant funds. Herb Hastings seconded the motion. The motion passed (15-0-0).*

## **5. Alameda CTC Communications Focus Group**

Laurel Poeton led a discussion regarding Alameda CTC's communication efforts around the Transportation Expenditure Plan (TEP) and its response within the senior and disabled community. Laurel handed out the last TEP flyer that focused primarily on specialized transportation, or paratransit, Measure B funding. She noted that Alameda CTC is looking to put Measure B, the transportation sales tax measure, back on the ballot in November 2014 and staff is seeking input and feedback from the agency's community advisory committees, which includes ParaTAC and PAPCO.

Laurel reviewed the comments that she received from the ParaTAC members at their last committee meeting:

- The font should be 14 point throughout the document.
- There should be an emphasis on the plan being a document that will be revisited in 30 years.
- Information should be less overwhelming and more simplified.
- Photos of community shuttles, other vehicles, travel training and other paratransit related activities from local programs should be used
- The flyer should be made available in Braille

Questions and feedback from PAPCO members:

- I would like to see more specific information on the projected increases. What programs are actually going to receive and benefit from the increases? Staff will work on updating the fact sheet to make that information more specific and clear.
- We should let people know what types of successes came from the last measure that was passed by voters in 2000. Also, identifying the elected officials that support the TEP is good information to have on the flyer.
- Visual identification of the local programs is important.
- The flyer should focus on what specific effects the measure will have on individuals and the cities that they live in.
- I would like to see how the money was spent in my city and not just with regards to accessibility but with local streets and roads and bicycle and pedestrian safety as well.
- There are disadvantages and advantages for going to the ballot in 2014 versus 2016. Why was it decided to go in 2014? The Alameda CTC Commission decided to put the measure on the ballot for 2014 because the measure is still fresh on voters' minds and the TEP will only be updated in certain areas i.e. with the inclusion of the 30-year sunset clause.

More information on the TEP is located on the Alameda CTC website.

## **6. 2013 Paratransit Outreach Summary Report**

Krystle Pasco gave a summary report on the 2013 paratransit outreach efforts. She noted that the Paratransit Coordination Team focused on

three different types of outreach, which includes community events, interagency outreach as well as materials distribution. Krystle stated that the Paratransit Coordination Team attended 36 community events and presentations throughout Alameda County as well as established outreach potential to 25 community based agencies. She also stated that the team distributed materials to 22 senior centers, 23 senior housing complexes, 16 non-profit and community based organizations and various PAPCO and CAC members.

## **7. East Bay Paratransit Report**

Laura Timothy and Mark Weinstein gave a report on East Bay Paratransit (EBP) and began with an update on the *Learn BART!* Project. Laura noted that the book is now available in various languages and includes information on the Clipper Card as well as language assistance. If PAPCO members are interested in distributing these materials, please contact Laura.

Mark Weinstein gave an overview of their operations and noted that data is now available for the first four months of the fiscal year. Mark noted that EBP provided 6,000 less rides this fiscal year than last year but overall ridership is starting to level off. Ridership is still at approximately 2,400 riders per day. He also noted that productivity did improve this fiscal year but on time performance has dropped to 90.4%. He also noted that the IVR system is currently on hold and they are working with the vendor to work out the remaining issues. Lastly, he noted that they are still working on making their entire fleet accessible. Currently, there are 30 sedans on the road that they will soon take away and replace with the accessible vehicles.

Laura gave an update on the East Bay Paratransit emergency plan. She noted that the vendor, Nusura, is very well versed on paratransit/accessible emergency planning for small agencies, cities and county agencies and they are looking forward to finalizing the plan. At the last SRAC meeting on January 8<sup>th</sup>, Nusura gave the committee an overview and engaged stakeholders for additional input. A Capabilities Workshop was held and resources and key players were identified. Lastly, Laura discussed the plan development process and emphasized the various training methods that will be

used to train key players and the additional efforts to educate the community on what is going on.

Questions and feedback from PAPCO members:

- How many vans are you going to have available and how many are new? There will be over 200 vans operating for EBP and there will be approximately 95 brand new vans. The rest of the vehicles vary in age but are still within their contractual limitations.
- Do you have any vehicles that are going to be phased out that can be donated? EBP contracts with three different companies that own these vehicles so it would be up to those companies on how they would like to dispose of those vehicles.

## **8. Gap Grant Cycle 5 Program Report – City of Fremont Tri-City Mobility Management and Travel Training Program**

Shawn Fong gave a Gap Grant Cycle 5 program report on the City of Fremont Tri-City Mobility Management and Travel Training Program. She began with an overview of mobility management and the services provided including one-on-one individualized transportation planning assistance sessions provided. She then gave an overview of the travel training program and noted their Clipper Card education efforts as well as general travel training instruction methods. She noted that their staff conducted 6 Clipper Card educational workshops and distributed over 600 Senior Clipper Cards. They also conducted 5 large group travel training workshops and trained over 66 seniors and people with disabilities.

She also noted that City of Fremont staff led group recreational outings using public transit for their transit adventures program. They were able to provide five group outings for 85 participants. Destinations included the Legion of Honor, Exploratorium, UC Berkeley campus and Botanical Gardens and the Cantor Arts Center.

Questions and feedback from PAPCO members:

- You are doing great things with your program and I wanted to compliment your success.
- Is the satellite EBP office in Fremont open to Union City residents too? Union City residents are typically applying to the Union City

Paratransit program, which is done via mail. So if a Union City resident gets certified with Union City Paratransit then their eligibility automatically transfers to East Bay Paratransit for trips outside of Union City Paratransit's service area.

- Do you sell East Bay Paratransit tickets at the satellite office in Fremont? We are not currently selling EBP tickets but we are considering looking into that option.
- Do you follow up with trainees to see if and how their traveling has changed? Yes, staff conducts surveys with the travel training participants and we find that many trainees are using public transit; however, this trend is more evident for trainees taking local trips. Due to the suburban nature of the City of Fremont, it is a bit difficult for residents to travel using public transit from Fremont to destinations outside of the city.
- Do you have a quick guide for the online applications that you mentioned? Yes, we provide hands on online resource workshops at local senior centers that have computers available. CIL is also doing an Internet resources workshop that individuals who are interested can attend.
- After conducting the travel training surveys, how has travel changed? I do not have that information currently with me but I will forward the finalized survey results once we finish collecting the information.

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

Carmen Rivera-Hendrickson noted that the LAVTA paratransit contract is currently up for negotiation. It has gone through the Board of Directors and is currently with the WHEELS Accessible Advisory Committee (WAAC) for input. MTM is going to be the new contractor and will start service in April.

Joyce Jacobson stated that due to a big community effort by City of Emeryville residents, two shuttle stops were reinstated temporarily. However, due to this effort they were able to eventually get the two shuttle stops reinstated permanently. Joyce is also now working on a taskforce to look for additional funds for the Emery-Go-Round shuttle.

Michelle Rousey attended the BART Accessibility Task Force (BATF) meeting and noted that the new BART car will be finalized soon. There will be a mock up available in March and individuals who have input or concerns should make them known as soon as possible. Unfortunately, there will be a pole placed near the wheelchair space and Michelle thinks this is a concern.

Shawn Costello also attended the WAAC meeting to provide input and select the new paratransit contractor.

Sylvia Stadmire attended the AC Transit Accessible Advisory Committee meeting. Also, she noted that Naomi Armenta received an award from the Minneta Transportation Institute for Outstanding Student of the Year.

Esther Waltz attended an event at the Ed Roberts Campus called The Plant Parent Health Expo.

Jonah Markowitz noted that there will be an open house for the Berkeley Dispute Resolution service on February 8<sup>th</sup>.

## **10. Committee Reports (Verbal)**

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

Naomi Armenta gave a quick update on the last SRAC meeting and noted that the major highlights were given during the East Bay Paratransit Report.

### **10.2 Citizens Watchdog Committee (CWC)**

Sylvia Stadmire noted that Harriette Saunders is ill and is not able to give an update on the CWC. However, she noted that Cynthia Dorsey, former member of the Citizens Advisory Committee (CAC), is now a member of the Citizens Watchdog Committee (CWC). They are currently reviewing the Compliance Reports.

## **11. ADA Mandated Program and Policy Reports**

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



## **12. Information Items**

### **12.1 Mobility Management – Travel Skills Webinar**

Naomi Armenta gave an overview of the Travel Skills Webinar attachment in the agenda packet. She noted that staff hosted this webinar at the last Countywide Travel Training Working Group Meeting and thought that it would be a great resource for PAPCO members who are interested in knowing more about travel training.

### **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.
- 3/20/14 – USOAC Annual Convention, St. Mary's Center from 10:00 a.m. to 2:00 p.m.

### **12.3 Other Staff Updates**

John Hemiup noted that the Hospital Discharge Transportation Service contract with Washington Hospital is finally being executed. Service at Washington Hospital will be up and running soon. Also, the contractor that provides the Hospital Discharge Transportation Service and the Wheelchair Scooter Breakdown Transportation Service is up for RFP. This RFP will be released in the coming weeks and a new contractor will start service as soon as possible. Lastly, the contract for Alameda CTC's paratransit services is also up for RFP. More information will be provided soon.

## **13. Draft Agenda Items for February 24, 2014 Joint PAPCO and ParaTAC Meeting**

- 13.1. Convene Finance and Program Plan Review Subcommittees
- 13.2. Gap Grant Cycle 5 Status Update
- 13.3. Joint PAPCO/ParaTAC Topic Discussion
- 13.4. 2014 Annual Mobility Workshop Brainstorm

#### **14. Adjournment**

The meeting adjourned at 3:30 p.m. The next PAPCO and Joint PAPCO and ParaTAC meeting is scheduled for February 24, 2014 at Alameda CTC's new offices located at 1111 Broadway, Suite 800, in Oakland.

