



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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City of Oakland

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Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, October 23, 2014, 2:00 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

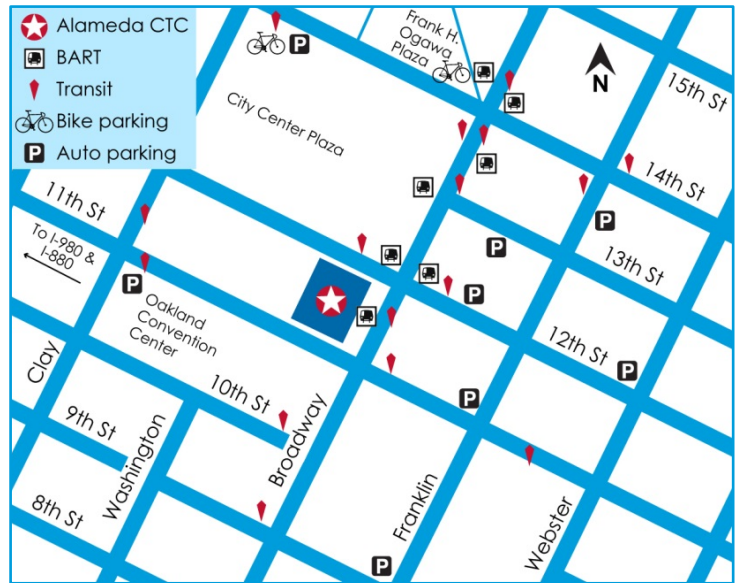
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda

Thursday, October 23, 2014, 2 p.m.

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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*
6. Approval of Consent Calendar		
On October 13, 2014 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.		
6.1. Approval of September 25, 2014 Minutes	1	A
Recommendation: Approve the September 25, 2014 meeting minutes.		
6.2. I-580 Express Lanes Education and Outreach Schedule	7	I
6.3. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report	11	I
6.4. Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	33	I
6.5. Legislative Update	35	I
6.6. Congestion Management Program (CMP): Elements, Scope, and Schedule for the 2015 CMP Update and Implementation of Travel Demand Management and Annual Conformity Findings	43	A
Recommendation: Approve the 2015 CMP update scope and schedule, augmentation and extension of the Travel Demand Management Program contract for Guaranteed Ride Home program, and 2013-2014 CMP conformity findings		
6.7. Lifeline Transportation Program Cycle 4 Guidelines	59	A
Recommendation: Approve the project evaluation criteria and weighting to be used for the project selection process of the Cycle 4 Lifeline Transportation Program.		
6.8. Safe Routes to Schools Program Annual Report	91	I

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

<p>6.9. East Bay Greenway Project - Coliseum BART to 85th Avenue (635.1): Amendment to the Memorandum of Understanding (MOU) A12-0029 with San Francisco Bay Area Rapid Transit District and the City of Oakland</p> <p>Recommendation: Authorize the Executive Director or designee of the Executive Director, to: 1) Amend MOU A12-0029 to modify limits of maintenance responsibilities, and 2) modify and/or execute any necessary agreements to fulfill the stipulations of the amended MOU</p>	109	A
<p>6.10. I-880 Southbound HOV Lane Project (730.1/730.2): Hardscape Component</p> <p>Recommendation: Approve the programming actions and authorize the Executive Director to execute agreements required to advance the Hardscape component of the project</p>	113	A
<p>6.11. Various Projects: Time Extension Only Amendments</p> <p>Recommendation: Approve and authorize the Executive Director, or his designee, to execute amendments for requested time extensions in support of the Alameda CTC's Capital Projects and Program delivery commitments</p>	119	A
<p>6.12. Alameda CTC's participation in the Special District Risk Management Authority (SDRMA) Risk Management Program</p> <p>Recommendation: Approve Resolution 14-015 approving the form of and authorizing the execution of a Sixth Amended Joint Powers Agreement and Authorizing participation in the Special District Risk Management Authority' Risk Management Program, and Resolution 14-016 authorizing application to the Director of Industrial Relations, State of California for a Certificate of Consent to Self-Insure Workers' Compensation Liabilities</p>	123	A
<p>6.13. Community Advisory Appointments</p> <p>Recommendation: Approve the Alameda CTC Community Advisory Appointments.</p>	155	A
<p>7. Community Advisory Committee Reports (Time limit: 3 minutes per speaker)</p>		
<p>7.1. Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair</p>	157	I
<p>7.2. Citizens Watchdog Committee – James Paxson, Chair</p>	163	I
<p>7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair</p>	165	I
<p>8. Planning, Policy and Legislation Committee Action Items On October 13, 2014, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.</p>		

- 8.1. Transportation Expenditure Plan Update (Verbal) I
- 8.2. [Metropolitan Transportation Commission \(MTC\) I-880 Express Lane Project](#) 177 I
- 8.3. [Comprehensive Investment Plan](#) 181 A
 Recommendation: Approve the Comprehensive Investment Plan's guiding principles, development process, and programming fund estimate.

9. Programs and Projects Committee Action Items

On October 13, 2014, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

- 9.1. [Alameda CTC Semi-Annual Programs and Projects Update](#) 195 I

10. Member Reports (Verbal)

11. Adjournment

Next meeting: December 4, 2014

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

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Alameda County Transportation Commission
Commission Meeting Minutes
Thursday, September 25, 2014, 2:00 p.m.

6.1

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1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present with the exception of: Commissioner Richard Valle, Commissioner Margaret Fujioka, Commissioner Tim Sbranti, Commissioner Jerry Thorne, Commissioner Larry Reid, Commissioner Keith Carson and Commissioner Luis Frietas

Commissioner Pauline Cutter was present as the Alternate for Commissioner Wilma Chan. Commissioner Marvin Piexoto was present as an alternate for Commissioner Barbara Halliday.

Commissioner Kirk Brinkham was present as an alternate for Commissioner Ruth Atkin.

Subsequent to the roll call:

Commissioners Richard Valle, Commissioner Tim Sbranti, Commissioner Luis Frietas arrived prior to the vote on item 6.

Commissioner Keith Carson arrived during item 8.1.

3. Public Comment

A public comment was heard by Dave Campbell.

4. Chair/Vice Chair Report

Councilmember Piexoto presented the Commission with a Resolution of Support for Measure BB from the City of Hayward.

5. Executive Director Report

Art Dao stated that the CTC awarded the agency with a \$2.6 million grant for the East Bay Greenway project. Art noted progress on the I-80 Integrated Corridor Mobility Project that included gantry installation and informed the Commission that photos of the gantry installation were provided. He also informed the Commission that a spreadsheet outlining pavement conditions in each city could be found in their folders. Art stated that the CWC 12th Annual Report in the Commission folder, found for the 12th year in a row concurrence with the auditors that funds have been spent as approved by voters. He concluded by inviting the Commissioners as well as members of the public to attend PAPCO's Annual Mobility Workshop at the Ed Roberts Campus on October 17, 2014.

6. Approval of Consent Calendar

- 6.1. Approval of July 24, 2014 Minutes
- 6.2. I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report
- 6.3. Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.4. 2014 Update to the Alameda County Priority Development Area (PDA) Investment and Growth Strategy
- 6.5. Alameda CTC Annual Report Including the Vehicle Registration Fee Program
- 6.6. California Transportation Commission August 2014 Meeting Summary
- 6.7. FY 2014-15 Transportation Fund For Clean Air (TFCA) Program
- 6.8. Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Funding
- 6.9. Regional Measure 2 Program Update
- 6.10. I-580 Express Lanes Project (PN 720.4/724.1): Contract Amendments to Professional Services Agreements with Electronic Transaction Consultants Corporation (Agreement No. A09-007 and Agreement No. A13-0092)
- 6.11. Route 84 – Expressway Widening (624.1/624.2): Contract Amendment to the Professional Services Agreement (Agreement No. A05-004) with URS Corporation
- 6.12. I-880/Broadway - Jackson Interchange Improvements Project(610.0): Professional Services Contract for the Project Approval and Environmental Document (PA/ED) Phase
- 6.13. Time Extension Only Amendments
- 6.14. Alameda CTC FY13-14 Year-End Investment Report
- 6.15. Update on Banking Services Analysis and Activities - Local Banks
- 6.16. Legislative Update

Commissioner Ortiz moved to approve the Consent Calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Carson, Thorne, Reid absent).

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Citizens Watchdog Committee (CWC)

There was no one present from CWC.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO stated that the committee met twice since the last

report to the Commission. She stated that PAPCO was preparing for the Annual Mobility Workshop which will be held October 17, 2014 at the Ed Robert Campus. Sylvia stated that the Access Alameda Guide was printed and copies were provided to the Commission and she concluded by reviewing vacancies on the committee.

8. I-580 Express Lane Committee Action Items

8.1. [I-580 Express Lanes Education and Outreach Update and Report on Research Findings](#)

Heather Barber presented the I-580 Express Lane Education and Outreach Update. She provided an overview of the schedule for the education and outreach plan over the next 18-months. She stated that a draft outreach and education plan was developed and that staff had done research through polling and focus groups that will be used to inform finalization of the plan.

Heather introduced Daniel Sparling from Frank Wilson & Associates who presented more detailed information on the research findings. Daniel stated that there were four focus group held in the Tri-Valley area as well as a quantitative telephone survey of 400 respondents. He covered awareness and favorability findings, as well as the top five questions and concerns. He also covered perceptions around lane operations, time savings finding and cost-benefits. He concluded by stating that the findings will be incorporated into the express lane education and outreach plan and used to finalize the outreach timeline.

Commissioner Ortiz wanted specific project details and an explanation on what is being developed in the corridor. Art Dao stated that in the eastbound direction the Project will convert the newly constructed eastbound HOV lane to a double express lane facility while in the westbound direction it will convert the westbound HOV lane (currently under construction) to a single express lane facility.

Commissioner Capitelli wanted to know if the toll rate would be established by dynamic pricing. Art stated that the toll will be dynamic pricing based on traffic congestion in the corridor.

Commissioner Capitelli wanted to know if it was possible to charge different toll amounts for drivers from outside of Alameda County. Art stated that the technology we are implementing is the newest and most updated technological system and he indicated that staff will research future options and respond to the Commission.

9. Planning, Policy and Legislation Committee Action Items

9.1. Transportation Expenditure Plan Update

Tess Lengyel updated the Commission on the Transportation Expenditure Plan. She stated that the measure had been placed on the ballot and is known as Measure BB. Tess also stated that there is one argument against the Measure and a rebuttal was submitted. Tess stated that the 2014 plan has garnered support from the East Bay

Express as well as many more organizations throughout the county including the Sierra Club, League of Women Voters, Alameda County Taxpayers Association, United Seniors, Transform, Labor Council, the Port of Oakland and many others.

This item was for information only.

9.2. Multimodal Plans Update

Tess Lengyel recommended that the Commission approve creation of an Ad Hoc Committee to provide focused input into the Countywide Transit Plan and provided an update on the Countywide Modal Plans. She stated that ACTC is on the forefront with six different modal plans that inform the development of the long-range countywide plan and Regional Transportation Plan (RTP). She covered the development and process timeline for the modal plans. She stated that ACTAC will serve as the technical advisory committee for the plans and she outlined public and stakeholder outreach process for the plans.

Tess introduced Matthew Ridgeway, consultant Project Manager from Fehr & Peers to discuss the countywide multimodal arterial plans. Matthew covered project successes to date, and updated the Commission on the project design framework including the stakeholder engagement plan, data collection plan and travel demand forecasting.

Tess then introduced Rebecca Kohlstand, consultant Project Manager from Parson Brinckerhoff to provide an update on the Countywide Transit Plan. Rebecca covered the scope of work and development process for the Transit Plan as well as the stakeholder engagement. She stated that this study also integrated the AC Transit major corridor studies (MCS) and briefly covered the MCS development and benefits.

Commissioner Miley wanted to know what the three transit networks were. Rebecca stated that the framework is still being development and will be discovered through communication with the Commission and the public.

Commissioner Miley wanted to know the amounts of the consultant contracts. Tess stated that the contracts total three million dollars over the next two years and funding for the development of the plan was previously approved by the Commission.

Commissioner Haggerty wanted to know what emphasis was placed on the Tri-Valley when developing this plan. Art stated that I-580 is a major goods movement corridor and the transit and arterials plans are inclusive to the eastern part of the county.

This item was for information only.

10. Member Reports

There were no member reports.

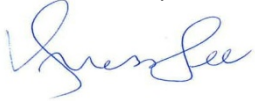
11. Adjournment

The next meeting is:

Date/Time: October 23, 2014 @ 2:00 p.m.

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

Attested by:



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Memorandum

6.2

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DATE: October 16, 2014

SUBJECT: I-580 Express Lanes Education and Outreach Schedule

RECOMMENDATION: Receive an update on the I-580 Express Lanes Education and Outreach Schedule.

Summary

Alameda CTC will open new Express Lanes on the I-580 corridor in the Tri-Valley in fall 2015. A comprehensive research-based education and outreach approach has commenced that will inform motorists about the lanes and their safe and proper use, and will be a model for future projects. New primary research has been completed to test commuter perceptions about the lanes. The results of the research are being integrated into the Outreach and Education Plan and messages are being refined in order to best prepare and educate the public for the opening of the express lanes.

The next phase of education and outreach planning for the launch of the I-580 Express Lanes consists of developing a message strategy which adheres to and is responsive to the key findings from the research. How the lanes are introduced to the public, and the materials used to describe the lanes will be developed with the insight gained from research, ensuring that the messaging is on point.

Background

In December 2013, the Alameda CTC Commission approved the execution of a contract for I-580 Express Lanes Public Outreach and Education Services with Frank Wilson and Associates (FW&A) who have extensive experience promoting the benefits of managed lanes. A draft Outreach and Education Plan has been developed and a research plan was implemented over the summer. In September staff presented research findings and a comprehensive research-based approach to education and outreach that will be implemented throughout the Tri-Valley and in Contra Costa and San Joaquin Counties.