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

	<b>Title</b>	<b>Last</b>	<b>First</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>
1	Ms. Stadmire, Chair	Sylvia J.	Will	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15
2	Mr. Scott, Vice Chair	Will	Aydan	Oakland	Alameda County Supervisor Keith Carson, D-5	Mar-10	Apr-12	Apr-14
3	Ms. Aysoy	Larry	Shawn	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-14	Jan-16
4	Mr. Bunn	Herb	Joyce	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15
5	Mr. Costello	Sandra	Jane	Dublin	City of Dublin Mayor Tim Sabrantti	Sep-08	Apr-12	Apr-14
6	Mr. Hastings	Joyce	Jonah	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16
7	Ms. Jacobson	Carolyn M. Orr		Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-14	Jan-16
8	Ms. Johnson-Simon			San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15
9	Ms. Lewis			Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-14	Jan-16
10	Mr. Markowitz			Berkeley	City of Albany Mayor Peggy Thomsen	Dec-04	Oct-12	Oct-14
11	Rev. Orr			Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	Jan-16

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

	<b>Title</b>	<b>Last</b>	<b>First</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>
12	Ms. Ortt		Suzanne	Union City	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		<b>Sep-14</b>
13	Mr. Perez		Thomas M.	Fremont	Alameda County Supervisor Richard Valle, D-2	Feb-14		<b>Feb-16</b>
14	Ms. Powers		Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	<b>Jan-16</b>
15	Ms. Proee		Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	<b>Jan-16</b>
16	Ms. Rivera-Hendrickson		Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jan-12	<b>Jan-14</b>
17	Ms. Rousey		Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	<b>Jan-16</b>
18	Ms. Saunders		Harriette	Alameda	City of Alameda Mayor Marie Gilmore	Jun-08	Oct-12	<b>Oct-14</b>
19	Ms. Walker		Margaret	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Jul-13		<b>Jul-15</b>
20	Ms. Waltz		Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	<b>Jan-14</b>
21	Mr. Zukas		Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	<b>Jan-16</b>
<b>22</b>	<b>Vacancy</b>				<b>City of Newark Councilmember Luis Freitas</b>			
<b>23</b>	<b>Vacancy</b>				<b>City of Piedmont Mayor John Chiang</b>			



# Memorandum

8.1

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

**DATE:** March 20, 2014

**SUBJECT:** Goods Movement Collaborative and Plan Update

**RECOMMENDATION:** Receive an update on the Goods Movement Collaborative and Plan development

Approve creation of an Ad Hoc Committee to provide focused input into Goods Movement Collaborative and Plan

## Summary

Goods movement is an essential part of a thriving economy and has important environmental and community benefits as well as impacts. Alameda County's geography and transportation system assets make it critical to the goods movement system in the Bay Area, the Northern California megaregion, and the nation. The Alameda CTC, in partnership with the Metropolitan Transportation Commission (MTC), the Port of Oakland, Caltrans, and the East Bay Economic Development Alliance, is undertaking goods movement work including organizing a Goods Movement Collaborative that will bring together key partners and stakeholders to advocate for freight and goods movement. In addition, Alameda CTC is developing a Countywide Goods Movement Plan to identify short- and long-term needs, strategies, and priorities for investing in the goods movement system. These efforts are being closely coordinated with the development of a regional goods movement plan and will in turn inform state and federal freight planning efforts currently underway.

This memorandum provides an update on the Goods Movement Collaborative and Plan development. In addition, the memorandum recommends that the Alameda CTC form an Ad Hoc Committee in order to participate as an interest group of local elected officials (who are a key goods movement stakeholder) in the Goods Movement Collaborative.

## Background

Freight and goods movement planning is underway at the local, regional, state and federal levels. Alameda CTC and its partners have engaged at all levels of these processes.

## ***Federal and State Processes***

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

The California Department of Transportation (Caltrans) has established a California Freight Advisory Committee (CFAC), including Art Dao as a member, to assist with the development of a California Freight Mobility Plan. This plan will provide input into the national plan and will be incorporated into the overall California Transportation Plan which will be completed in 2015. The state is guiding its effort using the same strategic goals and definitions as those that are included in MAP-21.

The federal process requires the establishment of an initial primary freight network (PFN) of 27,000 centerline miles of existing roadway that are most critical to the movement of freight. The United States Department of Transportation (USDOT) released a Draft Highway Primary Freight Network in November 2013. USDOT developed both a Primary Freight Network which includes critical corridors using statutory criteria and respects the 27,000 mile statutory cap and a Comprehensive Freight Network which uses the statutory criteria but ignores the mileage cap, resulting in a 41,000 mile network. The 27,000 mile Primary network results in many gaps at the state level, however critical freeway routes in Alameda County including I-80, I-880, I-580 (east of I-238), I-238, and I-680 (south of I-580) are included in both the Primary and Comprehensive networks, as shown in Attachment A.

The State of California's comments on the NPFN were submitted on February 14, 2014. The State's comments were developed with input from the California Freight Advisory Committee (CFAC) and are included as Attachment B.

In addition to the NPFN, MAP-21 requires that USDOT develop the national freight strategic plan within three years of the bill's passage. The strategic plan will be updated thereafter every five years. MAP-21 encourages states to develop freight plans that address immediate and long-range freight needs. In California, the development of a California Freight Mobility Plan (CFMP) was initiated in spring 2013. The state plans to develop a set of policy principles

to influence the federal strategic plan development. A draft of these policy principles was presented to the CFAC in January and is included as Attachment C. MTC also adopted its federal freight advocacy principles in January. These principles are included as Attachment D.

The current timeline for development of the CFMP is that a preliminary draft version of the document will be ready by for review by the CFAC by March 2014, with the document made ready for a draft release in July for a 60-day comment period from July through August 2014. The final plan is expected to be completed by October 2014 and will be approved by the California State Transportation Agency Secretary by the end of the year. The CFMP will rely on Metropolitan Planning Organization (MPO) level goods movement plans, including the Caltrans District 4 plan discussed below.

Also at the state level, the California Air Resources Board approved a resolution in January directing staff to develop a Sustainable Freight Strategy. The Strategy document will include elements including stakeholder engagement forums, technology assessments, criteria for freight transportation projects, criteria for new freight facilities, and actions needed over the next 5 years.

### ***Regional and Local Processes***

Caltrans District 4 and MTC are finalizing a short-term Bay Area Freight Mobility Planning effort that feed into the CFMP. The Bay Area Freight Mobility Plan will be completed by Spring 2014 and will serve as a basis for both the update of the Regional Goods Movement Plan and for part of the Alameda County Goods Movement Plan.

In addition, MTC is updating its Regional Goods Movement Plan, and this effort will be conducted as a task in the consultant contract for the Alameda Countywide Goods Movement Collaborative and Plan effort. Because of Alameda County's central role in the regional goods movement system and the fact that goods movement markets and commodity flows cross geographic boundaries, the integration and simultaneous work on the regional and the countywide plans is an efficient use of the consultant contract to deliver high quality data, outreach with stakeholders and develop the advocacy portion of this work through the development of the Goods Movement Collaborative. The regional goods movement plan and the Alameda Countywide Goods Movement Plan are intended to inform the next updates of the Regional Transportation Plan and Countywide Transportation Plan, respectively.

### ***Update on Alameda CTC Goods Movement Collaborative and Plan***

Work on the Alameda Countywide Goods Movement Collaborative and Plan commenced in October 2013. The scope of this effort is being further refined to include the development

of a closely coordinated regional goods movement plan update. This work will build on the analysis already completed through the District 4 freight plan. While the regional and county level efforts will proceed simultaneously, the most in-depth analysis will be conducted within Alameda County, including detailed assessment of goods movement performance on arterial and local roads, detailed assessment of specific goods movement strategies, and a greater depth and breadth of stakeholder interviews. Close coordination with Northern California mega-region partners will also be done through the joint MTC and Alameda CTC planning efforts.

The Goods Movement Collaborative is governed by a Leadership Team which includes the Alameda CTC, East Bay Economic Development Agency, MTC, Caltrans District 4, and the Port of Oakland. In recognition of the regional goods movement plan update, the Leadership team will be expanded to include additional partners for regional representation.

The Goods Movement Collaborative Leadership Team is supported by a Technical Team of city and agency staff which can provide an initial review of work products. ACTAC is being used as the county-level Technical Team, and the Alameda County Public Health Department and Air District are also invited to these meetings. An initial survey of ACTAC members to identify local goods movement issues and data available at the local level has been conducted, and ACTAC members have received a detailed briefing on the project scope and timeline. At the regional level, the CMA Planning and Project Delivery Directors, supplemented with staff from the BAAQMD and Port of Oakland, will serve the Technical Team function. The regional Technical Team is comprised of planning and project delivery directors in all nine counties.

The Goods Movement Collaborative efforts also include interviews of key interest groups. Several rounds of interviews will be conducted throughout the project, and the first round of interviews is underway. The project team has completed an interview of trucking industry representatives. Interviews are scheduled with the Alameda Labor Council, with business stakeholders, and with the Ditching Dirty Diesel coalition which includes community and environmental justice interests. Interviews are tentatively scheduled with maritime businesses, railroad and goods movement dependent industries.

Six roundtables scheduled throughout the project will bring together various parties from the Collaborative. The first roundtable, which is envisioned as a full-day kick-off event is targeted for May 2014. The project team is working to develop the agenda and invite speakers.

As part of the Goods Movement Plan, a number of work products are under development. These include an advocacy white paper, draft vision and goals, and technical memoranda on existing policies and plans and on infrastructure trends. An updated project timeline is included as Attachment E.



### **Creation of Ad Hoc Committee**

As part of the Goods Movement Collaborative efforts, in-depth interviews of key goods movement interest groups are being conducted. These meetings generally follow an open-ended interview style format and allow stakeholders to identify issues and opportunities in the goods movement system.

Local elected officials are a key goods movement stakeholder, and the Alameda CTC is a natural body of local elected officials to offer input to the Countywide Goods Movement Collaborative about issues in their respective jurisdictions. However, the typical Commission meeting structure is not well-matched to the focus group structure. Therefore, it is recommended that the Alameda CTC approve the creation of an ad hoc committee to offer more targeted input about goods movement issues in a focus group format.

### **Fiscal Impact:**

There is no fiscal impact.

### **Attachments**

- A. Bay Area Draft National Primary Freight Network
- B. State of California Comments on Draft National Primary Freight Network
- C. California Federal Freight Policy Principles
- D. [MTC Federal Freight Policy Principles](#) (hyperlinked)
- E. Alameda Countywide Goods Movement Collaborative and Plan Project Timeline

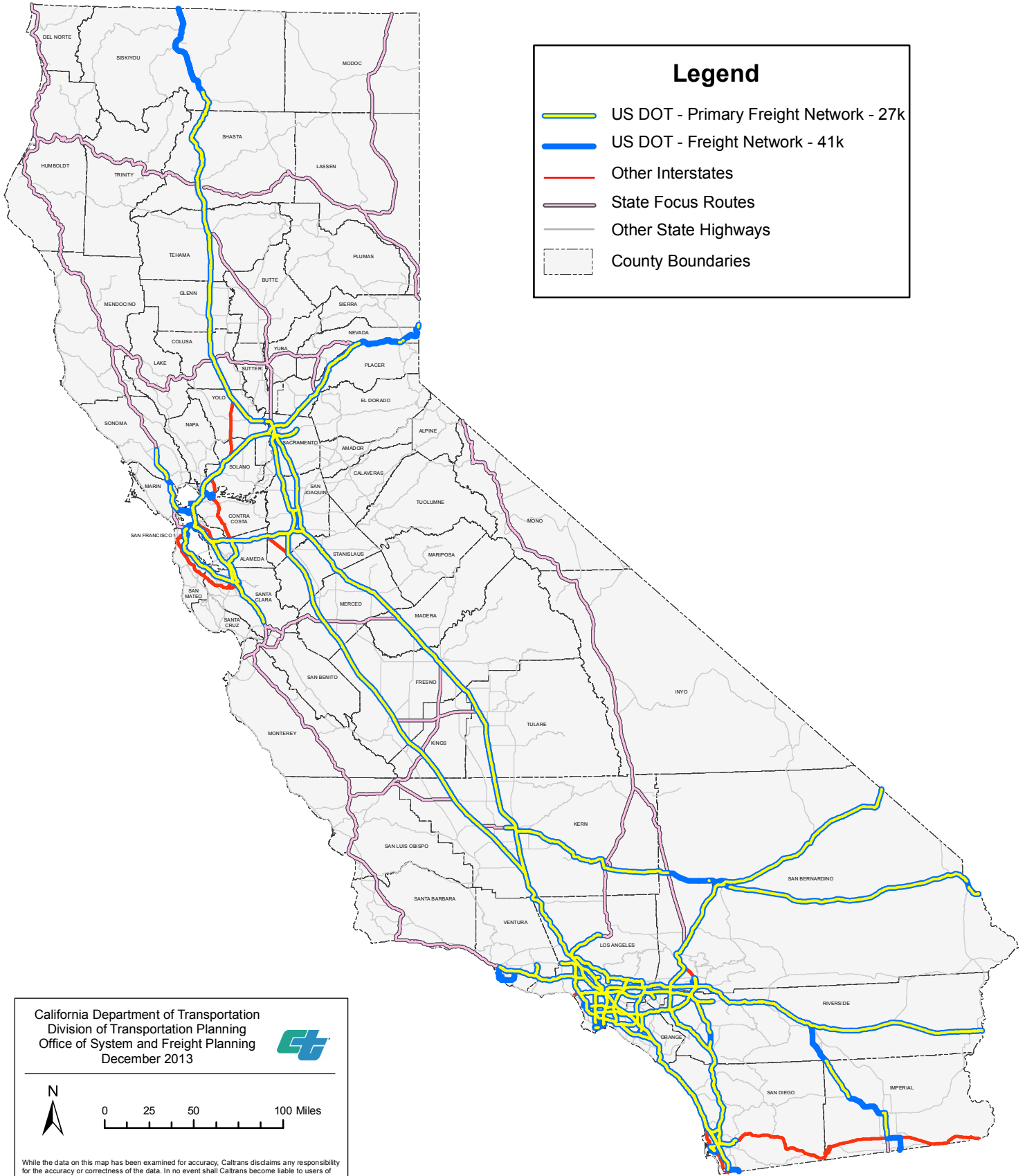
### **Staff Contact**

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

[Matt Bomberg](#), Assistant Transportation Planner

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Draft California Highway Freight Network



**Legend**

- US DOT - Primary Freight Network - 27k
- US DOT - Freight Network - 41k
- Other Interstates
- State Focus Routes
- Other State Highways
- County Boundaries

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



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 0 25 50 100 Miles

While the data on this map has been examined for accuracy, Caltrans disclaims any responsibility for the accuracy or correctness of the data. In no event shall Caltrans become liable to users of this map, or to any other party, for any loss or damages, consequential or otherwise, including but not limited to time, money, or goodwill, arising from the use of this map product.



**Edmund G. Brown Jr.**  
Governor

**Brian P. Kelly**  
Secretary

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February 14, 2014

Docket Management Facility  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE, W12-140  
Washington, D.C. 20590-0001

RE: Federal Highway Administration (FHWA), [Docket No. FHWA-2013-0050]; Designation of the Primary Freight Network

Dear Sir or Madam:

Thank you for the opportunity to comment on the proposed Primary Freight Network (PFN) and for extending the comment period to enable more extensive consultations with our freight stakeholders. Identifying the nation's primary freight corridors is an important step in providing more resources to improving the United States (U.S.) freight system and our international competitiveness. I commend the work done by the U.S. Department of Transportation (USDOT) given the constrained circumstances provided under the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21).

California is the nation's international trade leader in terms of value and quantity of goods that are handled by its seaports, airports, railroads, and roadways. It is essential to California's future that we ensure the continued strength of the State's freight industry, and the larger national economy it supports, in ways that are more efficient and that minimize impacts to communities and the environment. The USDOT's freight program can help to accomplish this goal in California and other states. Despite the statutory limitations governing the extent of the proposed PFN, the USDOT has envisioned a rational highway network that can serve as the foundation for the eventual designation of a more expansive PFN that fully represents California's and the nation's full multi-modal freight system.

Although this letter represents the views of the State of California, the State has had extensive consultations with its diverse, 62-member California Freight Advisory Committee (CFAC) regarding the proposed PFN. Additionally, many of our CFAC member organizations submitted their own comments to the Federal Register to convey their particular needs and interests. Given the enormous scale of California's freight industry, it is important that regional and local issues are fully considered. In reviewing the entire set of comments submitted by California's freight stakeholders, the USDOT will find an overall consistency in the identification of the major needs of the PFN, including:

- Inclusion of all freight modes – not just highways – as part of the PFN.
- Creation of a national freight funding program.
- Description of how the PFN will guide policy at USDOT and other federal agencies.
- Substantial expansion of the proposed 27,000 centerline-mile PFN.
- Flexibility to adjust the PFN within the states based on state and local knowledge.
- Closure of critical first- and last-mile gaps in the PFN.
- Recognition of environmental and community impact mitigation as an eligible project funding category and as part of the overall freight program.

In addition, I would like to provide the following comments on funding and the timing for updates to the PFN:

- The PFN focuses attention on the nation’s most important freight highway routes, thereby increasing the likelihood that additional funding will be directed to these vital corridors through a new, dedicated national freight funding program. Absent a new freight funding program, the designation of the PFN may have little impact, as there is insufficient funding capacity within existing transportation programs to support additional demands. Substantial and sustainable funding will be critical to the success of the national freight program.
- There is some concern that updating the PFN on a ten-year cycle is inadequate; therefore, I recommend at least a minimum five-year update cycle. With the metropolitan transportation planning process based on a four-year cycle, and freight and rail plans updated on five-year cycles, it is impractical to have the PFN updated only every ten years. Global trade is dynamic and will certainly experience significant change much more frequently than a ten-year update cycle can address. The update process should also include the ability for states to amend their designated network between update cycles as changing circumstances necessitate.

The Request for Comments listed five areas to address. Responses to each are detailed below.

**(1) Specific route deletions, additions, or modifications to the draft initial designation of the PFN:**

Expansion of the PFN is necessary to create a unified national highway freight network rather than a set of disconnected regional networks. It is not possible to create a truly national PFN under the 27,000 centerline-mile restriction.

California’s portion of the proposed PFN has numerous gaps and missing segments that, if closed, would create a coherent, continuous, linked freight network within the State. Key among these missing and vital network segments are highways and local roads that make up the “first- and last-mile” connections to seaports, cargo airports, intermodal

yards, and commercial border ports of entry. It is essential that the PFN not abruptly terminate a few miles from these critical freight facilities, which the proposed PFN often does.