Education and Outreach Schedule

The 580 Express Lane communications will be implemented through a systematic process that result in positive word of mouth for the project, safe and proper use of the lanes, manageable enforcement and a model for future projects in the planned regional Bay Area Express Lanes network. The following provides a project schedule and approach to these tasks.

October – December 2014

Major Milestones:

- I-580 Express Lanes opening in thirteen months
- New FasTrak transponder

Key Communications Activities:

- Develop and refine messaging that ensures easy understanding and access, as identified in research.
- Develop and launch an outreach effort to begin to raise awareness about the project to build a positive perception of Alameda CTC and the project within the marketing areas.
 - Develop key stakeholder list and outreach event priority list
 - Develop branding and messaging for I-580 Express Lanes
 - Prepare talking points and project fact sheet
 - Develop press kit materials, FAQs and media list
 - Design and produce print materials
 - Develop website content develop "B-roll" and "How To" video for website
- Develop speaking engagements list and schedule:
 - Develop project powerpoint
 - Conduct one-on-one meetings with key stakeholders/connectors
 - Meet with key stakeholders
 - Attend key community events
- Promote Alameda CTC and Bay Area express lanes leaders in providing transportation solutions in the county and region.
- Work with partners (MTC/BATA) to develop plan for outreach and education of FasTrak Flex to promote early acquisition of new tag by I-580 corridor users.
- Coordinate with MTC/PIWG to integrate I-580 Express Lanes education and outreach with Bay Area Express Lanes Network

January – March 2015

Major Milestones:

- Express Lane system integration construction activities to commence
- FasTrak Flex to become available in April

Key Communications Activities:

- Begin outreach to key stakeholders, including government, business and community groups in Alameda, Contra Costa and San Joaquin Counties
- Develop and launch Social Media Tools for Express Lanes to begin building a following
- Plan media event/photo opportunities to mark the completion of gantry installation
- Continued coordination with regional partners

April – August 2015

Major Milestones:

- FasTrak Flex becomes available for distribution in the Bay Area
- I-580 systems integration and testing

Key Communications Activities:

- Launch grass-roots community outreach effort to support early adoption of express lanes and FasTrak Flex, including understanding of benefits
- Staff and attend spring/summer community events, including providing opportunities to obtain FasTrak Flex
- Coordinate and attend transportation fairs at major employment centers
- Continue outreach to key stakeholders, including government, business and community groups in Alameda, Contra Costa and San Joaquin Counties
- Continue media outreach: Project Status Report/How To's
- Coordinate with CHP to ensure safety and enforcement and to support grace period and violator education
- Develop Risk Communications Protocols for opening of new lanes
- Continued coordination with regional partners

September - December 2015

Major Milestones:

- Completion of systems integration and testing
- Launch I-580 Express Lanes

Key Communications Activities:

- Press Conference and Media Tour
 - Introduce "How to use the I-580 Express Lanes" Video
 - Interviews with Alameda CTC Commissioners and CHP
- Outreach to carpoolers to reinforce and support carpooling
- Continue marketing campaign for FasTrak Flex tolls tags
- Grand Opening/Ribbon Cutting Event

- Continued coordination with CHP to ensure safety and enforcement and to support grace period and violator education to offer violators opportunities to become customers
- Continued coordination with regional partners

January – March 2016

Major Milestones:

- Post-Launch success

Key Communications Activities:

- Ongoing education to drivers and close coordinate with CHP to ensure drivers understand rules of the road
- Continue marketing campaign for FasTrak Flex tolls tags
- Collect and promote testimonials of new users of I-580 lanes
- Promote statistics on growing usage tied to milestones (first month, first ninety days)
- Develop messaging around travel time saved by the Express Lanes
- Document public feedback and effectiveness of targeted outreach and marketing and define next steps

Next Steps

Staff will continue to bring outreach and education updates to the I-580 Express Lane Policy Committee throughout the coming year as staff plans and implements public education and outreach tasks to ensure the successful launch and post-launch use of the I-580 Express Lanes. Topics will include:

1. Education and outreach implementation and regional coordination – January 2015
2. Transponder user education and marketing – March 2015
3. Outreach and education for Express Lanes launch – June 2015
4. Update on launch activities – Sept 2015

Fiscal Impact: There is no fiscal impact to the Alameda CTC budget due to this item. This is information only.

Staff Contact

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

[Heather Barber](#), Communications Manager



DATE: October 16, 2014

SUBJECT: I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report

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

Summary

The Alameda CTC is sponsoring the I-580 Corridor High Occupancy Vehicle (HOV)/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 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 Greenville Road to San Ramon Road/Foothill Road.

The environmental and civil design work for the express lanes is complete for both eastbound and westbound. Civil construction is being implemented through multiple contract change orders (CCO's) on the on-going HOV Lane 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, toll hardware and integrate the toll subsystems, utilizing emerging technologies/software development. The express lane facility is scheduled to open for public use in November 2015.

For detailed information on project funding, schedule and status of each corridor project, including the Eastbound HOV Lane Project (Segment 3 Aux Lanes), the Westbound HOV Lane Project (Segments 1 and 2), the Eastbound I-580 Express Lane Project, Westbound I-580 Express Lane Project and Toll System Integration activities, see Attachments A, B, C, D and E of this report. This item is for information only.

Background

The projects in the I-580 Corridor will 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, California Highway Patrol, 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 will complete by late 2015 in parallel with completion of express lane infrastructure.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one construction project. All the contract change orders (CCO's) for express lane-civil infrastructure construction have already been issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). The benefit of implementing CCO's is to avoid working in the environmentally sensitive areas, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Specific items in 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.

The system integration for express lane implementation is currently in design phase. Construction activities of express lane-system integration are expected to commence in March 2015 with electronic toll system, fully operational in November 2015.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

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 Eastbound Express Lane Project Monthly Progress Report (PN 720.4)

- D. I-580 Westbound Express Lane Project Monthly Progress Report (PN 724.1)
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

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

[Stefan Garcia](#), Project Controls Team

[Kanda Raj](#), Project Controls Team

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ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
September 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 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 express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane 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 – 74% of the contract work was completed as of 9/20/14

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.
- Most retaining walls on the outside 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:

- Backfill two remaining retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Paving activities continuing between Hacienda Drive and Greenville Road through October 2014

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 Cap	17.87	2.20	0.14		4.69	6.57	31.47
Construct Sup	2.53	1.12	0.10			0.71	4.46
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The Eastbound AUX 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. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in late 2015.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	October 2015 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 724.4/724.5)
Monthly Progress Report
September 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 express Lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane construction work in a manner that will allow the HOV/express lane facility to be opened concurrently
- Additional widening of the North Livermore Avenue structure to accommodate express 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 express lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane

construction work in a manner that will allow the 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) – 51% of the contract work was completed as of 9/20/14

- North Livermore Ave bridge widening
- 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
- Excavate and construct retaining walls and soil nail walls
- Paving of ramp and gore areas

SEGMENT 2 (Western Segment – 77% of the contract work was completed as of 9/20/14

- 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
- Outside widening from Airway to Hacienda

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)

- Soundwall construction at Vasco Road
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Complete retaining walls
- Median widening and barrier reconfiguration
- Mainline paving will begin in spring 2015

SEGMENT 2 (Western Segment)

- Installation of drainage systems
- Median barrier reconfiguration
- Complete retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations

- Final paving and striping between Airway Boulevard and Hacienda Drive will begin in spring 2015.

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 1 (Eastern Segment)

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

Funding Plan – SEGMENT 2 (Western Segment)

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

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in early 2016.

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	January 2016 (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. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in mid 2015.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	July 2015 (T)

ATTACHMENT C

I-580 Eastbound Express Lane Project

Monthly Progress Report

September 2014

PROJECT DESCRIPTION

The I-580 Eastbound Express 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 is complete
- Civil design is complete and combined with the westbound component as one contract package. The civil construction is being implemented through CCO's under 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). All the CCOs have been issued to the contractors
- Electronic toll system design is in progress

RECENT ACTIVITIES

- Civil construction activities are progressing
- See Attachment E for toll system design updates

UPCOMING ACTIVITIES

- Coordinate civil construction activities for completion by March 2015
- See Attachment E for toll system design updates

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

See Attachment E for combined project funding and financial status.

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

Project Approval	March 2014
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integration)	November 2015

ATTACHMENT D
I-580 Westbound Express Lane Project
Monthly Progress Report
September 2014

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

- The environmental phase is complete
- Civil design is complete and combined with the eastbound component as one contract package. The civil construction is being implemented through CCO's under 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). All the CCOs have been issued to the contractors
- Electronic toll system design is in progress

RECENT ACTIVITIES

- Civil construction activities are progressing
- See Attachment E for toll system design updates

UPCOMING ACTIVITIES

- Coordinate civil construction activities for completion by March 2015
- See Attachment E for toll system design updates

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start installation of the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

See Attachment E for combined project funding and financial status.

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

Project Approval	August 2013
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integration)	November 2015

ATTACHMENT E

I-580 Express Lanes System Integration

Monthly Progress Report

September 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 Integration will include communication and tolling hardware design, software development, factory testing of equipment/design, toll system equipment/hardware installation and toll system integration. It will also consist of field testing of the toll equipment and all subsystems including the interfaces to the Bay Area Toll Authority - Regional Customer Service Center and Caltrans prior to implementing the new express lanes.

Detailed Discussion

The system 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 congestion 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.

Electronic Transaction Consultants Corporation (ETCC), the project toll system integrator, has been updating the electronic toll system design to support the "near continuous" access configuration in both directions of I-580. As reported in the 2013 I-580 Workshops, 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 a High Occupancy Vehicle (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

Software and hardware design

The system integration is currently in the design phase. To support the near continuous access and curtail toll violation, the toll system design includes zone-based tolling and automated toll violation enforcement. Toll gantries will be placed at approximately $\frac{3}{4}$ mile intervals to support toll collection and violation enforcement. System design also includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

Detailed Design Document (DDD), prepared by ETCC for system integration has been approved. The approval enabled ETCC to proceed with software development. Consistent with project concepts presented in 2013 I-580 Workshops, ETCC procured proto-type hardware, conducted field tests and shared the results with Alameda CTC staff. Through these tests ETCC verified how its toll system would successfully detect vehicles under different driving scenarios. Subsequently, ETCC will perform a series of factory and field tests and work with Alameda CTC staff to validate its hardware and software design prior to opening the new express lanes facility. Construction activities of express lane-system integration are expected to commence in March 2015 with electronic toll system, fully operational in November 2015.

Agency staff is working to deploy a comprehensive public education and outreach program to support the implementation of the express lanes which will employ new and emerging technologies. Business rules have been developed for consistent driver experience within the Regional Bay Area Express Lane Network. In the October 2014 meeting, staff will outline the schedule activities associated with the public education and outreach plan.

RECENT ACTIVITIES

- ETCC verified that the proposed toll system will be capable of identifying and collecting tolls in single- and double-lane near continuous access express lanes, capturing license plate images and providing tools to enhance occupancy violation enforcement
- Based on Commission's approval in September 2014, staff is working with ETCC to include license plate image capture and review system (ICRS) in ETCC's scope of services in its Agreement to enforce automated toll violation

UPCOMING ACTIVITIES

- Roll out the education and outreach campaign to the public in early 2015 to educate them about the benefits of express lanes, how to use the lanes, new technologies, including the use of switchable transponders, and how to gather additional information, etc.
- Conduct factory acceptance test in February 2015

- Continue to coordinate with BATA to complete a customer services agreement by spring 2015 for collecting tolls and processing toll violation enforcement services
- Continue to work with Caltrans to complete an Operations and Maintenance (O&M) Agreement by spring 2015