In addition, states should be granted authority to reallocate PFN miles within their state. Due to the limitations of national data sets used to designate the PFN, the USDOT has insufficient local knowledge to identify which PFN reallocations are the most important and strategic for a given locale. As such, I recommend that states be authorized to effect any of the following reallocations of PFN miles:

1. A portion of a proposed PFN route to another portion of that same route.
2. A portion of a proposed PFN route to a different proposed PFN route.
3. A portion of a proposed PFN route to a more critical non-PFN route that may have been overlooked during the initial PFN designation process, so long as the replacement segment has been determined by the state to be of higher priority.

Furthermore, states would be required to provide a technically supported justification for any reallocation and the total PFN centerline miles for a state would not change. Final approval for reallocations would be made by the USDOT.

**(2) The methodology for achieving a 27,000-mile final designation:**

I applaud the USDOT's utilization of a data-supported approach to identifying routes under this restriction. California's portion of the proposed PFN is largely consistent with the State's own analysis and largely represents California's highest-volume and most important highway freight routes, which are also critical routes serving the entire country.

If, however, adjustments are made to the methodology, the adjustments should consider freight routes that have high seasonal peak truck traffic, such as in the often overlooked agricultural and extractive industry regions. Averaged over an entire year, many of these critical routes do not reach the PFN threshold, but still accommodate high numbers of trucks during the planting, harvesting, extraction, and processing seasons. This is particularly true for California's Central Valley, the Central Coast, and the North State, each of which are nationally and internationally significant exporters of agricultural, forest, and mineral products. For example, the Central Coast's Salinas Valley, often referred to as the "salad bowl of the nation," does not have an extension of the PFN that reaches the Salinas Valley under the proposed 27,000- or conceptual 41,518-mile PFN; this omission should be remedied.

**(3) How the National Freight Network (NFN) and its components could be used by freight stakeholders in the future:**

As previously noted, absent a new freight funding program, the designation of the PFN may have little practical application, as there is no funding capacity within existing transportation programs to absorb new freight program needs. Further, the freight program must be funded in a way that creates a reasonable level of certainty that funding will be available when freight projects are ready for construction. This assurance is particularly important when private funding is being devoted to freight projects through public-private partnerships. Moreover, new funding opportunities must not eliminate current freight funding options.

In addition, designation of the NFN and PFN highlights the need to address community and environmental impacts along freight corridors at the time projects are initially proposed. Impacts from diesel emissions and freight activities are well-documented and particularly concentrated along the highest-volume freight corridors and hubs. Within any funding program that is targeted to serve freight, addressing air quality and public health impacts in the project selection process must be a priority. Freight projects also must address greenhouse gas (GHG) emissions.

I recommend that funding be made available to projects within 1,000 feet of a PFN route, and that it addresses and prioritizes air quality and public health benefits. Such prioritization has been successfully implemented through public-private collaboration, via both regulatory and voluntary means, to reduce environmental and public health impacts throughout California, as demonstrated by the use of more-efficient and lower-polluting engines, fuels, and operations strategies. These actions dramatically reduced diesel particulates and other pollutants emitted by the State's freight industry. Expanding such efforts to also apply to the NFN and PFN would be an appropriate and needed initiative.

**(4) How the NFN may fit into a multimodal National Freight System:**

MAP-21's highway-centric NFN is inadequate to meet the needs of the complex, dynamic intermodal national freight system. The NFN highway component is a good beginning, but the other freight modes must be added before the NFN can be considered a complete, integrated freight network. The NFN should be expanded to include the nation's major maritime ports and navigation channels, transcontinental railroad mainlines, major intermodal facilities, major air cargo airports, and major commercial border ports of entry. It is important that the connections to such facilities are on the PFN and not relegated to the more extensive NFN. I urge the USDOT to consult with states, regional agencies, and local freight interest prior to expanding the NFN to be multimodal.

**(5) Suggestions for an urban-area route designation process:**

I appreciate that the USDOT is specifically requesting input regarding the designation of urban-area freight routes. The tremendous amount of urban-based transloading, consolidation, packaging, warehousing, final assembly, manufacturing, and other freight-



related activities does not occur directly on the PFN, but these activities take place in facilities located near the PFN that are accessed by local roads. Thus, increased demand placed on these local roads and the needs of surrounding communities require that designation decisions be made at the local level.

Without knowing the implications of an urban-area route designation, it is challenging to recommend a unified national approach. Many local roads in California handle truck volumes that rival the volumes of most national PFN routes. Help is needed for communities where such roads exist, such as improving the routes and mitigating related impacts so the costs of accommodating the nation's international trade does not disproportionately burden low income communities. Therefore, I recommend that states be given the ability to work with their regional and local partners to designate urban-area freight routes. These routes should be eligible for enhanced pavement preservation, operational improvement, and impact-mitigation funding.

Although this initial effort to establish a national freight program and designate a national freight network does not address all issues that need attention, it is an important turning point for the nation's transportation program. The efficient movement of freight is essential to the United States' international competitiveness, and addressing the impacts that freight has on communities and the environment is essential to the nation's sustainability.

Sincerely,

A handwritten signature in blue ink, appearing to read "Brian P. Kelly". The signature is fluid and cursive, with a long, sweeping tail on the last letter.

BRIAN P. KELLY  
Secretary

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## California's National Freight Policy Recommendations

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The national transportation program, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21), encourages states to develop state freight plans that are consistent with national guidance. Such guidance was needed and now that the plan development process is underway, states and the Federal Government can plan for coordinated actions to improve the efficiency, reliability, sustainability, and safety of the entire freight system while working toward eliminating impacts to communities and the environment.

In an increasingly competitive world, it is vital that the United States have an integrated, continually improving freight transportation system that is well maintained and operated. However, without a long-term, dedicated funding mechanism that generates new revenue and does not appropriate transportation funds from other programs, the state and national freight plans cannot be implemented, regardless of how innovative they may be. The reauthorization of MAP-21 must create a freight program that includes substantial new funding that is allocated on performance-based criteria.

California is the unparalleled trade gateway to the Nation, which is evidenced by the State having the highest concentration of goods movement dependent industries and associated employment in the country (e.g., transportation and warehousing, retail trade, manufacturing, construction and wholesale trade). The State is one of the 10 largest economies in the world with a gross state product of over \$2 trillion. As a global trade leader, freight is critical to the State's economy and by extension, California's freight based economy is critical to the national economy. Federal freight policies must be responsive to California's position as an international trade leader that:

- handles more than 40 percent of all the waterborne, containerized cargo entering the nation;
- processes more than \$665 billion in two-way trade value annually;
- has the most extensive supply chain in the nation, encompassing manufacturing, retail and wholesale trade, construction, transportation, and warehousing sectors;
- generates 600,000 direct jobs at our seaports, airports and border crossings, and 1.6 million logistics jobs in the Southern California region alone; and
- supports more than 3 million logistics jobs throughout the nation from containerized trade.

California's commitment to improving its freight system is unmatched in the U.S. In 2006, voters approved a set of transportation state bond programs that included the \$2 billion Trade Corridors Improvement Fund (TCIF). The TCIF program is implementing approximately 70 high priority freight projects with a value in excess of \$6 billion in total private and public funding along key trade corridors that serve State, national, and international trade. These investments include seaport, railroad, international land border crossing, and highway truck projects. California is already heavily investing its funds to improve the State's freight transportation system and attracting substantial private and public matching funds. We strongly encourage the Federal Government to follow our example and invest more in the national freight transportation system.

Despite the critical importance of freight movement to our country's economy, there are impacts to local and regional economies, environment, and communities that must be mitigated simultaneously when making freight system improvements. Therefore, improving and sustaining the freight system is not only about system reliability, efficiency, safety, and job creation, it is also about stewardship of communities and the environment as freight is processed in and moved through those communities and the State.

Impacts from an inadequately funded and maintained freight transportation system have broad consequences from damage to vehicles using highways with poor pavement quality, travel time delays, lost productivity, higher greenhouse gas (GHG) emissions, reduced delivery time reliability, increased transportation costs, reduced competitiveness, loss of business investments, and an extensive list of additional negative impacts that compound over time. Without a program of strategic investments to adequately fix and maintain the existing freight system, expand capacity, employ new technologies, increase efficiency, and reduce impacts to communities and the environment, U.S. productivity and global competitiveness will suffer, consumer costs will increase, and trade investments will lag. A new Federal funding program must be established to address freight mobility, on all modes. The new funding program would incentivize state and local investment and leverage the widest array of public and private financing. The program must focus on the freight system as a whole, rather than viewing the Nation's transportation infrastructure as several different systems that occasionally interact.

## **Create a Federal Freight Funding Program**

Under the next transportation reauthorization, it is critical that a dedicated, sustainable, and flexible freight funding program that includes a firewall against off-system uses be established. This should be in addition to, not in lieu of, existing transportation funding programs. Below are recommendations on funding sources and principles for the Federal freight program.

- **Potential Funding Sources**

- A dedicated funding stream, linked with a new Freight Trust Fund, paid for by all users of the freight system.
- Explore options to incentivize private investment. Some possibilities are increased use of public-private partnerships or offering special-purpose tax credit bonds.
- Support and explore all potential sources of funding, innovative financing tools (like credit programs, qualified tax credit bonds, and tax code incentives), and leveraging opportunities at all levels and sectors.

- **Principles for the Federal Freight Program**

- Utilize performance-based criteria for allocating funds. Funding should be allocated efficiently, in a way that guarantees the highest return on each dollar spent, and ensures that allocation intended to improve goods movement and reduce its impacts are actually directed towards that purpose. Funds should be dispersed through a competitive, performance-based process, rather than by formula.
- Target funding to key national priority freight corridors and the full set of multi-modal facilities associated with the corridor.
- Environmental and community impact reduction projects should be eligible for funding under the freight program.
- Priority should be given to zero-emission and near zero-emission freight projects and projects that mitigate both regional and local environmental impacts from freight.

- Priority should be given to projects which will maintain and utilize existing infrastructure to sustain and grow the throughput, velocity, efficiency, and economy of freight movement. Prioritizing in this manner will build upon critical investments already made by states, local agencies, and their private sector partners.
- Priority should be given to projects which are located in states and local jurisdictions that have adopted rules, regulations, incentives, and operating agreements which will necessarily provide for higher levels of environmental benefits, particularly with respect to air quality and GHG emissions. Prioritizing in this manner will encourage broader adoption of such measures and reward states and local jurisdictions that have taken a leadership role in addressing impacts from freight movement.
- To the maximum extent possible, expend revenues generated from any new user fees in the corridors where they are collected.
- To ensure that the Freight Program is sustainable for the long term, funding sources should ensure that alternative fuel vehicles also pay a fair amount for using the freight system.

DRAFT

## General Funding Recommendations

- Balance the Highway Trust Fund. Whether through user fees, enhanced, and/or indexed fuel tax increase, tolls, pricing, or any combination of measures. Do not continue to deficit finance our nation's transportation infrastructure.
- The California Freight Advisory Committee echoes the National Freight Advisory Committee's unanimously approved recommendation to pass legislation that will ensure that the Harbor Maintenance Tax is utilized for its intended purpose - to keep the nation's harbors and channels dredged and maintained at their maximum authorized depth for the safe shipping of commerce.

In recent years, more fees have been collected than expended and the Harbor Maintenance Trust Fund contains a significant surplus. At the same time, there is a growing backlog of dredging needs throughout the nation's harbors, including California harbors.

- Identify options for levying user fees on those beneficiaries of trust fund investments who do not currently contribute to the Harbor Maintenance Trust Fund. These include commercial fishing vessels and private recreational craft that pay no fees, as well as domestic freight carriers.
- Evaluate the potential benefits of altering the Harbor Maintenance Trust Fund tax in such a way that a portion of the tax would be levied based on ship volume instead of only cargo value, thereby adapting to the costs associated with larger ships. Currently, only port authorities and governments cover these costs, as they alone are responsible for channel deepening, equipment replacement, and dock renovations.
- Preserve and build upon the Projects of National and Regional Significance program, which has been a significant source of funding for freight movement infrastructure improvements.
- Replace the 12% Federal Excise Tax on the purchase of new freight equipment with an equivalent increase in Federal Diesel Fuel Taxes so that the funding shift is revenue neutral. Transitioning freight equipment and truck fleets to low emission and zero-emission models is expensive on an individual unit and fleet basis. Adding the 12% Federal Excise Tax substantially

increases the purchase cost and discourages private investment in deploying new technologies. For the equipment or truck operator, it is often more economical to continue using old, higher polluting models for their full life-cycle, then to turnover the equipment for new, low emission models. The tax structure should support, not hinder the transition to a cleaner, more efficient freight industry.

- Allow revenue generating activities at publicly owned rest and truck stops on the National Highway System (NHS) with generated funding reinvested in maintenance, operations, rehabilitation, mitigation, and expansion of rest and truck stops in the state on the NHS.
- Create a funding program for shortline railroads for capital improvements such as improved grade crossings, track gauge upgrades, locomotive retrofits to meet air quality requirements, and other improvements.
- Specify that federally recognized Native American tribal governments are eligible recipients of federal freight transportation funds.



## **National Freight Network Recommendations**

The parameters for the National and Primary Freight Network (PFN) set by MAP-21 are not adequate to identify the nation's complex, dynamic, and connected freight network. Below are recommendations for consideration during the next reauthorization.

- Do not set a mileage limit for the next iteration of the PFN. Forcing the network to adhere to an arbitrary mileage limit leads to significant network gaps and leaves out vital freight corridors and facilities. Goods move across the country on a complex, interconnected network which should be reflected in the PFN, without gaps. For the highway system, the result would be similar to the 41,518 centerline mile network identified in the draft released on November 19, 2013.
- Use a corridor focus that identifies the full set of associated multi-modal facilities. It is important, not only to California but to the entire nation, that the PFN adequately reflect the intermodal movement of freight trucked from docks to rail for long haul to the rest of the nation. For the cargo, each mode is a component of a multi-national, multi-state linked trip.
- Update the National Freight Network every five years. Given the complexity of the movement of goods and its dynamic nature, it would be prudent to re-evaluate the Primary Freight Network more frequently than every ten years.
- Create an amendment process for the PFN that enables states to make interim adjustments. With the approval of the U.S. Department of Transportation, enable states to address necessary changes between the 10-year updates. Nationally, there will likely be numerous instances where a previously designated PFN segment is no longer appropriate due to highway relocation or shifts freight travel patterns.
- Establish a methodology to establish urban freight corridors and network segments that puts states in the lead role of making such determinations.
- Either eliminate the 25% threshold for truck volumes for the designation of Critical Rural Freight Corridors or create an additional measure that uses Average Annual Daily Truck Traffic (AADTT).

California has many rural highways with high truck counts and also high automotive counts. The large number of automobiles dilute the truck percentage even though AADTT may exceed 3,000 – 5,000 but not reach the 25% threshold. With California’s extensive agricultural sector and focus on row and tree crops, there are large numbers of agriculture related trucks on rural highways.

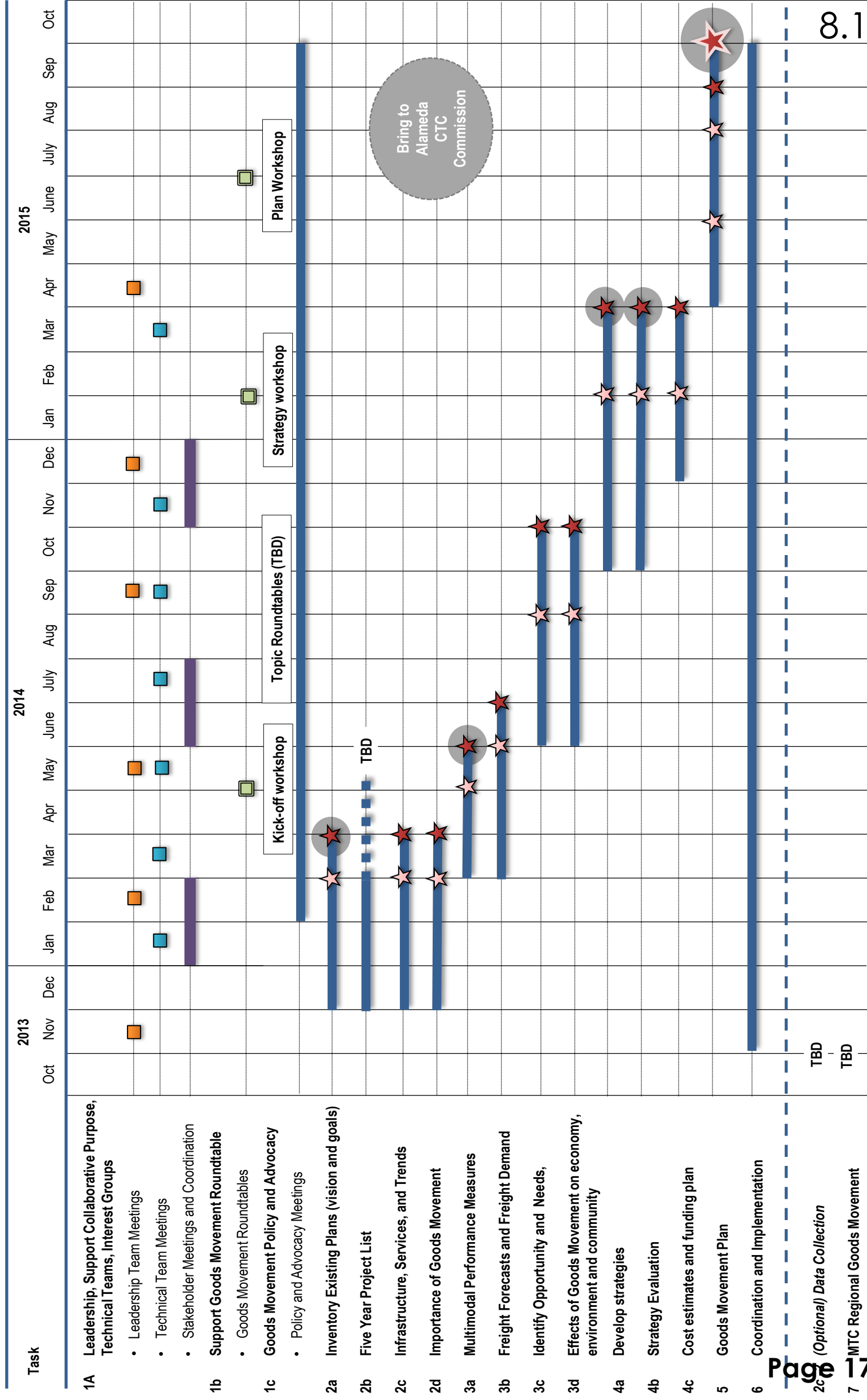
- Create a Critical Rural Freight Corridor designation mechanism that takes into account seasonal truck volumes. Many rural highways have very high truck counts and percents at certain times of the year serving the agricultural, forestry, and extractive industries. But during other times, truck counts and percents are quite low on those same highways. Averaged over a year, the highway does not meet minimum thresholds, though the thresholds may be met for many months of the year.
- Add a component to the Critical Rural Freight Corridor designation that addresses the need to provide freight access to federally recognized Native American Tribal Government lands.
- Expand the Primary Freight Network to reflect all its modes. Include major seaports, maritime navigation channels connecting to seaports included in the PFN, railroads and major intermodal yards, air cargo airports, commercial border ports of entry, and other key freight facilities.