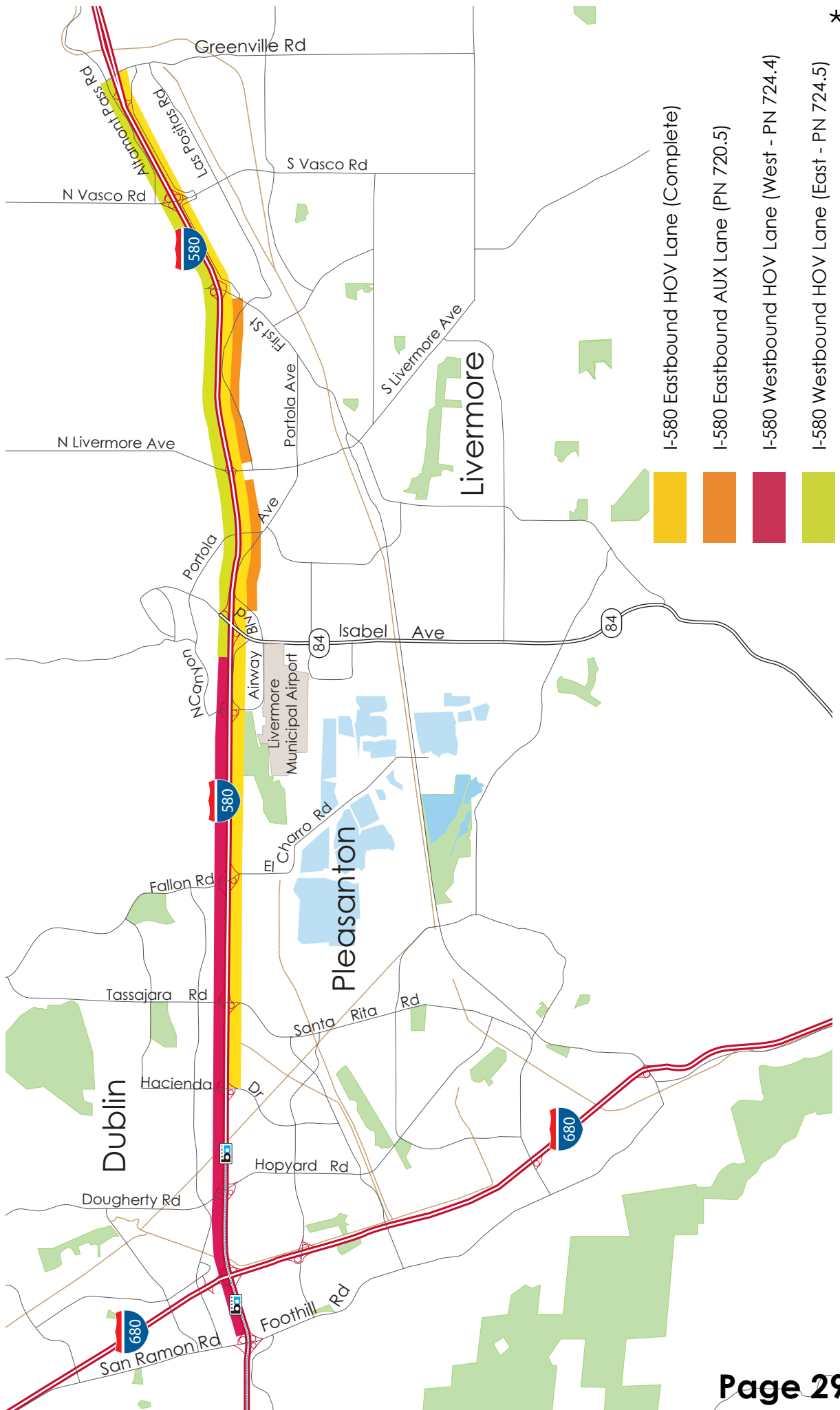
FUNDING AND FINANCIAL STATUS

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)	
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	1.00		0.68	1.47	7.05	17.00
ROW				0.37			0.37
Const. Support			2.55		0.05	1.47	4.07
Construct Cap				0.63	1.28	22.65	24.56
O&M						0.48	0.48
TOTAL	7.50	1.00	4.05	4.78	6.0	31.65	54.98
Total Project Cost: \$54.98M							

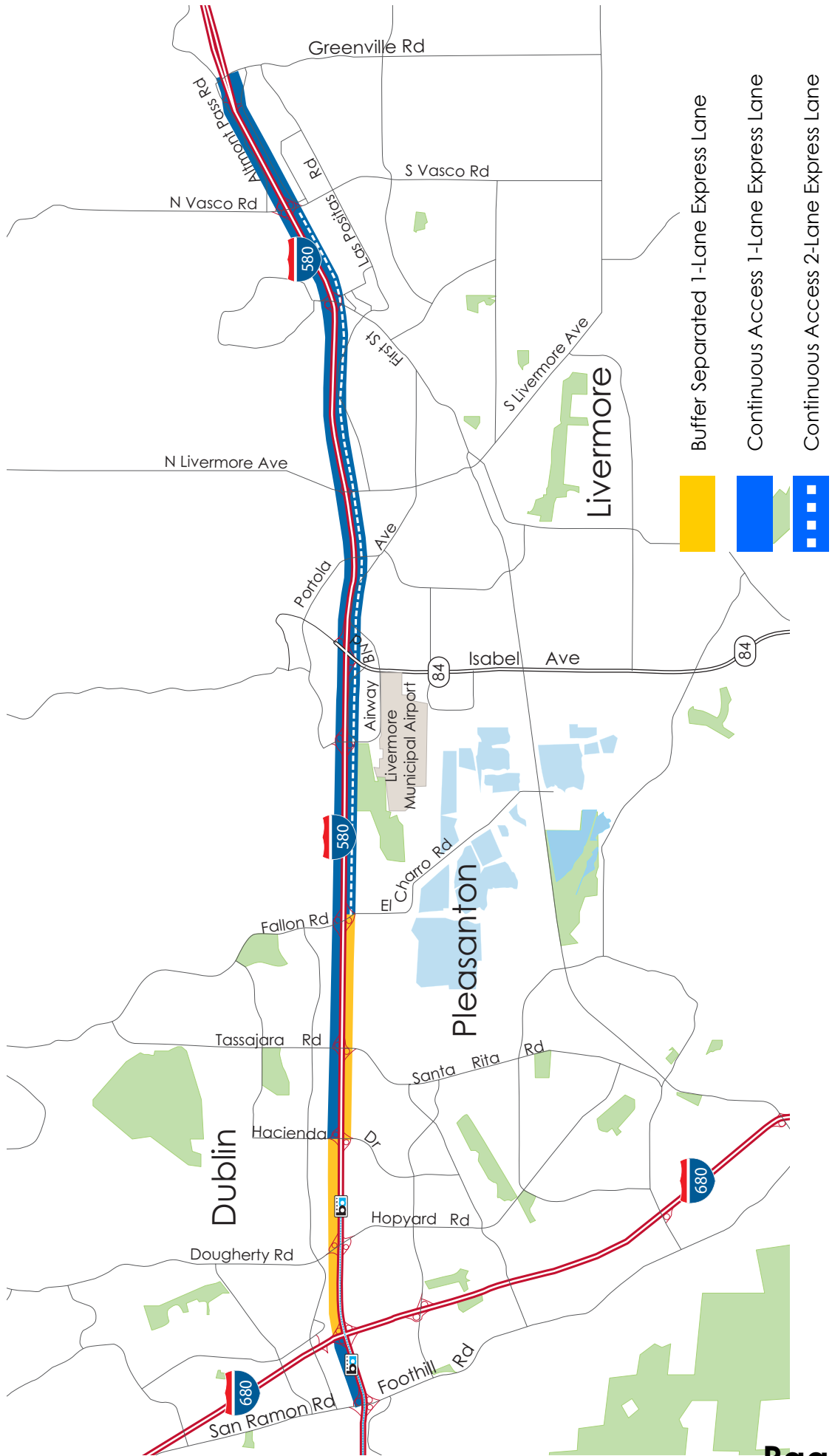
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I-580 Corridor HOV Lane Projects - Location map



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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: October 16, 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 update on September 8, 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: October 16, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

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

Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 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 and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Federal Budget Update and Fiscal Year 2015 Appropriations

Prior to Congress going into recess in September, it passed a Continuing Resolution (CR) to fund the federal government into the new fiscal year that begins on October 1. Since Congress has not passed a single FY 2015 appropriations bill, this CR was critical to ensure on-going operations of the nation. The short-term CR will fund most federal agencies through December 11, 2014 at current FY 2014 levels. The House approved the bill by a vote of 319-108 and the Senate passed the bill by a vote of 78-22.

The House and Senate will return to Washington on November 12, following the mid-term elections. Both Majority Leader Reid (D-NV) and Speaker Boehner (R-OH) have stated that the completion of the FY 2015 bills is a priority in the lame duck session. However, the way in which the bills will be completed will be determined by the outcome of the elections. If Republicans gain control of the Senate, they may want to make some changes to the already-written drafts making it less certain that there will be swift passage of a FY 2015 omnibus appropriations bill.

Policy

Innovation in Surface Transportation Act of 2014: Senators Cory Booker (D-NJ) and Roger Wicker (R-MS) introduced the Innovation in Surface Transportation Act (S. 2891) on September 18. The legislation would allow local jurisdictions to compete for a larger share of federal funds. The bill would set aside a share of various federal programs (National Highway Performance Program, Highway Safety Improvement Program, Congestion Mitigation and Air Quality Improvement Program, Surface Transportation Program, and the Transportation Alternatives Program) that flow directly to state departments of transportation. Local jurisdictions, metropolitan planning organizations (MPOs), transit providers, and others would be in charge of developing projects for consideration. A panel of local stakeholders would decide which projects to approve based on how the project could improve the transportation system, promote innovation, and spur economic development. The legislation has a bipartisan House companion, H.R. 4726.

FY14 TIGER Grants: The Administration officially announced the recipients of the FY14 TIGER awards on September 12. A total of 72 grants were announced totaling \$584 million. DOT received 797 applications totaling \$9 billion for an available funding amount in this TIGER round of approximately \$600 million. Unfortunately, Alameda CTC's application was not funded for the East Bay Greenway Project; however, it was funded at the state level under California's Active Transportation Program. The following link will be to the full list of TIGER awardees, including the award to MTC for a Bay Area Core Capacity Transit Study:

http://www.dot.gov/sites/dot.gov/files/docs/TIGER14_Project_FactSheets.pdf

FTA Administrator Nomination: The Senate Banking Committee scheduled a hearing for September 23, on the official nomination of Therese McMillan to be FTA Administrator. However, the hearing was postponed since the Senate adjourned on September 18, until after the mid-term elections. The Banking Committee will likely reschedule the hearing for the lame duck session that will begin on November 12.

Importance of Infrastructure Investment: Two new reports highlight the importance of transportation at both the federal and local levels. A report from the Pew Charitable Trusts ([Pew Report](#)) shows that between 2007 and 2011 the federal government share of average annual spending on highways and transit nationwide was just 25 percent, or \$51

billion, of the total. The second report from the National Association of Manufacturers shows how maintaining the status quo in infrastructure spending will not be enough to turn around the nation's failing grade on infrastructure and move the U.S. economy toward a more competitive future. More information on this report can be found at [NAM Report](#).

State Update

The 2013-14 state legislative session ended almost two days before the August 31st midnight deadline. Several major pieces of legislation were approved during the final hours, such as groundwater management, the plastic bag ban and paid sick leave, and past practices of gut and amends occurring in the final session hours did not materialize this year. Both houses spent time in the days leading up to the end of session commemorating termed out members and other departing staff, including Senators Ellen Corbett, Mark DeSaulnier, and Assemblywomen Joan Buchanan and Nancy Skinner. Next year there will be 23 new legislators as well as a new Pro Tem, Senator De León, and a (fairly) new Speaker, Toni Atkins.

Governor Brown has until September 30th to sign or veto the bills sent to his desk during the final week of session, and the Legislature is gone until December 1st. A major transportation related, SB 1077 (DeSaulnier), which creates a process to explore a vehicle miles traveled fee was signed by the Governor. Staff will report on other bills at the meeting, after the final outcome of the Governor's deadline to sign or veto is known.

Interim Events: While the legislative session is recessed, there continues to be significant activity in Sacramento regarding the drafting of guidelines for the cap & trade programs funded in the budget. In particular the Strategic Growth Council (SGC) released its draft guidelines for the Affordable Housing and Sustainable Communities Program (AHSC). The California State Transportation Agency (CalSTA) is expected to release its draft guidelines for the Low Carbon Transit Operations Program and the Transit and Intercity Rail Capital Program in early October. The release of these draft guidelines triggers another round of statewide workshops and the solicitation of public comments.

Interim Guidance: The California Air Resources Board approved staff's proposed "Interim Guidance to Agencies Administering Greenhouse Gas Monies." This document provides direction to those state agencies administering cap & trade funds as well as local entities expending these funds on issues of accountability and determining if a project benefits a disadvantage community.

The adopted motion approved the Guidance document along with additional changes requested by Board members. The motion also included direction to submit comments to CalEPA stating that the CalEnviroScreen process needs additional refinements to address issues on adequately identifying disadvantage communities (DAC).

Since this is guidance and NOT guidelines, the Board was not required to take action on

this item. However, given the importance of this document, the Board added it to its agenda and unanimously approved this document with additional direction to staff. The next steps are for CARB staff to complete additional revisions and for CalEPA to finalize its identification of DAC.

Several of the Board members expressed concerns about how many DACs do not register in the top 20% of the CalEnviroscreen process. CARB staff attempted to address some of these concerns, by illustrating a definition of benefiting a disadvantage community by using transit corridors in the Bay Area. The illustration used the top 20% of DAC's per method 1 of the CalEnviroscreen process, then extended the boundaries first using the ½ mile radius for access to transit, and then further expanding the sphere of benefit by using zip codes instead of census tracts. This substantially increased the area where a project would benefit a DAC, but it did not sufficiently address the Board's concerns.

Supervisor John Gioia proposed nearly all of the changes to the Guidance document, which the Board approved. The changes include providing greater clarity and specifics on the reporting and accountability requirements, more specificity in each of the tables in the appendix to maximize benefits to disadvantage communities, and addition of anti-displacement language to the table for AHSC projects. There was also direction to clarify that affordable housing projects should not be restricted to a DAC in order to be considered a benefit to a DAC, or to at least use zip code areas rather than census tracts to determine this benefit. Supervisor Gioia also raised questions about the need to clarify the link between a DAC and a transit project. A copy of the guidance document can be found at the following link, but this document does not yet reflect the changes mentioned above:

<http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/workshops/arb-sb-535-interim-guidance-08-22-2014.pdf>

SGC Guidelines: The SGC released its draft guidelines for the AHSC Program on September 23rd, as well as draft guidelines for the Sustainable Agriculture and Land Conservation Program. A series of workshops has been set for October 27th in Sacramento and October 24th in Oakland. Additional workshops will be held in Merced and Los Angeles. The time and location of these workshops has not been announced. Comments on the draft guidelines may be submitted anytime between now and October 31st. Alameda CTC is participating in discussions at the regional and state level on these guidelines.

For the 2014-15 fiscal year there is \$130 million available for these programs. For the Sustainable Agriculture Program, \$1 million is available, with individual grants capped at \$100,000. The balance is dedicated to the Affordable Housing & Sustainable Communities (AHSC) Program. Under the AHSC program, grants are capped at \$15 million for a Transit Oriented Development (TOD) project, with the minimum award being \$1 million, and for an Integrated Connectivity Project (ICP) the maximum award is \$8

million, with a minimum award of \$500,000.

There are generally two categories of projects in the AHSC program. A TOD project must include an affordable housing component and be located within a ½ mile of a High Speed Rail, Commuter or Light Rail station, or a Bus Rapid Transit or Express Bus corridor. The other category is the ICP, which would be for smaller projects aimed at enhancing access to transit or improving transit service, which can range from high speed rail, rail, BRT, bus and shuttle services.

Applications must be submitted by the public entity that has jurisdiction over the project area, but the application can be in partnership with other public or private entities. It is a two-step application process. Applicants will first submit online a "concept proposal" and then those meeting minimum criteria will be asked to submit a full application. SGC and MPOs will work with applicants to ensure that a proposed project is consistent with the Sustainable Communities Strategies. SGC will also be seeking the advice of MPOs throughout the evaluation process. The details of how this process will work are currently being defined. A copy of the draft guidelines can be found at:

Affordable Housing & Sustainable Communities Program

http://www.sgc.ca.gov/docs/Draft_AHSC_Guidelines_for_posting_082314.pdf

Sustainable Agriculture & Land Conservation Grants

http://www.sgc.ca.gov/docs/Sustainable_Ag_Lands_Conservation_Program_Guidelines_092214_DRAFT.pdf

Legislation

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County. For the 2015 legislative platform, staff is coordinating with local partner agencies to discuss legislative priorities in Alameda County. In addition, staff is participating at MTC and CMA legislative discussions in October. Staff will bring a proposed set of legislative priority concepts in November, reflecting local and regional discussions, for the Commission to consider. A final legislative platform will be brought to the Commission for final approval at the December Commission meeting.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program

Staff Contact

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



2014 Alameda County Legislative Program

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

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www.AlamedaCTC.org

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

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

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



Memorandum

6.6

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

DATE: October 16, 2014

SUBJECT: Congestion Management Program (CMP): Elements, Scope, and Schedule for the 2015 CMP Update and Implementation of Travel Demand Management and Annual Conformity Findings

RECOMMENDATION: Approve the 2015 CMP update scope and schedule, augmentation and extension of the Travel Demand Management Program contract for Guaranteed Ride Home program, and 2013-2014 CMP conformity findings.

Summary

As the congestion management agency (CMA) for Alameda County, Alameda CTC is required to biennially update and implement the legislatively mandated Congestion Management Program (CMP) that identifies strategies to address congestion issues in Alameda County. Alameda CTC's CMP goes beyond a mere legislative compliance program to being a forward-looking comprehensive strategy for congestion management that improves multimodal mobility and better connects transportation and land use in the county. Alameda CTC seeks approval for the next steps in development of the CMP, and an extension of a travel demand management program that is part of the CMP requirement, and local jurisdictions' conformity with the CMP.

Alameda CTC updates the CMP biennially and last updated and adopted its CMP in October 2013. The next update will be in 2015 and will occur from October 2014 through October 2015. The CMP's five elements are implemented at various time periods between the biennial updates. The five core elements of the CMP are: 1) the biennial level of service monitoring on the CMP roadway network, 2) multimodal performance review and report; 3) travel demand management (Alameda CTC's Guaranteed Ride Home Program), 4) Land Use Analysis Program (ongoing review of land development projects and their effect on the transportation network); and 5) a Capital Improvement Program. Each of these is described further as follows. In addition, Alameda CTC assesses the conformance of jurisdictions in implementing the CMP elements, as applicable, with the CMP requirements. Conformity findings are also included in this report.

Discussion

Alameda CTC uses the CMP elements to achieve an in-depth understanding of the county's multimodal transportation system, to make informed transportation investment decisions, and to facilitate addressing larger policy and regulatory requirements, such as climate change legislation.

The CMP legislation stipulates that the following five specific elements (Attachment A) form the core CMP and specifies certain other requirements and exemptions for the CMP.

- Traffic Level of Service Standards and the CMP Network
- Multimodal Performance Element
- Travel Demand Management Element
- Land Use Analysis Program
- Capital Improvement Program

These five elements are described below.

Alameda CTC's Congestion Management Program Elements

1. ***Traffic Level of Service Standards – Designation of the CMP roadway system.*** This element requires designation of the CMP roadway system, a regionally significant core roadway network for Alameda County to move people and goods. This system is monitored biennially using the adopted level of service (LOS) standards, and if any segment fails to meet the minimum required standards (subject to application of mandated exemptions), then preparation of a deficiency plan is required to improve the segment.

Attachment B shows the CMP roadway network for Alameda County. The law mandates that the designated CMP roadway network include all state highways and "principal arterials." Alameda CTC and predecessor agencies adopted and monitored approximately 232 miles of CMP network Tier 1 roadways, from 1991 until 2010. Alameda CTC expanded the CMP network in 2010 by including approximately 90 miles of principal and major arterials across the county, known as Tier 2 roadways for informational monitoring. The 2014 monitoring cycle additionally monitored 84 miles of the managed lanes, also known as express lanes, for the first time. In 2014, Alameda CTC began to use commercial travel time data for nearly two thirds of the CMP network. Using commercial data provides robust data samples, cost efficiency, and performance analysis options.

2. ***Multimodal Performance Element – Required application of performance measures.*** CMP law states that a set of performance measures are required to be adopted that will evaluate current and future multimodal transportation system performance for the movement of people and goods. At a minimum, these measures must incorporate highway and roadway system performance, and measures must be established for the frequency and routing of public transit and for the coordination of transit service provided by separate operators. Alameda CTC develops a Performance Report annually on the

state of the countywide multimodal transportation system. Realizing the value of performance measurement in understanding the demand on and health of the multimodal transportation system in the county, Alameda CTC added new metrics in the 2012 Performance Report related to alternative modes, equity, and environment, consistent with the 2012 Countywide Transportation Plan. The 2013 Performance Report released in April 2014 further expanded the performance measures for robust assessment of the performance of the multimodal system including information on broader commute patterns and goods movement that impact the multimodal transportation system in Alameda County.

3. ***Travel Demand Management Element – Promoting alternative transportation methods.*** CMP legislation states that the travel demand management (TDM) element be adopted to promote alternative transportation methods, including but not limited to carpools, vanpools, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including but not limited to flexible work hours, telecommuting, and parking management programs. To meet this requirement, Alameda CTC implements the Guaranteed Ride Home program and distributes a checklist to local jurisdictions to follow-up on their locally required elements as part of the annual conformity finding process. The Guaranteed Ride Home program has been successful and resulted in a reduction of 3,917 drive-alone round trips per week in 2013. Other Alameda CTC TDM-related programs include the Safe Routes to Schools Program, the Senior Travel Training Program, and Bicycle Education Training. The 2013 CMP included a countywide comprehensive TDM strategy with an inventory of TDM options available in the county, how they can be expanded, and identification of a comprehensive menu of TDM activities that can reduce automobile trips.

4. ***Land Use Analysis Program – Assessment and mitigation of land use development impact on the transportation network.*** The intent of the legislation for the Land Use Analysis Program is to analyze the impacts of land use decisions made by local jurisdictions on the regional transportation systems, including estimating the costs associated with mitigating those impacts. It encourages, to the extent possible, identification of the impacts to the transportation system using the performance measures adopted in the CMP. The legislation also states that this program may be implemented through the California Environmental Quality Act analysis to avoid duplication.

Alameda CTC's CMP Land Use Analysis Program requires local jurisdictions to inform the agency about all (1) General Plan Amendments and (2) Notice of Preparations for Environmental Impact Reports for projects consistent with the General Plan. If Alameda CTC determines that a CMP analysis is required based on applying trip generation criteria, a separate CMP analysis must be included in the environmental document using the countywide model to analyze the impact of the project on

selected regional roadways, the regional transit system, and countywide bicycle and pedestrian networks.

- **Countywide Travel Demand Model – Model database consistent with the regional planning agency's database.** CMP legislation requires that Alameda CTC, as the CMA, develop a computer model consistent with the databases and assumptions used by the regional planning agency, the Association of Bay Area Governments (ABAG) land use and socio-economic database and the Metropolitan Transportation Commission (MTC) regional model assumptions for the county. Local jurisdictions are required to use Alameda CTC's model to determine the impacts of development on the transportation system.

In addition to the CMP-related legislatively-mandated development impacts assessment on the transportation system, Alameda CTC's countywide model is used for many planning studies and project transportation impact analyses by Alameda CTC and other agencies. Alameda CTC updates the Countywide Travel Demand Model every two years to be consistent with ABAG's most recently adopted land use and socio-economic database, and the modeling assumptions in MTC's regional model. Local jurisdictions are permitted to redistribute housing and employment data to be more consistent with their adopted land use plans. Alameda CTC continues to improve the Countywide Travel Demand Model as a reliable tool to develop multimodal forecasts. The countywide model was recently updated to include the Plan Bay Area assumptions, in addition to improving the sensitivity of the model to forecast alternative modes.

5. **Capital Improvement Program – Using performance measures.** Legislation requires development of a Capital Improvement Program (CIP) using the adopted performance measures to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods and to mitigate transportation impacts identified pursuant to the CMP Land Use Analysis Program. Legislation also requires the program to conform to transportation-related vehicle emission air quality mitigation measures, and to include any project that will increase the capacity of the multimodal system. Alameda CTC ensures conformance of CIP-CMP projects to the air quality mitigation measures through MTC's Regional Transportation Improvement Program, wherein the CIP is included.

2015 CMP Update Scope and Schedule

Alameda CTC's CMP biennial update is scheduled for completion in 2015. This CMP update will incorporate progress made and relevant policy changes on all CMP elements since the adoption of the previous CMP in October 2013, and will identify appropriate next steps as action items. The update will occur from October 2014 through October 2015 as illustrated in the CMP schedule in Attachment C.

2015 CMP Update Scope

The following summarizes the proposed specific updates to the CMP elements and provides a general progress update.

- *LOS Monitoring and Network Update:* Review and update the CMP network based on Countywide Multimodal Arterial Plan and 2014 LOS Monitoring Study results and recommendations. As appropriate, identify countywide facilities and metrics for monitoring alternative modes based on the modal plans deliverables and develop recommendations based on the Senate Bill 743 (SB 743) outcome, which is a change to determining thresholds for transportation impacts as part of land use developments.
- *Multimodal Performance:* Review and consolidate performance measures and monitoring reports and timelines for reporting, including identifying multimodal performance measures based on the modal plans for tracking performance.
- *Travel Demand Management:* Develop a strategic plan to encourage formation of new Transportation Management Associations. Also, update the TDM element regarding SB 743 outcome and how it relates to TDM programs in Alameda County.
- *Land Use Analysis Program:* Provide a status update on the Land Use Analysis Program including an update on the SB 743 outcome and next steps, Sustainable Communities Technical Assistance Program-funded studies, regional priority development areas, and priority conservation areas.
- *Travel Demand Model:* Incorporate information on the updated model.
- *Capital Improvement Program:* Incorporate the Comprehensive Investment Plan, including the recommended projects for 2015 State Transportation Improvement Program.
- *Program Implementation and Monitoring:* Update conformance for the Land Use Analysis Program regarding the SB 743 outcome.

Update on Implementation of CMP Elements for Year 2014

Travel Demand Management Element – Guaranteed Ride Home Program

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

The 2013 Annual Report for the program states that the GRH program enrollment was at an all-time high with 5,612 employees in 292 businesses in 2013. The program supported the reduction of 407,368 one-way vehicle trips in 2013, or 3,917 vehicle roundtrips per

week. During 2013, the number of rides taken in the program was a record low of 41 rides. This represents less than 1 percent of eligible rides that employees could have taken and illustrates the insurance nature of the program. Estimates show that the program saved participants over \$1 million annually on fuel expenses in 2013, which is the equivalent of saving 318,691 gallons of gas or 2,231 tons of CO₂¹. These goals were accomplished at a cost of 27 cents per trip the GRH program removed.

The Alameda County GRH program was initiated by Alameda CTC in 1998 and is one of the TDM measures that Alameda CTC undertakes to meet CMP requirements. Since its inception, the GRH program has been funded by the Transportation Fund for Clean Air (TFCA) program and received a TFCA award of \$270,000 approved by the Commission on July 25, 2013 that covers fiscal year 2013-2014 (FY13-14) through FY14-15. This TFCA award is intended to cover GRH program operations for two years as well as the development of countywide TDM information services.

Alameda CTC contracted with Nelson/Nygaard Consulting Associates to provide Guaranteed Ride Home program operational services on November 1, 2012 (contract A12-0007). The agreement and amendment covers a period through November 30, 2014, with an option to extend the agreement for up to five years, depending on program funding availability. Staff has negotiated a budget and scope of work for an additional year of Guaranteed Ride Home program operations and associated program enhancements with Nelson/Nygaard and seeks Commission approval for the one-year extension and associated budget of \$60,000. The scope of work includes:

- Ongoing program operations through November 30, 2015,
- Program monitoring and evaluation,
- Marketing and outreach enhancement and coordination with Alameda CTC,
- Investigation of program expansion with additional transportation providers, and
- On-call services to support the TDM website.

¹Based on the calculated number of annual miles reduced, the annual US vehicle fuel economy reported by the US Bureau of Transportation Statistics (33.8 MPG), and the average Bay Area fuel price per gallon reported by the Metropolitan Transportation Commission in 2013 (\$3.93). Each gallon of gas produces about 14 pounds of carbon dioxide.

2014 CMP Conformity Findings

Annually, local jurisdictions must comply with four elements to be found in compliance with the CMP. Non-conformance with the CMP requirements means that respective local jurisdictions are at a risk of losing gas tax funding. The four elements are:

1. Level of Service Monitoring Element: Prepare Deficiency Plans and Deficiency Plan Progress Reports, as applicable;
2. Travel Demand Management Element: Complete the TDM Site Design Checklist;
3. Land Use Analysis Element:
 - a. Submit to Alameda CTC all Notice of Preparations, Environmental Impact Reports, and General Plan Amendments;
 - b. Review the allocation of ABAG land use projections to Alameda CTC's traffic analysis zones;
 - c. Provide a list of land use approvals from the previous fiscal year and a copy of the most recent state Housing Element Progress Report; and
4. Pay annual fees.