## **Community and Environmental Impact Reduction Recommendations**

The freight industry, while providing essential jobs for community residents and being a critical component of the larger economy, generates negative community and environmental impacts in terms of health, noise, glare, vibrations, air quality, water quality, traffic congestion, and infrastructure degradation. Freight planning and funding must address these issues as part of developing a sustainable freight transportation system on a project-by-project basis and at the programmatic level.

- In addition to the existing national air quality requirements, include GHG reductions as a goal of the national freight program and make projects that achieve a specified level of GHG reduction eligible for an enhanced federal funding share.
- Create a separate federal railroad grade separation program targeted to rail lines on a newly-designated primary freight rail network. Focus on crossings with the highest vehicle delays and crashes.
- Create a truck parking program to increase parking opportunities so that trucks do not have to park in neighborhoods, on freeway ramps, and other locations that impact communities and create various social and environmental problems.

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- Notes**
- Alameda CTC Commission meetings occur the 4<sup>th</sup> Thursday of every month.
  - Alameda CTC Planning Policy Legislative Committee meets 2<sup>nd</sup> Monday of every month.
  - There are no Alameda CTC commission / committee meetings in August.
- Legend:**
- Activity (blue bar)
  - Draft Deliverable (pink star)
  - Final Deliverable (red star)
  - Leadership Team Meetings (6) (orange square)
  - Technical Team Meetings (6) (blue square)
  - One-on-one Groups (60) (purple bar)
  - Goods Movement Roundtables (3) (green square)
  - Goods Movement Workshop Roundtables (3) (green square)
  - Coordination with Other Regional / Legislative Activities (30) (black square)

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# Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 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).

### *Federal Budget Update*

President Obama will submit his FY15 budget request to Congress on March 4<sup>th</sup>. On February 26<sup>th</sup>, he announced new funding for the Transportation Investment Generating Economic Recovery (TIGER) competitive grant program, as well as his four year proposal for the federal surface transportation bill. As released by the White House press secretary,

the following summarizes the President's priorities for the TIGER program as well as the federal transportation bill: MAP-21 sequel.

**\$600 million TIGER competitive grants program:** The U.S. Department of Transportation is making available \$600 million in TIGER competitive grants to fund transportation projects. The TIGER grant program, which was initially funded as part of the American Recovery and Reinvestment Act, was recently funded in the bipartisan Consolidated Appropriations Act, signed by the President on January 17<sup>th</sup>, 2014. This represents the sixth round of the highly competitive TIGER grant program. During the previous five rounds, the U.S. Department of Transportation received more than 5,300 applications requesting nearly \$1.5 billion for transportation projects across the country. The four focus areas of the TIGER program are listed below:

- **Support High-Value Transportation Projects Across the Country.** The TIGER program supports a range of projects, including roads, bridges, transit, rail, and ports, and offers one of the few Federal funding sources that integrate different modes of transportation. The TIGER program invests in projects that will have a significant impact on the nation or a region, and Federal funds are used to make projects possible and leverage additional funding from private sector partners, States, local governments, metropolitan planning organizations, and transit agencies.
- **Encourage Improved Job Access and Increased Economic Opportunity.** In an effort to expand economic opportunities for all Americans, the 2014 TIGER program will place an emphasis on projects that support reliable, safe, and affordable transportation options that improve connections for urban, suburban, and rural communities. While continuing to support projects of all types, a priority will be placed in this 6<sup>th</sup> round of applications on projects that make it easier for Americans to get to jobs, school, and other opportunities, promote neighborhood revitalization and business expansion, and reconnect neighborhoods that are unnaturally divided by physical barriers such as highways and railroads.
- **Prioritizing Transformative Projects.** Successful projects in the TIGER process will be those with the potential to improve economic competitiveness and create jobs, improve the condition of existing transportation systems, improve quality of life by increasing transportation options, improve energy efficiency, reduce fuel consumption and encourage resiliency, and/or improve the safety of our transportation systems.
- **\$35 Million to Help Communities Design Economic Development Plans.** In addition to supporting capital grants, Congress provided the U.S. Department of Transportation with the flexibility to use up to \$35 million of the 2014 TIGER funds for planning grants for the first time since 2010. These funds can be used to support the planning of innovative transportation solutions, as well as regional transportation planning, freight and port planning, housing and land use development, and resiliency efforts that improve efficiency and sustainable community development.



**President Obama's Vision for 21<sup>st</sup> Century Transportation Infrastructure (the next surface transportation bill):** The following summarizes the proposed four-year transportation program and priorities that will be released in the President's budget the first week in March. The President's Budget will outline his proposal to dedicate \$150 billion in one-time transition revenue from pro-growth business tax reform to address the funding crisis facing our surface transportation programs and increase infrastructure investment. This proposal is expected to fill the current funding gap in the Highway Trust Fund, and increase surface transportation investment over current projected levels by nearly \$90 billion over the next four years, totally a \$302 billion investment package. The President will work with Congress to support a bi-partisan approach to funding the nation's transportation needs.

- **Proposing a \$302 billion, Four Year Transportation Reauthorization Bill, Providing States, Local Governments, and Construction Workers with Certainty.** The President's proposal for a \$302 billion, four year transportation reauthorization focus on the following.
  - \$63 billion to fill the funding gap in the Highway Trust Fund. The proposal will meet our nation's essential highway, bridge, and transit needs in the near term by providing \$63 billion to address the insolvency of the Highway Trust Fund for four years.
  - Prioritizing "Fix-it-First" investments. The proposal will include policies and reforms to prioritize investments for much needed repairs and to improve the safety of highways and bridges, subways and bus services, with particular attention to improving roads and bridges in rural and tribal areas.
- **Matching Transportation Infrastructure Investments to the Current and Future Needs of American Communities.** The proposed one-time infusion of investments are focused on addressing the diverse needs of American communities, including the following:
  - \$206 billion to invest in our nation's highway system and road safety. The proposal will increase the amount of highway funds by 22 percent annually, for a total of about \$199 billion over the four years. The proposal would also provide more than \$7 billion to improve safety for all users of our highways and roads.
  - \$72 billion to invest in transit systems and expand transportation options. The proposal increases average transit spending by nearly 70 percent annually, for a total program of \$72 billion over four years, which will enable the expansion of new projects (e.g., light rail, street cars, bus rapid transit, etc.) in suburbs, fast-growing cities, small towns, and aging rural communities, while still maintaining existing transit systems.
  - \$19 billion in dedicated funding for rail programs. The proposal also includes nearly \$5 billion annually for high performance and passenger rail programs with

a focus on improving the connections between key regional areas and high traffic corridors throughout the country.

- \$9 billion in competitive funding to spur innovation. The proposal will make permanent and provide \$5 billion over four years, an increase of more than 100 percent, for the highly successfully TIGER competitive grant program and propose \$4 billion of competitively awarded funding over four years to incentivize innovation and local policy reforms to encourage better performance, productivity, and cost-effectiveness in our transportation systems.
- Coordination and local decision making. The proposal includes policy reforms to incentivize improved regional coordination and strengthen local decision making in allocating Federal funding so that local communities can better realize their vision for improved mobility.
- **Expanding Economic Growth, Jobs, and Opportunity**. The proposal focuses on transportation projects that better connect communities to centers of employment, education, and services.
  - More than \$2.6 billion and policy reforms to support the creation of ladders of opportunity. The proposal will include policy reforms to enhance existing highway and transit programs that help to create ladders of opportunity. Within the overall transit spending, the proposal provides \$2.2 billion for a new bus rapid transit program for rapidly growing regions. It also includes \$400 million to enhance the size, diversity, and skills of our nation's construction workforce, while providing support for local hiring efforts and encouraging States to use their On-the-Job training funds more effectively.
  - \$10 billion for a new freight program to strengthening America's exports and trade. Recognizing the importance of efficient and reliable freight networks to support trade and economic growth, the President's proposal will also create a new \$10 billion multimodal freight grant program – in partnership with State and local officials and private sector and labor representatives – for rail, highway, and port projects that address the greatest needs for the efficient movement of goods across the country and abroad.
- **Boosting Efficiency and Taxpayers Return on Transportation Investments**. The proposal includes a number of measures to ensure that the American public is getting most out of Federal transportation infrastructure investments that lead to better outcomes for all Americans.
  - Improving project delivery and the Federal permitting and regulatory review process. The proposal will further advance and introduce new reforms to the project delivery system through a range of activities that institutionalize best practices and insights from the President's previous Executive Orders and

Presidential Memorandums to cut project timelines in half for major infrastructure projects by modernizing the Federal government's infrastructure permitting and regulatory review process.

- o Building more resilient communities. Building on the Sandy Task Force recommendations, the proposal will also encourage more resilient designs for highway, transit, and rail infrastructure, and smarter transportation planning to reduce fuel use and conserve energy.
- o Encouraging and incentivizing cost effective investments. The proposal will strengthen the performance incentives to maintain safety and conditions of good repair, and expand research and technology activities in order to improve the productivity of our transportation systems, thereby increasing taxpayer return on investment.
- o Attracting private investment in transportation infrastructure. The proposal calls for continued funding of \$1 billion in annual credit subsidy for the successful TIFIA loan program that aim to facilitate increased private investment in transportation infrastructure while protecting taxpayer interests.

## ***Policy***

### **Highway Trust Fund**

On February 4th, the Congressional Budget Office (CBO) released its projections for the Highway Trust Fund revenue. The analysis suggests that the Trust Fund will become insolvent in 2015. The analysis also suggests that if the federal government wants to continue baseline obligations into the future, the Fund will need \$19 billion in additional revenue, or transfers, for one year and \$101 billion for six years. Both Senate Environment and Public Works (EPW) Chair Boxer and House Transportation and Infrastructure (T&I) Chair Shuster have spoken out against providing additional general fund revenue to supplement the Highway Trust Fund.