As of October 15, 2014, all jurisdictions have provided necessary documentation to establish conformity with the CMP for 201. Attachment D summarizes the status of conformance documentation by jurisdiction. Activities undertaken to establish conformance and additional required documentation are described as follows.

Level of Service Monitoring Element

- *New Deficiency Plans:* following the 2014 Level of Service monitoring, Alameda CTC analyzed LOS F segments to determine if relevant exemptions applied, as outlined in the CMP statute. Based on this analysis, no new deficiency plans are required.
- *Deficiency Plan Progress Reports:* Three existing Deficiency Plans are currently active in Alameda County. The status of these is summarized as follows:
 1. **SR-260 Posey Tube Eastbound to I-880 Northbound Freeway Connection**
Lead Jurisdiction: City of Oakland
Participating Jurisdictions: City of Alameda and City of Berkeley
Status: Final Progress Report and letters of concurrence obtained.
 2. **SR-185 (International Boulevard) Between 46th and 42nd Avenues**
Lead Jurisdiction: City of Oakland
Participating Jurisdictions: City of Alameda
Status: Final Progress Report and letters of concurrence obtained.
 3. **Mowry Avenue Eastbound from Peralta Boulevard to SR-238 (Mission Boulevard)**
Lead Jurisdiction: City of Fremont

Participating Jurisdictions: City of Newark
Status: Final Progress Report and letters of concurrence obtained.

Travel Demand Management Element

Jurisdictions reviewed and updated the Site Design Checklists as needed.

Land Use Analysis Element

- *Development project review:* Jurisdictions reviewed a listing of land use projects that Alameda CTC had reviewed and commented on during FY13-14. Several additional projects were identified as missing from this list but were determined to be below the threshold for which Alameda CTC reviews the project.
- *Land use forecast review:* Jurisdictions reviewed land use allocations as part of the recently concluded Alameda Countywide Travel Demand Model update.
- *Land use database:* This item was deferred until next year to allow coordination with regional agencies on data collection. As part of 2015 conformity findings, local jurisdictions will be required to provide this documentation.

Fiscal Impact: The fiscal impact for approving this item is \$60,000, which was included in the budget adopted for FY14-15 as part of the Alameda CTC approved 2013 TFCA program.

Attachments

- A. CMP and Elements
- B. CMP Roadway Network
- C. 2015 CMP Update Schedule
- D. 2014 CMP Conformance

Staff Contacts

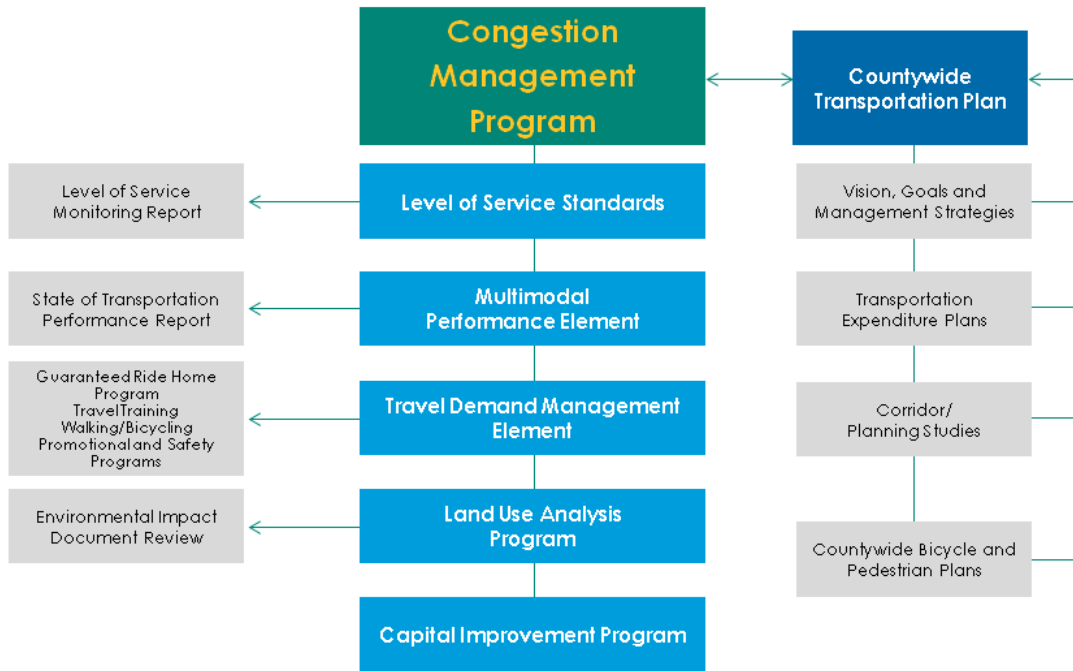
[Tess Lengyel](#), Deputy Director of Planning and Policy

[Saravana Suthanthira](#), Senior Transportation Planner

[Laurel Poeton](#), Assistant Transportation Planner

[Matthew Bomberg](#), Assistant Transportation Planner

Congestion Management Program and Elements



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- LEGEND**
- ▬ Interstate/Freeway (Tier 1)
 - ▬ State Highway and Principal Arterial (Tier 2)
 - ▬ Principal Arterial (Tier 3)

CONGESTION MANAGEMENT PROGRAM ROADWAY NETWORK

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DRAFT 2015 Congestion Management Program (CMP) Update Schedule

Activity	2015											
	October - December	January	February	March	April	May	June	July	August	September	October	
2015 Update Process	Approve by Commission scope and schedule									Approve by Commission 2015 CMP	Prepare and submit report to MTC	
1 CMP-designated Roadway System						Review and update arterial network based on Countywide Multimodal Arterial Plan and 2014 LOS Monitoring results						
2 Traffic Level of Service (LOS) Standards Element		Review application of recommendations from the 2014 LOS Monitoring Study					Develop recommendations based on SB 743 outcomes					
3 Multimodal Performance Element							Use countywide modal Plans to indentify countywide facilities and metrics for monitoring alternative modes					
4 Travel Demand Management (TDM) Trip Reduction						Review and consolidate performance measures and monitoring reports and timelines for reporting, including identifying multimodal performance measures based on the modal plans for tracking performance						
5 Land Use Analysis Program						Develop a Strategic Plan to encourage formation of new Transportation Management Associations						
6 Countywide Travel Demand Model						Update TDM element on progress made since 2013 CMP adoption and also regarding SB 743 outcome and how it relates to TDM programs in Alameda County.						
7 Capital Improvement Program						Provide status update on Land Use Analysis Program including updates regarding SB 743 outcomes and next steps, SC-TAP funded plans, and regional PDA and PCA programs						
8 Program Implementation and Monitoring						Update incorporating information on the new model						
						Develop and incorporate the Comprehensive Investment Plan including the recommended projects for STIP						
						Update conformance for the Land Use Analysis Program regarding SB 743 outcomes						

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**Table 1
2014 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans**

Jurisdiction	Land Use Analysis Program			TDM Element	Payment of Fees	Level of Service Element		Meets All Requirements
	Ordinance Adoption	GPA & NOP Submittals	Land Use Forecast Review*			Site Design Checklist	Payments thru 4th Quarter FY 13/14	
Alameda County	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Alameda	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
City of Albany	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
City of Dublin	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Livermore	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of San Leandro	Yes	Yes	Yes	Yes	Yes	N/A	Yes	
City of Union City	Yes	Yes	Yes	Yes	Yes	N/A	Yes	

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

* This requirement has been met through jurisdictions review of land use allocation in 2013-14 travel demand model update

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Memorandum

6.7

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

DATE: October 16, 2014

SUBJECT: Lifeline Transportation Program - Cycle 4 Programming Process

RECOMMENDATION: Approve the project evaluation criteria and weighting to be used for the project selection process of the Cycle 4 Lifeline Transportation Program.

Summary

The Metropolitan Transportation Commission (MTC) is scheduled to release guidelines for the Cycle 4 Lifeline Transportation Program on October 22, 2014. As with Cycle 3, the Alameda County Transportation Commission (Alameda CTC) will be administering the call for projects. A proposed schedule for Cycle 4 programming is attached (Attachment C). The MTC guidelines allow for additional evaluation criteria and weighting to be added to MTC's standard evaluation criteria (Attachment D). Adopted county programs are tentatively due to MTC in March 2015.

Background

MTC established the Lifeline Transportation Program in 2006 to address the mobility needs of low-income residents of the San Francisco Bay Area. The Lifeline Program is intended to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Expand the range of transportation choices by adding a variety of new or expanded services.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations.

Lifeline projects are selected at the county level and are tailored to meet locally identified needs, including fixed-route transit, transit stop improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities. Three funding cycles have been completed, providing \$162 million for 213 projects regionally.

Cycle 4 Program

For Cycle 4, MTC is proposing an estimated \$65 million in funding for the region from the following mix of state and federal funds:

- Proposition 1B Transit,
- State Transit Assistance (STA), and
- Section 5307/Job Access and Reverse Commute (JARC)

Attachment B, prepared by MTC, provides an overview of the funding available, of which \$8.9 million is estimated for Alameda County from STA and JARC sources with an additional \$8.9 million of Proposition 1B funds going to eligible transit operators in the county by formula. Appendix 1 of the MTC Guidelines provides detailed information by fund source, including sponsor and project eligibility, local match, timing of funds, and reporting requirements.

Generally, the Cycle 4 guidelines are similar to the Cycle 3 guidelines, however, key issues for this cycle and proposed changes from the previous cycle include the following:

- **Non-transit sponsors.** Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators. This is a challenge because many of the Lifeline projects identified in Community Based Transportation Plans (CBTPs) are not traditional transit projects. In previous Lifeline cycles, the JARC funds in particular could more easily be directed to non-profits and local government agencies. However, in Moving Ahead for Progress in the 21st Century Act (MAP-21), the Federal Transit Administration (FTA) JARC program was rolled into the FTA Section 5307 Urbanized Area program, resulting in additional federal requirements that make it more difficult for non-FTA grantees to receive the funds (e.g., National Transit Database reporting, drug and alcohol testing, fare discount requirements). Non-profits and local government agencies are still eligible subrecipients of STA and Section 5307 (JARC) funds in Cycle 4, but they must partner with an entity that is an eligible direct recipient that is willing to pass-through the funds.
- **Means-Based Fare Project recommendation.** MTC staff is proposing to set aside up to \$700,000 in STA funds toward the potential development and implementation of a regional means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.
- **Recognition of Mobility Managers/ Consolidated Transportation Service Agencies (CTSAs).** Mobility management was a key coordination strategy recommended in the 2013 Coordinated Plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the county or subregional

level was an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with county or subregional mobility managers or CTAs.

- **Formula updates.** Low-income population factors and transit ridership factors have been updated with 2012 data.
- **Communities of concern (CoC).** An MTC mapping tool showing both the CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at:
http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.

Project Selection Process

Attachment C is the Alameda CTC's proposed programming schedule for the Lifeline Cycle 4 program. The Call for Projects is scheduled for release by early November. In light of the complex mix of funding sources and eligibility requirements, the Alameda CTC plans to hold an application workshop in mid-November. Applications will be due to Alameda CTC in mid-December. Received applications for STA and Section 5307 (JARC) funding will be evaluated by a review panel consistent with MTC Guidelines.

MTC has established standard evaluation criteria to be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators may establish the weight to be assigned for each criterion in the assessment process. Per MTC Guidelines, additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs. Attachment D details the evaluation criteria and weighting used for the Cycle 3 Lifeline Program and the proposed criteria for Cycle 4. No substantive changes are proposed for Cycle 4.

The projects proposed for Proposition 1B funding will not be scored, but the proposed projects will require the concurrence of the Alameda CTC Board before being transmitted to MTC for approval.

Fiscal Impact: There is no fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. MTC Cycle 4 Lifeline Transportation Program Guidelines
- B. Fund Estimate (MTC material)
- C. Lifeline Transportation Program Cycle 4 – Proposed Programming Schedule
- D. Evaluation Criteria and Weighting Lifeline Cycle 3 and Cycle 4

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

Date: October 22, 2014
W.I.: 1310
Referred by: PAC

Attachment A
MTC Resolution No. 4159
Page 1 of 19



METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 4 Guidelines

October 2014

METROPOLITAN TRANSPORTATION COMMISSION

**LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES
FY 2014 THROUGH FY 2016**

October 2014

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**METROPOLITAN TRANSPORTATION COMMISSION
LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES
FY 2014 THROUGH FY 2016**

October 2014

1. PROGRAM GOAL. The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at:
http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.¹

¹ There is a user's guide available to aid in the use of this tool.

2. **PROGRAM ADMINISTRATION.** The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

3. **FUNDING APPORTIONMENT AND AVAILABILITY.** Fund sources for the Cycle 4 Lifeline Transportation Program include State Transit Assistance (STA), Proposition 1B - Transit, and Section 5307 Job Access and Reverse Commute (JARC)² funds. Cycle 4 will cover a three-year programming cycle, FY2013-14 to FY2015-16.
- a. **STA and Section 5307 (JARC).** Funding for STA and Section 5307 (JARC) will be assigned to counties by each fund source, based on the county’s share of the regional low-income population (see Figure 1).³ Lifeline Program Administrators will assign funds to eligible projects in their counties. See Section 5 for details about the STA and Section 5307 (JARC) programming process and Appendix 1 for detailed eligibility requirements by fund source.

² The Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC’s Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072 and 4140), in the FY2013-14, FY2014-15 and FY2015-16 Section 5307 programs, a portion of the Bay Area’s large urbanized area funds have been set aside for the Lifeline program.