### **Senate EPW Hearing**

The Senate EPW Committee held a hearing on February 12<sup>th</sup>, focused on "MAP-21 Reauthorization: The Economic Importance of Maintaining Federal Investments in our Transportation Infrastructure." Chair Boxer stated during the hearing she plans for the EPW Committee to produce a bill by April and pursue floor action shortly after that. House T&I Committee Chairman Shuster has set a similar timeline for his committee. All the witnesses expressed the need for a long-term policy that would allow industry and government to plan transportation projects and a sustainable revenue stream, including some advocacy for increasing the gas tax.

## **House Transportation and Infrastructure Subcommittee on Highways and Transit**

The Subcommittee on Highways and Transit, chaired by Representative Tom Petri (R-WI), held a roundtable policy discussion on February 26<sup>th</sup>, with representatives of the transportation community in preparation for the development of a surface transportation reauthorization bill.

This roundtable served as part of the Committee's process for developing the next surface transportation authorization bill, expected to be released in draft form in spring 2014. The roundtable included representative from the American Trucking Associations, American Highway User Alliance, Transportation for America, Retail Industry Leaders Association, U.S. Chamber of Commerce, National Steel Bridge Alliance, National Association of Manufacturers, AFL-CIO

### ***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***

#### **STATE BUDGET**

***Legislature's Budget Review:*** Both the Assembly Budget and Senate Budget Committees convened for an overview of the Governor's Budget proposal following its release. According to Legislative Analyst Mac Taylor, "the budget is great for the schools, not so much for the rest of the budget." Democrats are particularly concerned that the Governor did not include more restorations to safety net services for the poor. Concerns from Republicans include funding for high-speed rail, a lack of emphasis on job creation, and the need to do more to build reserves and pay down debt.

***Cap & Trade Proposal:*** The full Senate Committee on Budget & Fiscal Review held a hearing on February 13<sup>th</sup> to review the Governor's Cap & Trade budget proposal. Alameda CTC submitted a letter recommending four principles for consideration in the Cap & Trade programs, which were adopted by the Commission, including: Administer funding for transportation's GHG reduction program at the regional level; ensure sufficient funding is available now to implement transportation investments that reduce GHG emissions; direct significant cap-and-trade revenues to transportation investments that reduce GHG emissions; support the successful planning and investment strategies developed and delivered by the regions and local agencies. This letter is included in Attachment B. Alameda CTC also led the effort for the nine-county Congestion Management Agencies to submit a similar letter as well as provided a template to all Alameda County jurisdictions to support the same principles. In addition, Alameda CTC testified at the hearing along with members of the Transportation Coalition for Livable Communities supporting similar proposals. This hearing was the first opportunity for the

growing mass of interests groups to queue-up and express their thoughts on how Cap & Trade funds should be allocated. The Assembly Budget Subcommittee #3 has scheduled a hearing on the Cap & Trade budget for March 5<sup>th</sup>, and the Senate Budget Subcommittee #2 will hold another cap & trade hearing in March. Alameda CTC will also submit letters to these committees.

**Other Cap & Trade Efforts:** On February 20<sup>th</sup>, Senate President Pro Tem Steinberg announced a four point proposal on how to address Cap & Trade funding allocations in California that is detailed in Senate Bill 1156, including:

1. Set aggressive targets in statute, beyond 2020, to break our fossil fuel addiction and reinforce the climate goals of AB32 through 2030 and 2050.
2. Continue Cap and Trade for polluting industrial plants but replace Cap and Trade's current 2015 expansion into the transportation fuel economy with a broader, more stable and more flexible Carbon Tax of a similar amount on these same fuels
3. Return two-thirds of the Carbon Tax revenues to poor and middle-income Californians through a state Earned Income Tax Credit for families making less than \$75,000 per year
4. Inject the remaining Carbon Tax revenues into a multi-billion dollar 21st Century development of California's mass transit infrastructure to reduce traffic and pollution from cars using fossil fuels.

This proposal, along with the many recommendations by interest groups will be debated in the coming months as part of the budget negotiations and legislative process.

## POLICY

**Climate Change:** On February 10<sup>th</sup>, the California Air Resources Board released the proposed update to the AB 32 Scoping Plan. The Scoping Plan guides development and implementation of California's greenhouse gas emission (GHG) reduction programs and is required to be updated every five years.

The Scoping Plan update focuses on the need to build on the AB 32 framework over the coming decades and on the programs already established. The update also includes both near- and long-term actions to address GHG reductions. The update identifies eight key sectors for ongoing action:

- Energy
- Transportation, fuels, land use and infrastructure
- Agriculture
- Water
- Waste management

- Natural lands
- Short-Lived Climate Pollutants (such as methane and black carbon)
- Green Buildings

The update also includes the need for establishment of a midterm statewide greenhouse gas reduction target, between the current 2020 and 2050, most likely a 2030 target that would address specific reduction targets for each of the key sectors to guide California's GHG reduction efforts to meet the 80 percent reduction target by 2050. Public hearings will be held in the coming months on the plan update and to address a mid-term target.

**Republican Transportation Proposal:** In February, the Assembly Republican Caucus unveiled an ambitious proposal to direct \$11 billion to transportation projects. The central component of the proposal is placing a measure on the ballot that would direct the remaining High Speed Rail bonds to transportation projects. The proposal would also pay back \$2.5 billion in highway account loans made to the general fund, and redirect funds being used to pay for transportation bond debt back to transportation projects.

Legislation is expected to be introduced soon to carry out the following:

Loan Repayment: The proposal would require up to \$2.5 billion in unanticipated revenue to be used to repay all remain debts owed to transportation accounts. Unanticipated revenue would be what remains after schools and other mandated programs receive their allotment.

High Speed Rail Bonds: Place a measure on the ballot redirecting remaining high speed rail bond to transportation projects. These funds would be split 40% to highway maintenance, 40% to highway construction, and 20% to port and freight infrastructure projects. The \$995 million in the bond act dedicate to regional rail projects would not be touched, as well as funding currently programmed for the bookend projects.

Gas-Tax- Swap: Since pieces remain missing, such as actual language, the mechanics of how this proposal redistributes \$1.5 billion annually is murky. It appears to keep in place the Swaps' exchange of sales tax for an excise tax, but the funding calculations appear to revert to the pre-Swap formulas. It does not reverse the Swap, and it maintains the allocation of funds whereby 44% is dedicated to the STIP, 44% is dedicated to city and county roads, and 12% is dedicated the SHOPP. The proposal appears to reinstate the "spillover" calculation, but these funds are directed to local streets and roads – not public transit. It also appears that transit operating allocations made through the State Transit Assistance program would be significantly reduce, if not eliminated.

Weight Fees: The proposal would end the roundabout use of truck weight fee as the source of debt payments for transportation bonds. This would free-up about \$900 million for transportation projects.

**Caltrans Reform:** In January three sets of reports were released addressing how Caltrans could operate to address the current and future needs of the State. The reports are listed below:

**SSTI Report:** The California State Transportation Agency (CalSTA) released the findings and recommendation of the State Smart Transportation Initiative (SSTI). SSTI is an independent management auditing organization consisting of transportation policy experts from across the country. SSTI's report is harsh at times in its assessment of Caltrans' operations, and makes several recommendations both statutorily and culturally. While the cultural changes urge Caltrans to switch from its highways first mentality to one focused on mobility, there are a few proposals that could affect local transportation planning efforts. These include:

- End the practice of imposing state rules on the development of bicycle facilities located on local streets and roads.
- Provide CalSTA and Caltrans more time to review projects submitted in Regional Transportation Improvement Plans (RTIPs) before they are acted on by the CTC.
- Allow the CTC to approve projects included in an RTIP on a project by project basis as a condition adding a project to the STIP.

The Senate Transportation & Housing held an informational hearing on February 11<sup>th</sup> to review the findings of the report.

**Caltrans Program Review:** The Program Review was a top-to-bottom assessment of the Department's role in transportation. It assessed the Department's functional areas and organizational structure to identify opportunities to eliminate redundancies and inconsequential activities in order to increase the delivery of projects, products, and services and decrease the cost of doing business. The purpose of the Program Review was to identify opportunities to improve the efficiency and effectiveness of Department operations and also to identify opportunities to improve the Department's relationships with local agencies. The Program Review is expected to advance Caltrans efforts in more effectively accomplishing its mission, improving partnerships, becoming better stewards of state transportation resources, and establishing a professional, continuous improvement culture.

**CTIP Report:** In addition, the CalSTA established the California Transportation Infrastructure Priorities Workgroup (CTIP) last spring. The CTIP Workgroup consists of over 50 transportation related representative, which have been meeting regularly over the past year. The initial report from the CTIP Workgroup has been released. It includes general findings that will guide future work of the group, but also identifies several near and long term issues. Many of the near term issues such as highway account loan repayments, Prop 1B appropriations, Cap & Trade funding to implement Sustainable

Communities Strategies, and funding for rail modernization are already beginning to be addressed in the Governor's 2014-15 budget proposal.

The longer term issues that the CTIP will continue to explore include lowering the voter threshold for enacting local sales taxes, exploring the use of a mileage based user fee, expanding the use of express lanes, and reforming the STIP process to address the changing role of transportation. The report suggests any effort to lower the vote threshold for transportation sales taxes should be tied to improved coordination between the local agency and Caltrans on state highway improvement, such as including maintenance costs in the expenditure plan.