³ FTA Section 5307 funds are apportioned by urbanized area (UA), so the distribution of 5307 funds will also need to take UA boundaries into consideration.

Figure 1. County and Share of Regional Poverty Population

<i>County</i>	<i>Share of Regional Low Income (<200% Poverty) Population</i>
Alameda	22.6%
Contra Costa	14.3%
Marin	2.6%
Napa	2.0%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	23.1%
Solano	6.4%
Sonoma	7.9%
Total	100%

Source: ACS 2010 and 2012 1-Year Estimates

- b. Proposition 1B. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators’ share of the regional low-income ridership, and half of the funds according to the transit operators’ share of the regional low-income population. The formula distribution is shown in Figure 2. See Section 6 for details about the Proposition 1B programming process and Appendix 1 for detailed eligibility requirements by fund source.

**Figure 2. Transit Operator & Hybrid Formula
(Share of Regional Low Income Ridership & Share of Regional Low Income Population)**

<i>Transit Operator</i>	<i>Hybrid Formula Share</i>
AC Transit	17.3%
BART	18.5%
County Connection (CCCTA)	1.0%
Golden Gate Transit/Marin Transit	3.2%
Wheels (LAVTA)	0.5%
Muni (SFMTA)	24.9%
SamTrans	5.0%
Tri Delta Transit (ECCTA)	0.7%
VINE (NCTPA)	1.2%
VTA	19.5%
WestCat (WCCTA)	0.3%
Solano County Operators	3.6%
Sonoma County Operators	4.2%
Total	100%

Note: Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

- c. Regional Means-Based Transit Fare Program. MTC will set aside up to \$700,000 in Cycle 4 STA funds toward the potential development and implementation of a regional

means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.

- d. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 4. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

- a. STA. There are three categories of eligible recipients of STA funds: a) transit operators; b) Consolidated Transportation Service Agencies (CTSAs); and c) Cities and Counties that are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds.

Non-profit organizations and Cities/Counties that are not eligible TDA Article 4, 4.5 or 8 claimants are only eligible for STA funds if they partner with an eligible STA recipient (e.g., a transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit or City/County, and if they have a project eligible to use.

- b. Section 5307 (JARC). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 (JARC) funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 (JARC) funds and pass through the funds to the subrecipient non-profit or public agency.

Section 5307 (JARC) recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.⁴ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

- c. Proposition 1B. Transit operators are the only eligible recipients of Proposition 1B funds.

⁴ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

5. STA AND SECTION 5307 PROGRAMMING PROCESS. For STA and Section 5307 funds, Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages Lifeline Program Administrators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach. Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each Lifeline Program Administrator's public outreach strategy will be tailored accordingly.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on the CMA website, and sending targeted postcards and e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

Further guidance for public involvement is contained in MTC's Public Participation Plan.

- a. Competitive Process. STA and Section 5307 (JARC) projects must be selected through an open, competitive process with the following exception: In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA and/or Section 5307 (JARC) funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.
 - b. STA Contingency Programming. Due to the uncertainty of forecasting STA revenues, the Lifeline Program Administrators will program 95 percent of their county's estimated STA amount, and develop a contingency plan for the remaining five percent should it be available.
6. PROPOSITION 1B PROGRAMMING PROCESS. In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA,⁵ transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Transportation Program reporting requirements. For Marin, Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

⁵ CMA concurrence may be provided via a board resolution or a letter from an authorized representative.

7. ELIGIBLE ACTIVITIES

- a. Eligible operating projects. Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source.
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.
- c. Section 5307 restrictions
 - (1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) projects. For details regarding eligible JARC projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf. Also see Appendix 1 for detailed eligibility requirements by fund source
 - (2) New and existing services. Consistent with FTA's Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or "maintenance project" as follows:
 - i. Development Projects. "Development of transportation services" means new projects that meet the statutory definition and were not in service as of the date MAP-21 became effective October 1, 2012. This includes projects that expand the service area or hours of operation for an existing service.
 - ii. Maintenance Projects. "Maintenance of transportation services" means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.

8. LOCAL MATCHING REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.
- a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:
- (1) FTA Section 5307 (JARC) operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for *both* JARC and STA funds.
 - (2) All auto-related projects require a 50% match.
- b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For Section 5307 JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Transportation Development Credits ("Toll Credits") are not an eligible source of local match for the Lifeline Transportation Program.

9. COORDINATED PLANNING. Under MAP-21, projects funded with Section 5307 JARC funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan ("Coordinated Plan"); however, in the Bay Area's Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions.

The Bay Area's Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Mobility management was a key coordination strategy recommended in the 2013 plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or subregional level was an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with County or subregional Mobility Managers or CTSAs.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

10. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

11. APPLICATION EVALUATION

- a. Evaluation criteria. Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators will establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

See Appendix 2 for the detailed standard evaluation criteria.

- b. Evaluation panel. Each county will appoint a local evaluation panel of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council (if available), and representatives of local stakeholders, such as transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local evaluation panel. Each county will

assign local priorities for project selection by establishing the weight for each criterion and, at the CMA's discretion, adding local criteria to the standard regional criteria.

12. COUNTYWIDE PROGRAM OF PROJECTS. A full program of projects is due to MTC from each Lifeline Program Administrator on **March 13, 2015**. However, given state and federal funding uncertainties, sponsors with projects selected for FY2015 and FY2016 Section 5307 (JARC) funds and FY2016 STA funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to allot FY2014 and FY2015 funds to high scoring projects so they can be started quickly. MTC staff will work with Lifeline Program Administrators on this sequencing; MTC staff expects that more will be known about the FY2015 Section 5307 (JARC) funds and the FY2016 STA and Section 5307 (JARC) funds in calendar year 2015.

13. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. Prior to MTC's programming of Lifeline Cycle 4 funds (STA, Section 5307 JARC and/or Proposition 1B) to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. The County Lifeline Program Administrators have the option of collecting the resolutions of local support from project sponsors along with the project applications, or after the project is selected by the County for funding.

Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board.

b. Lifeline Program Administrator/CMA Board Resolution and Concurrence

- (1) STA and Section 5307 (JARC). Projects recommended for STA and Section 5307 (JARC) funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator.
- (2) Proposition 1B. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable Lifeline Program Administrator/CMA. Concurrence may be provided by a board resolution or by a letter from an authorized representative.

14. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. Section 5307 (JARC). Project sponsors must expend the Lifeline Transportation Program Section 5307 (JARC) funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 (JARC) funds from lapsing on the federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:
 - June 30, 2015 for FY2014 and FY2015 funds (the deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.)
 - June 30, 2016 for FY2016 funds

Direct recipients are responsible for carrying out the terms of their grants.

- b. STA. Project sponsors must expend the Lifeline Transportation Program STA funds within three years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.
 - c. Proposition 1B. Project sponsors must expend the Lifeline Transportation Program Proposition 1B funds within three years of the date that funds are available. Disbursement timing depends on the timing of State bond sales.
15. PROJECT OVERSIGHT. For Lifeline projects funded by STA and Section 5307 (JARC), Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for monitoring project sponsors in meeting the MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however the Lifeline Program Administrators are responsible for approving budget and scope of work changes prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they determine that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

16. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing

milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

17. FUND ADMINISTRATION

- a. Section 5307 (JARC). MTC will enter all Lifeline Section 5307 (JARC) projects into the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

For Section 5307 (JARC) projects sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the subrecipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their subrecipients comply with all federal requirements. See Section 18 for federal compliance requirements.

- b. STA. For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely enter into a funding agreement directly with the project sponsor. Project sponsors are responsible for entering their own STA projects into the TIP.
- c. Proposition 1B Transit. Project sponsors receiving Proposition 1B funds must submit a Proposition 1B allocation request to MTC for submittal to Caltrans with prior review by MTC. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales. Project sponsors are responsible for entering their own Proposition 1B projects into the TIP.

18. COMPLIANCE WITH FEDERAL REQUIREMENTS

- a. Lifeline Program Administrator Responsibilities. For the selection of FTA Section 5307 (JARC) projects, in accordance with federal Title VI requirements, Lifeline Program Administrators must distribute the Section 5307 (JARC) funds without regard to race, color, and national origin, and must assure that minority populations are not being denied the benefits of or excluded from participation in the program. Lifeline Program Administrators shall develop the program of projects or competitive selection process to ensure the equitable distribution of FTA Section 5307 (JARC) funds to project sponsors

that serve predominantly minority populations. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of applicants that serve predominantly minority populations.

- b. Project Sponsor Responsibilities. FTA Section 5307 (JARC) applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 (JARC) direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all subrecipients and third-party contractors comply with FTA requirements.

19. TIMELINE. The anticipated timeline for Cycle 4 is as follows:

Program	Action	Anticipated Date*
All	Commission approves Cycle 4 Program Guidelines	October 22, 2014
All	MTC issues guidelines to counties	October 22, 2014
Prop 1B	Transit operators submit draft project lists to County Lifeline Program Administrators	January 15, 2015
Prop 1B	Allocation requests due to MTC (concurrence** from the CMA is required)	March 13, 2015
5307 (JARC) & STA	Board-approved** programs due to MTC from CMAs	March 13, 2015
All	Commission approval of Program of Projects	April 22, 2015
5307 (JARC)	MTC submits TIP amendment for FY14, FY15 and FY16 projects	End of April – Deadline TBD
Prop 1B & STA	Project sponsors submit TIP amendments	End of April – Deadline TBD
Prop 1B	MTC submits allocation requests to Caltrans	Deadline TBD by Caltrans*
STA	Operators can file claims for FY14 and FY15	After 4/22/15 Commission Approval
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY14 and FY15 funds	June 30, 2015
STA	Operators can file claims for FY16	After July 1, 2015
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY16 funds	June 30, 2016

* Dates subject to change depending on State and Federal deadlines and availability of funds.

** CMA Board approval and concurrence may be pending at the time of deadline.

**Appendix 1
Lifeline Transportation Program Cycle 4
Funding Source Information**

Purpose of Fund Source	State Transit Assistance (STA) To improve existing public transportation services and encourage regional transportation coordination	Proposition 1B – Transit To help advance the State’s goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	Section 5307 Job Access and Reverse Commute (JARC) To support the continuation and expansion of public transportation services in the United States
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf	http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment.
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Consolidated Transportation Service Agencies (CTSAs) ▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds 	<ul style="list-style-type: none"> ▪ Transit operators 	<ul style="list-style-type: none"> ▪ Transit operators that are FTA grantees
Eligible Subrecipients (must partner with an eligible recipient that will serve as a pass-through agency)	<ul style="list-style-type: none"> ▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds 	<ul style="list-style-type: none"> ▪ N/A 	<ul style="list-style-type: none"> ▪ Private non-profit organizations ▪ Public agencies that are not FTA grantees (e.g., cities, counties)

Eligible Projects	<p>State Transit Assistance (STA)</p> <p>Transit Capital and Operations, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (e.g., GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. 	<p>Proposition 1B – Transit</p> <p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p>Section 5307</p> <p><u>Job Access and Reverse Commute (JARC)</u></p> <p><u>New and existing services.</u> Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects).</p> <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Late-night & weekend service; ▪ Guaranteed ride home service; ▪ Shuttle service; ▪ Expanding fixed route public transit routes, including hours of service or coverage; ▪ Demand-responsive van service; ▪ Ridesharing and carpooling activities; ▪ Transit-related aspects of bicycling; ▪ Administration and expenses for voucher programs; ▪ Local car loan programs; ▪ Intelligent Transportation Systems (ITS); ▪ Marketing; and ▪ Mobility management. <p>See FTA C 9030.1E, Chapter IV, Section 5 for details regarding eligible JARC projects.</p>
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Lifeline Program Local Match	State Transit Assistance (STA) 20%	Proposition 1B – Transit 20%	Section 5307 Job Access and Reverse Commute (JARC) <ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects
Estimated timing for availability of funds to project sponsor	Transit operators, CTSA's and eligible cities and counties can initiate claims for FY14 and FY15 funds immediately following MTC approval of program of projects, and can initiate claims for FY16 funds after July 1, 2015. For subrecipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.	Project sponsors must submit a Proposition 1B allocation request to MTC for submittal to Caltrans by March 13, 2015. Disbursement timing depends on bond sales.	Following MTC approval of the program of projects, MTC will add projects to the TIP. Following TIP approval, FTA grantees must submit FTA grants for FY14 and FY15 funds by June 30, 2015. (The deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.) FTA grantees must submit FTA grants for FY16 funds by June 30, 2016. FTA grantees can begin their projects after the funds are obligated in an FTA grant (estimated Fall 2015 for FY14 & FY15 funds; estimated Fall 2016 for FY16 funds). For subrecipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.
Accountability & Reporting Requirements	Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim. Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.	Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website. Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial. MTC and/or the Lifeline Program Administrators may request to be copied on progress reports that are submitted to Caltrans.	FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 (JARC) grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 (JARC) grant reports to FTA. Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Subrecipients will also submit Title VI reports annually to the pass-through agency.