**Transportation Initiative on Hold:** Transportation California and the California Alliance for Jobs have decided not to proceed at this time with their initiative proposal to impose a vehicle license fee dedicated to transportation projects. In November, the backers submitted a proposal to phase in a 1% VLF charge that would be dedicated to transportation and transit capital projects, which would generate up to \$4 billion annually. With the recent release of the title and summary, additional polling was done to gauge voter support. While passage of this proposal would be difficult, lingering economic worries have made the chance of success unlikely. Both Transportation California and the Alliance for Jobs will continue to work with stakeholders to find a long term solution to our transportation funding needs.

### **Legislation**

The final date for submission of new legislation was February 21<sup>st</sup>. Staff will be reviewing bills related to the Alameda CTC legislative program and bring recommendations on bill positions in the coming months.

In an effort to ensure that express lanes can operate efficiently in Alameda County, Alameda CTC sponsored, and Assemblymember Buchanan has carried a bill to support express lane implementation in Alameda County.

**AB 1811(Buchanan). High-occupancy vehicle lanes.** Existing law authorizes the Sunol Smart Carpool Lane Joint Powers Authority to conduct, administer, and operate a value pricing high-occupancy vehicle program, on specified highway corridors, that may authorize the entry and use of high-occupancy vehicle lanes by single-occupant vehicles for a fee. Existing law requires that the implementation of the program ensure that specified levels of service be maintained at all times in the high-occupancy vehicle lanes and that unrestricted access to the lanes by high-occupancy vehicles be available at all times. This bill would instead require that access to the lanes by high-occupancy vehicles be available at all times.

Implementation of the express lanes on I-580 will necessitate the use of transponders for single occupant express lane users to pay toll to use the designated express lanes. Carpools will not have to pay a toll; however, to ensure that carpools are identified



correctly and not ticketed while using the lanes, the proposed operations of the I-580 express lanes will require the use of transponders for all users in the lanes. Carpools will have access to the lanes at all times and will not be charged a fee. If the lanes are highly utilized, the price for single occupant vehicles will rise to ensure operational efficiency of the lane, but carpools will continue to use the lanes without a fee. The transponder that will be used by FasTrak is anticipated to have the ability for users to self-identify if they are a single occupant or a carpool. Electronic enforcement will be used on the lanes to determine if a fee will be charged. In addition, the CHP will also enforce the occupancy requirements for carpools using the lanes. The Alameda CTC legislative platform includes language to "Support express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation." This bill supports effective implementation of the lanes and, therefore, staff recommends a **SUPPORT** position on this bill.

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
- B. Cap & Trade letter submitted to Senate Budget Committee

#### **Staff Contact**

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

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## 2014 Alameda County Legislative Program

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

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Oakland, CA 94607  
(510) 208-7400  
[www.AlamedaCTC.org](http://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
<b>Transportation Funding</b>	<p>Increase transportation funding</p> <p>Protect and enhance voter-approved funding</p>	<ul style="list-style-type: none"> <li>• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li> <li>• 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.</li> <li>• Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.</li> <li>• Support efforts that protect against transportation funding diversions.</li> <li>• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Seek, acquire and implement grants to advance project and program delivery.</li> <li>• Support Alameda County as the recipient of funds to implement grants and pilot programs</li> </ul>
<b>Project Delivery</b>	<p>Advance innovative project delivery</p> <p>Ensure cost-effective project delivery</p>	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery.</li> <li>• Support contracting flexibility and innovative project delivery methods.</li> <li>• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals</li> <li>• 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.</li> <li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth</li> </ul>
<b>Multimodal Transportation and Land Use</b>	<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"> <li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs.</li> <li>• Support local flexibility and decision-making on land-use for transit oriented development and priority development areas.</li> <li>• Support innovative financing opportunities to fund TOD and PDA implementation</li> <li>• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.</li> <li>• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li> </ul>

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



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Executive Director  
Arthur L. Dao

February 10, 2014

Senator Mark Leno, Chair  
Senate Committee on Budget & Fiscal Review  
State Capitol, Room 5100  
Sacramento, CA 95814

RE: Request for modification of Governor Brown’s 2014-15 Proposed  
Cap-and-Trade Budget and Implementation

Dear Senator Leno:

The Alameda County Transportation Commission (Alameda CTC) is writing to request changes in implementation of Governor Brown’s proposed budget to appropriate \$850 million to a wide range of projects critical to achieving the State’s greenhouse gas reduction goals. In particular, we recommend that the appropriation of \$100 million for implementation of Sustainable Community Strategies (SCS) be done at the regional level, where the SCSs have been developed to meet the State’s mandate to reduce greenhouse gas (GHG) emissions. We urge you to increase this appropriation to support resources commensurate with the GHG reduction mandate.

Alameda CTC invests in projects and programs that create accessible, convenient, equitable, and sustainable transportation to move people and goods, spur economic growth, and enrich communities. Alameda CTC plans, funds, and delivers approximately \$160 million each year for projects and programs that support Alameda County’s economy and help move over 1.5 million people each day. Our agency, along with fourteen cities and Alameda County as local jurisdictions are also responsible for assisting with the implementation of the Bay Area’s SCS that supports implementation of Senate Bill 375.

Alameda CTC supports the State’s Cap and Trade Expenditure Plan recommendations that support multimodal investments and advanced technologies in passenger and freight systems. Our long-range plans similarly support multimodal systems to address the transportation needs of Bay Area travelers, and we are embarking on efforts to address regional goods movement needs and priorities. Toward these efforts, Alameda CTC makes the following overall comments on the appropriation of Cap and Trade revenue with the goal of reducing GHG emissions from transportation:

***Administer funding for transportation’s GHG reduction program at the regional level.***

Regional planning and local leadership in developing and implementing SCSs is critical in the efforts to implement these plans both locally and regionally. In keeping with this key recommendation, we recommend that State funding for GHG reductions related to SCS implementation be administered at the regional

level, and trailer bill language should direct the Strategic Growth Counsel to allocate funds directly to regions for implementing SCS projects. The mandate for SCS implementation needs to have adequate resources to ensure its goals can be achieved.

***Ensure sufficient funding is available now to implement transportation investments that reduce GHG emissions.***

Key recommendations for transportation focus on planning, changes to funding and market strategies, and new regulations. These priorities support investments that expand clean passenger and freight technologies and equipment, low carbon fuels, and implementation of adopted SCSs. As the largest contributor to GHG emissions, the transportation sector has the highest requirement for GHG reductions, per Governor Brown's [Executive Order B-16-2012](#), which specifically requires an 80 percent GHG reduction.

For the transportation industry to achieve its GHG reduction target, significant and reliable funding sources are needed now to move the Bay Area SCS from a plan into implementation. The strategies included in the SCS will result in long-term shifts in travel and land use patterns, but require an up-front investment in infrastructure and development incentives to realize their GHG emission reductions.

Without a significant commitment of funds this work cannot be implemented in a timely way to support the GHG reduction timelines and targets.

***Direct significant cap-and-trade revenues to transportation investments that reduce GHG emissions.***

The State's new Cap and Trade Program represents one of the most promising opportunities for investing in transportation strategies that support GHG reductions. Given that the transportation sector accounts for 40 percent of State GHG emissions, the Alameda CTC supports directing at least 40 percent of Cap and Trade revenues to transportation investments. Additionally, starting in 2015, Alameda CTC supports the California Air Resources Board working with the California State Transportation Agency and other regional and local transportation agencies to direct the additional revenues generated from transportation fuels to investments in the transportation sector. Directing fuel-based revenue to transportation programs that achieve GHG reductions will fulfill Assembly Bill 32 goals and provide a "user fee" link between increased fuel prices and transportation investments that benefit those paying.

***Support the successful planning and investment strategies developed and delivered by the regions and local agencies.***

Alameda CTC is Alameda County's congestion management agency. In partnership with MTC and the other Bay Area congestion management agencies, we deliver projects and programs each year that support the Bay Area's economy and mobility and reduce GHG emissions through cutting-edge transportation efforts such as:

- Bicycle and pedestrian infrastructure and programs
- Clean fuels and new technologies
- Express bus service
- Highway/roadway improvements to reduce congestion and support goods movement
- Mass transit operations and capital investments
- Transportation Demand Management programs
- Transit oriented development
- Transportation for seniors and people with disabilities

Bay Area voters have approved local transportation measures that fund these investments. Alameda CTC is held accountable to strict delivery timelines through open and public processes, and we report regularly to the public on how funds are expended. This accountability has resulted in significant investments that reduce congestion, improve access and efficiencies, and create safe, efficient, and clean transportation systems. Recognizing and rewarding the efficiency and effectiveness of our delivery processes by directing funds and administration authority to regions and local agencies will enable the State to advance its GHG reduction goals.

Alameda CTC appreciates your efforts to appropriate Cap and Trade funds on projects that will result in immediate and near-term reduction in greenhouse gas emissions. How these funds are allocated will greatly influence transportation, fuels, and infrastructure in California and change the way we perceive and address energy efficiency, waste, water, and agriculture, as well as protect our natural resources and enrich communities throughout California. We see investment in the transportation sector as a key strategy to meet the State's ambitious GHG reduction goals.

Thank you for the opportunity to comment on the proposed appropriation of Cap and Trade revenue.

Sincerely,

A handwritten signature in black ink that reads "Scott Haggerty". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

Alameda CTC Chair Scott Haggerty  
Alameda County Supervisor, District 1

Cc:

Members and consultant to the Senate Committee on Budget & Fiscal Review

Members of the Bay Area Legislative Delegation

Steve Heminger, MTC Executive Director

Ezra Rapport, ABAG Executive Director

League of California Cities

CALCOG

CSAC

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