Note: Information on this chart is accurate as of October 2014. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2 Lifeline Transportation Program Cycle 4 Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. **Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- b. **Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused outreach to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at: http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.¹

- c. **Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

¹ There is a user's guide available to aid in the use of this tool.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- d. Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

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**Table A – Lifeline Transportation Program
Cycle 4 Funding
FY2013-14 through FY2015-16**

Fund Source	FY2014	FY2015	FY2016	Total
STA ¹	\$ 10,446,392	\$ 10,541,289	\$ 10,541,289	\$ 31,528,970
Prop 1B ²	-	\$ 24,827,359	-	\$ 24,827,359
5307 Lifeline Set-Aside (JARC) ³	\$ 2,681,772	\$ 2,889,856	\$ 2,936,094	\$ 8,507,722
5307 Lifeline Set-Aside (JARC) Small UA Carryover ⁴	\$ 469,974	\$ -	\$ -	\$ 469,974
Total	\$ 13,598,138	\$ 38,258,504	\$ 13,477,383	\$ 65,334,025

Notes:

(1) FY14 & FY15 total STA revenue generation amounts are consistent with those in the most recent MTC Fund Estimate (MTC Resolution No. 4133). As such, the FY14 STA revenue generation is based on the \$392 million in the enacted FY2013-14 State Budget and the FY15 STA revenue generation is based on the \$373 million estimated in the proposed FY2014-15 State Budget. The FY14 STA amount does not include the \$1.05 million that was used for the Cycle 3 JARC funding restoration. The FY16 STA estimate assumes no growth. These amounts will be updated as the MTC Fund Estimate (Res. 4133) is updated.

(2) FY15 Prop 1B appropriations will be the only appropriations for Cycle 4 and the final Prop 1B appropriations for the Lifeline Transportation Program.

(3) FY14 5307 amounts are based on actual apportionments. FY14 amount does not include the \$208K that was used for the Cycle 3 JARC funding restoration. FY15 assumes a 0% growth rate over FY14 (including \$208K that was used for the Cycle 3 JARC funding restoration) and FY16 assumes a 1.6% growth rate over FY15. These growth rates are consistent with projected growth rates for the FY15 & FY16 Transit Capital Priorities program. Preliminary projections subject to revision.

(4) FY14 5307 Small UA Carryover amount is FY13 actual small UA apportionments that were not programmed in Lifeline Cycle 3.
10/8/2014

Table B – Estimated STA & JARC (5307) Funding Targets by County

County	FY2014			FY2015		FY2016		Total
	STA	FY13 Small UA Carryover JARC (5307)	FY14 JARC (5307) Actual	STA	JARC (5307) Estimate	STA	JARC (5307) Estimate	
	Actual	Actual	Actual	Estimate	Estimate	Estimate	Estimate	
& Share of Regional Low Income Population ¹	22.6%	2,365,598	615,465	2,387,087	646,829	2,228,571	657,178	8,932,528
Alameda	14.3%	1,495,905	389,194	1,509,494	409,028	1,409,256	415,572	5,628,449
Contra Costa	2.6%	273,857	71,250	276,345	74,881	257,994	76,079	1,030,406
Marin	2.0%	212,406	71,632	214,336	72,621	200,103	73,783	917,502
Napa	12.5%	1,309,667	340,740	1,321,564	358,104	1,233,805	363,834	4,927,714
San Francisco	8.4%	880,699	229,134	888,700	240,811	829,685	244,664	3,313,693
San Mateo	23.1%	2,415,237	61,111	2,437,177	642,383	2,275,335	652,661	9,126,287
Santa Clara	6.4%	668,858	273,831	674,934	277,612	630,115	282,054	3,085,016
Solano	7.9%	824,165	31,600	831,652	167,587	776,425	170,268	2,845,070
Sonoma								
MTC - Means-Based Fare Project		-	-	-	-	700,000	-	700,000
Total	100.0%	10,446,392	469,974	10,541,289	2,889,856	10,541,289	2,936,093	40,506,665

10/8/2014

County	Three-Year Total		95% STA Programming Targets			
	STA ¹	JARC (5307)	FY2014	FY2015	FY2016	Total
	Estimate	Estimate	Estimate	Estimate	Estimate	Estimate
& Share of Regional Low Income Population ¹	22.6%	1,951,272	2,247,318	2,267,733	2,117,143	6,632,194
Alameda	14.3%	1,213,794	1,421,110	1,434,020	1,338,793	4,193,922
Contra Costa	2.6%	222,210	260,164	262,527	245,094	767,786
Marin	2.0%	290,657	201,786	203,619	190,098	595,503
Napa	12.5%	1,062,678	1,244,184	1,255,486	1,172,115	3,671,784
San Francisco	8.4%	714,609	836,664	844,265	788,201	2,469,130
San Mateo	23.1%	1,998,538	2,294,475	2,315,318	2,161,568	6,771,361
Santa Clara	6.4%	1,111,109	635,415	641,188	598,609	1,875,212
Solano	7.9%	412,828	782,957	790,069	737,604	2,310,630
Sonoma						
MTC - Means-Based Fare Project		-	-	-	665,000	665,000
Total	100.0%	8,977,695	9,924,072	10,014,225	10,014,225	29,952,522

10/8/2014

(1) Note that the "Share of Regional Low Income Population" percentages reflect the most recent population data from the 2012 American Community Survey, as is proposed in the Lifeline Cycle 4 program guidelines; however, the county STA distribution percentages in the MTC Fund Estimate (Res. 4133) have not been updated to reflect the most recent population data. If updated percentages are approved as part of the Lifeline Transportation Program Cycle 4 Guidelines, the county STA distribution percentages in the FY2015-16 MTC Fund Estimate will be shown accordingly in February 2015.

Table C – Proposition 1B Transit Funding Targets by Transit Operator and County

Transit Operator ² & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income 2012 Population)	Prop 1B ¹			Total
	FY2014	FY2015	FY2016	
AC Transit	-	4,299,828	-	4,299,828
BART	-	4,604,653	-	4,604,653
County Connection (CCCTA)	-	255,194	-	255,194
Golden Gate Transit/Marin Transit	-	787,196	-	787,196
Wheels (LAVTA)	-	125,625	-	125,625
Muni (SFMTA)	-	6,189,054	-	6,189,054
SamTrans	-	1,230,533	-	1,230,533
Tri Delta Transit (ECCTA)	-	178,754	-	178,754
VINE (NCTPA)	-	299,070	-	299,070
VTA	-	4,832,062	-	4,832,062
WestCat (WCCTA)	-	81,113	-	81,113
Solano County Operators	-	899,217	-	899,217
Sonoma County Operators	-	1,045,061	-	1,045,061
Total	0	24,827,359	0	24,827,359

(1) FY15 Prop 1B appropriations are the only appropriations in Cycle 4.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution.

10/8/2014

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Alameda CTC Proposed Programming Schedule for Lifeline Cycle 4

Programming Activities	Proposed Date
Draft fund estimate and schedule to ACTAC	September 4, 2014
MTC to approve final guidelines	October 22, 2014
Program information / Process to Alameda CTC Committees & Board	October 2014
Alameda CTC to release Call for Projects (CFP)	Early November 2014
Alameda CTC to hold application workshop	Mid-November 2014
Applications due to Alameda CTC	Mid-December 2014
Final program to Alameda CTC Committees and Board	March 2015
Alameda CTC approved program due to MTC	March 2015
MTC approval of program	April 2015

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Evaluation Criteria

Lifeline Cycle 3		Lifeline Cycle 4	
MTC Standard Criteria:	Alameda CTC-Proposed Weight	MTC Standard Criteria:	Alameda CTC-Proposed Weight
Project need/goals and objectives	30%	Project need/goals and objectives	30%
Project is a CBTP ¹ priority project. Priority projects from other local planning efforts will be considered on a case-by-case basis ²	10%	Project is a CBTP-identified priority or an identified priority from other local planning effort ²	10%
Implementation plan and project management capacity	10%	Implementation plan and project management capacity	10%
Project budget/sustainability	10%	Project budget/sustainability	10%
Coordination and program outreach	5%	Coordination and program outreach	5%
Cost-effectiveness and performance indicators	10%	Cost-effectiveness and performance indicators	10%
Alameda CTC Additional Criteria:		Alameda CTC-Proposed Additional Criteria:	
Demand	10%	Demand	10%
Matching funds above minimum required	5%	Matching funds above minimum required	5%
Project Readiness	10%	Project Readiness	10%
	100%		100%

Notes:

- 1) Community-Based Transportation Plan
- 2) MTC standard criteria is community-identified priority. Due to the age of the Alameda County CBTPs, it is recommended that priorities from other local planning efforts also be included as meeting the criteria.

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Memorandum

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

DATE: October 16, 2014

SUBJECT: Safe Routes to Schools Program Annual Update

RECOMMENDATION: Receive an annual update on Safe Routes to Schools Program.

Summary

The purpose of this item is to provide the Commission with information related to the Alameda County Safe Routes to Schools (SR2S) Program for 2013-2014 Year-End Report and key activities for 2014-2015 school year. This item is for information only.

This staff report and presentation will briefly review the following key areas:

- Growth of the SR2S Program over the past eight years;
- An update on the High School Program;
- How students are traveling; and,
- A look ahead to 2014-15 school year.

Background

Alameda County's SR2S Program is a countywide program that promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. As part of the Metropolitan Transportation Commission's Climate Initiatives program, the eight year-old Alameda County Safe Routes to Schools Program has expanded and will reach over 175 schools across the county in the upcoming 2014-15 school year, engaging students from kindergarten through 12th grade.

The Alameda County SR2S program promotes safe and healthy transportation choices for parents and children. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded dramatically, in 2013-2014 it reached more than 150 schools across Alameda County. The current program is administered by the Alameda County Transportation Commission and funded by Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

During the 2013-2014 school year, Alameda County's SR2S team organized and delivered over 400 individual events to 105 schools. Similar to the FY2013-2014 program, a selection process was used to select the school locations with the dual goals of distributing the programming equitably throughout the County and identifying schools with optimal chances of success. Schools were evaluated based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation. The extensive SR2S program provided a comprehensive program to 105 elementary, middle, and high schools and technical assistance to 50 elementary and middle schools in Alameda County.

The Alameda County SR2S program was primarily structured around three big events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. The 2013-14 school year saw increased participation and engagement of students for these events throughout the County. To maintain the enthusiasm generated by these coordinated events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2013-2014, 39 schools held regular Walk and Roll to School Days and 16 schools had parent-led Walking School Buses.

In 2012, Alameda County Transportation Commission launched the BikeMobile, a free mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S programs. During the 2013-2014 school year, the BikeMobile made 115 visits throughout Alameda County, including 67 visits at schools participating in Alameda County's Safe Routes to Schools program. The BikeMobile made over 2,100 repairs, and follow-up surveys indicate bicycle ridership has more than doubled at these locations after the visits.

During the 2013-2014 school year, the high school program shifted into a fully integrated aspect of the Alameda County Safe Routes to Schools program. In 2014, the high school program will expand from six to eight schools. Integrating Alameda County SR2S into existing clubs and classes has helped establish program activities as part of the ongoing school curriculum. Furthermore, there is a demonstrated level of interest and enthusiasm in the topic area of public health and the environment, and about projects that impact behavior changes.

The primary goal of the Alameda County SR2S program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with all schools enrolled in the comprehensive program asked to complete standardized surveys which provides a basis to measure mode shift.

According to the student tally data, thirty-six percent of trips are via active transportation, with 30 percent of trips by foot and 3.5 percent of trips by bike.

During the 2014-2015 school year, Alameda County SR2S will focus on the following improvements and new items:

- Strengthen program evaluation by collecting more data and continuing to build data collection into programming.
- Expand participation at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May).
- Provide two new outreach programs: pedestrian safety rodeos and a theatre show focused on pedestrian and bicycle safety skills for elementary students.
- Provide and present information to School Districts and Cities about the program in their respective jurisdiction to facilitate better coordination and further growth of the program.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. [Draft Alameda County Safe Routes to Schools Program 2013-2014 Year-End Report](#)
(Introduction only, full report hyperlinked to the web)

Staff Contact

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

[Arun Goel](#), Program Manager (Safe Routes to School)

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Alameda County Safe Routes to Schools 2013-2014 Year-End Report

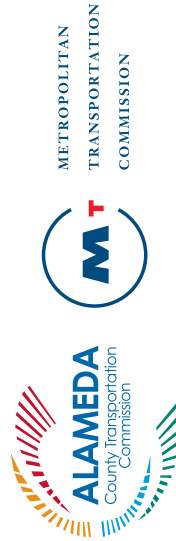


Alameda County Transportation Commission

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www.alamedacountysr2s.org



Acknowledgements

Alameda County Transportation Commission
Commission Chair Scott Haggerty, Alameda County District 1 Supervisor
Commission Vice Chair Rebecca Kaplan, City of Oakland Councilmember

AC Transit
 Elsa Ortiz, Director

Alameda County Supervisors
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 Wilma Chan—District 3
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Alameda County's Safe Routes to Schools Program wishes to thank all school district, school staff, school teachers, parent champions and students who support active and shared transportation to school.

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**Safe Routes
to Schools**

Alameda County



1 Introduction

Alameda County Safe Routes to Schools promotes safe and healthy transportation choices as being fun and easy options for parents and children throughout the County.

The 2013-2014 school year was Alameda County Safe Routes to Schools' (SR2S) eighth year of promoting active transportation choices to students. The program has expanded annually and now reaches more than 100 schools across all areas of the County.

The program is administered by the Alameda County Transportation Commission (Alameda CTC) and funded by Federal funds and local Measure B funds.



Searles Elementary
(Union City) students
line up to give the Bike
Safety Trivia Wheel a
spin.

2013-2014 Highlights

Alameda County SR2S continued to promote walking, biking, and carpooling through well-established countywide events as well as testing out new activities and programs to improve student and school engagement. In the 2013-2014 school year, Alameda County SR2S increased the number of schools participating in the overall program and increased program participation in core activities to record levels. Successes from the 2013-2014 school year include:

- 105 schools participated in the comprehensive program .
- 50 schools received technical assistance
- 84% of schools held three or more events, and 46% held five or more events.
- 91% of schools participated in International Walk & Roll to School Day, a 10% increase from fall 2012.
- 68% of schools participated in the Golden Sneaker Contest in March 2014, a 14% increase from spring 2013.
- 84% of schools participated in Bike to School Day in May 2014, a 24% increase from 2013. Over 5,000 students biked to school, more than twice the number that rode during the event in 2013.
- The BikeMobile mobile bicycle repair service made 115 visits during the school year, repaired over 2,100 bikes, and more than doubled bicycle ridership based on counts of bicycles before and after the visit.
- 39 K-8 schools held regular Walk and Roll to School Days.
- 16 elementary schools organized parent-led Walking School Buses.

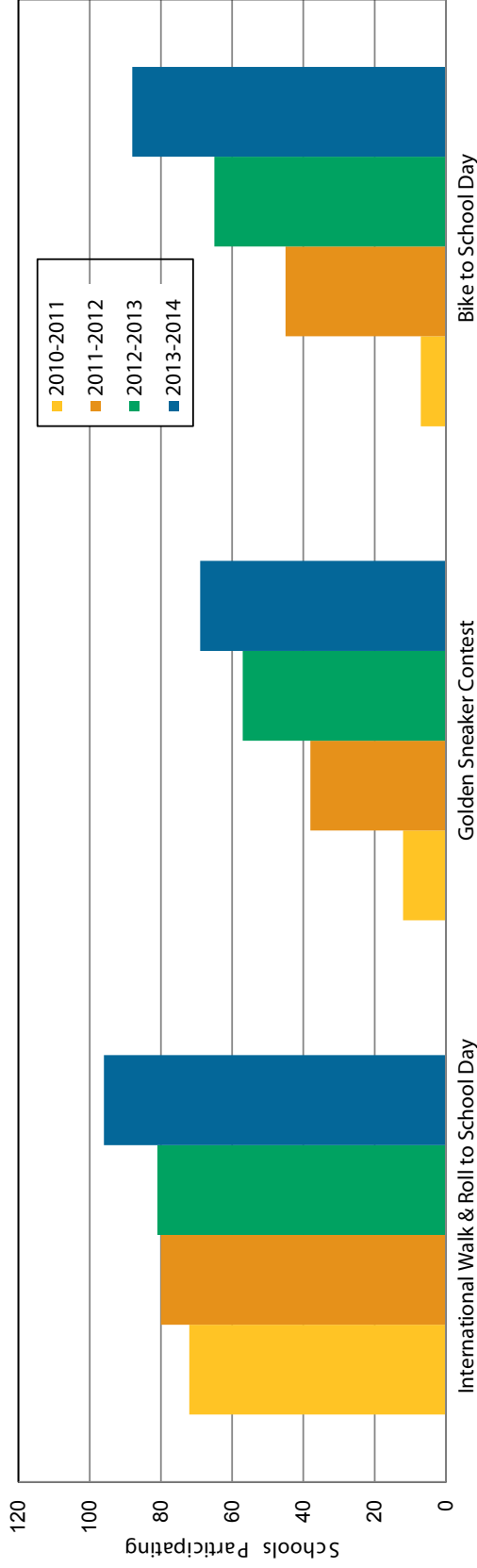


Figure 1 Schools Participating in Countywide Events

Figure 1 shows the growth in number of schools participating in the countywide events offered through the Alameda County SR2S program.

Most schools participating in the Alameda County SR2S program have increased rates of walking and bicycling, according to the ongoing evaluation of how students get to school (based on a partial data set).

The analysis also found a correlation between the number of walking and biking programs and active transportation mode share.

Strong relationships exist between Safe Routes activities and events and their impact on student travel behaviors:

- Schools with more walking programs tend to have a higher active mode share.
- Schools with more bicycling programs tend to have a higher biking mode share.

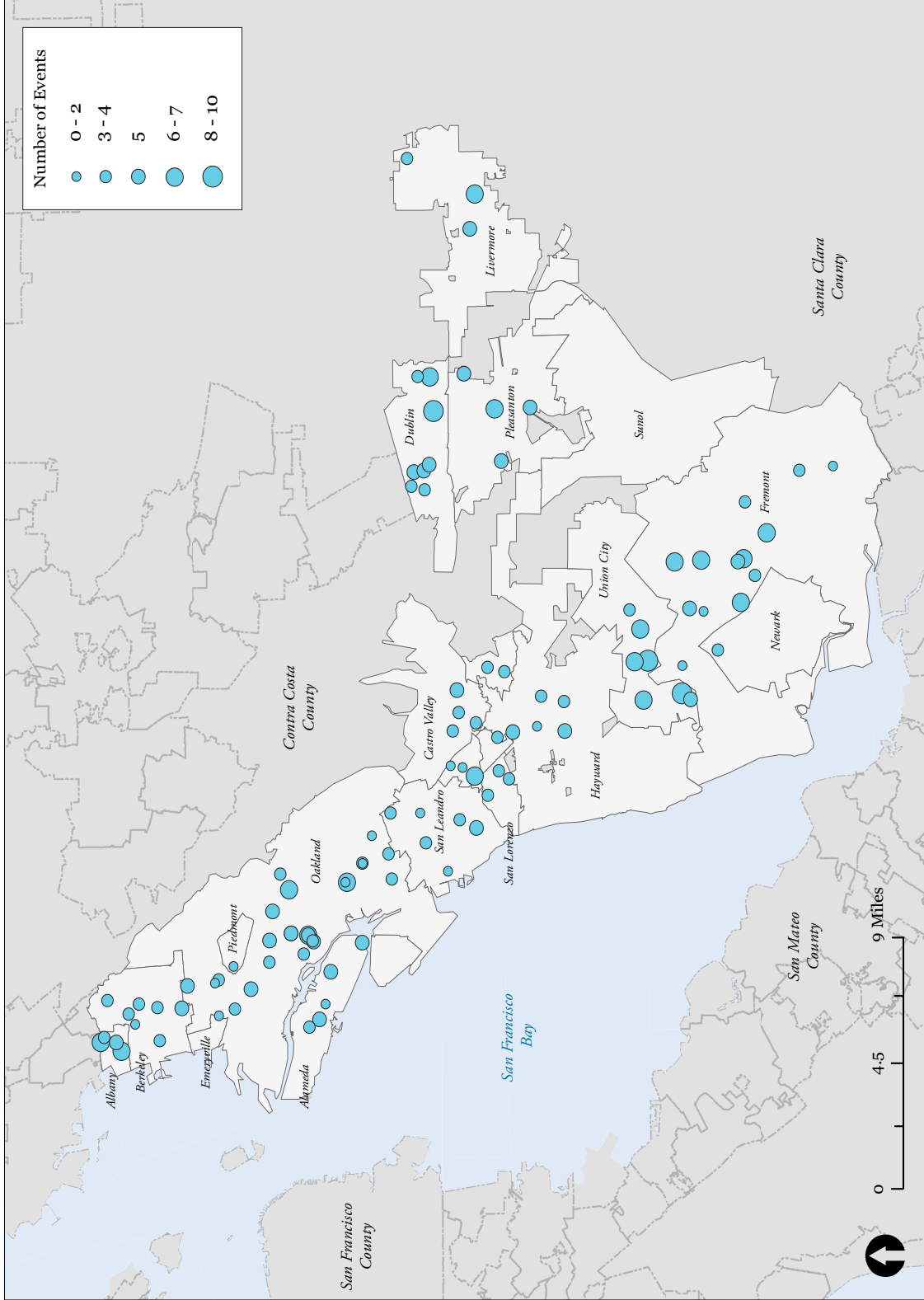


Figure 2 Number of Events at Participating Schools, 2013-2014 School Year

About this Report

This report covers programming undertaken during the 2013-2014 school year. Specifically, it:

- Presents an overview of K-8 and high school program activities
- Reports the results of three years of travel data, including an analysis of activities correlated with mode shift
- Tracks progress made toward goals established for the 2013-2014 school year
- Makes recommendations for continuing to enhance programming and program implementation for the remainder of the three-year grant cycle

This report is organized into the following chapters:

- Chapter 2, Program Overview, provides a brief history and overview of Alameda County's Safe Routes to Schools Program.
- Chapter 3, Elementary and Middle School Program, describes the selection process, program delivery, and program activities provided to elementary and middle schools.
- Chapter 4, High School Program, describes the program activities implemented at high schools and the growth of the program following the end of the two-year trial period in spring 2013.
- Chapter 5, Travel Choice, discusses how students get to school, identifies program elements that are associated with higher than typical walking, biking, and carpooling rates, and presents mode shift since 2011.

- Chapter 6, A Look Ahead, expands on program plans for the next two years.

The following appendices support this report:

- Appendix A: School Participation Matrix summarizes the programming provided at Alameda County schools enrolled in the comprehensive program.
- Appendix B: School Participation provides one-page sheets for each participating school, describing how the school participated in 2013-2014.



Students participating in a middle school Drive Your Bike class

In 2013-2014, Alameda County's Safe Routes to Schools program offered three major countywide events: International Walk & Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. Throughout the year, schools participated in a variety of ongoing education and encouragement activities.

History

Alameda County's Safe Routes to Schools (SR2S) program began in 2006 as a Caltrans grant-funded pilot program at two schools in Oakland. In 2007, the Alameda County Transportation Improvement Authority authorized \$1.3 million in Measure B grant funding to continue the program¹. With renewed funds, by July 2011 the program had expanded to 88 schools and all four of the County's planning areas.

¹ The Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency merged in 2010 to form the Alameda County Transportation Commission.

In July 2011, as a program of the Alameda CTC, Alameda County SR2S was funded with Federal Congestion Mitigation and Air Quality (CMAQ) funds, Federal Surface Transportation Program funds, and local Measure B funds.

The current program funding cycle runs from 2013-2016, with plans to incrementally expand program participation and breadth of events and services offered to participating schools.



Students at Haight Elementary (City of Alameda) participating in a bike festival

The 5 E's

Alameda County's SR2S program is guided by the 5 E's framework that is a hallmark of successful SR2S programs:

Encouragement programs, such as Walk and Roll to School Days, provide incentives and support to help children and their parents try walking or bicycling instead of driving.

Education programs, such as the puppet show assembly, teach key messages about pedestrian and bicyclist safety, health, and the joys of active transportation. Classroom activities teach students how to navigate busy streets and make the connection between active transportation, health, and the environment.

Engineering programs, such as school site assessments, help identify and address physical barriers to active transport.

Enforcement programs reinforce legal and respectful walking, bicycling, and driving behaviors. Partnerships with law enforcement officials improve traffic safety around schools.

Evaluation programs help schools measure their success at encouraging walking and bicycling.

Comprehensive vs Technical Assistance

Alameda County SR2S provides two levels of assistance as program resources currently cannot accommodate the demand for comprehensive SR2S programming in the County. Therefore, a competitive application process is undertaken to put schools into two categories:

Schools accepted into the comprehensive program receive one-on-one school-based assistance from a site coordinator, are eligible for a variety of high-quality programming free of charge, and may receive support materials such as posters, banners, safety incentives, and safety vests. Each site coordinator works with between 15-20 schools.

Schools not accepted into the comprehensive program may receive technical assistance from the site coordinators through their school district's Safe Routes to School Task Force, but are generally not eligible for free programming or incentives. Schools accepting technical assistance agree to participate in a minimum number of events each year.

In 2013-2014, the Alameda County SR2S program expanded comprehensive programming to 99 elementary and middle schools. The high school program, which had been pilot tested from 2011-2013, transitioned to a permanent part of the Alameda County SR2S program, with six schools enrolled.

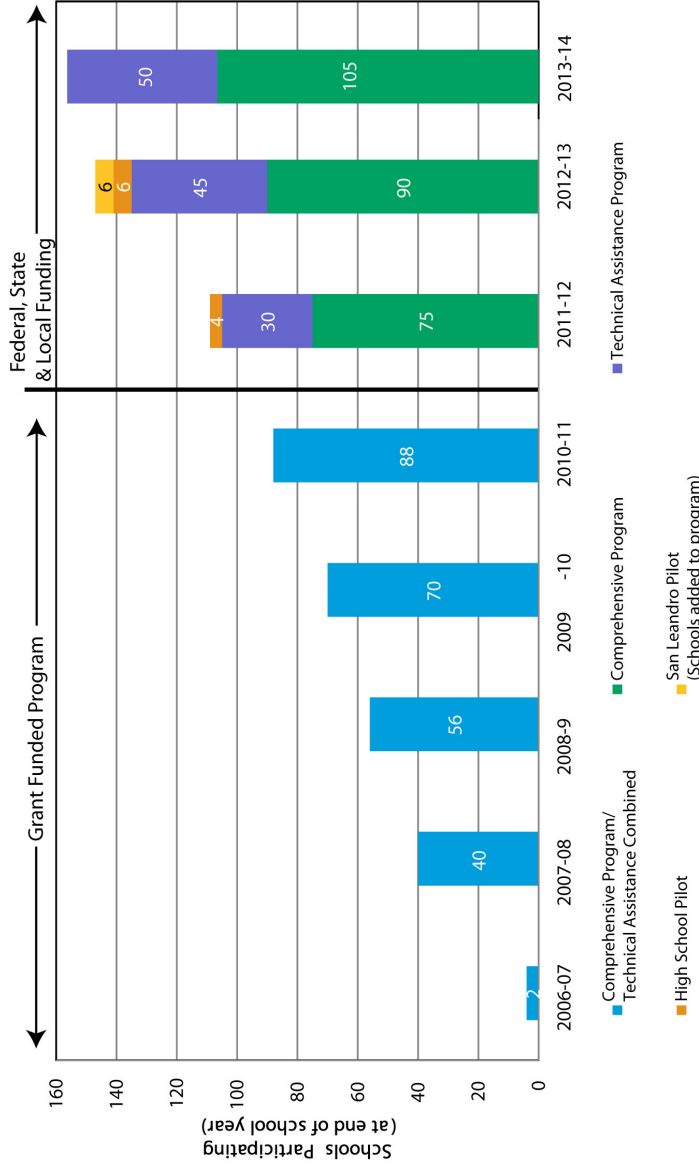
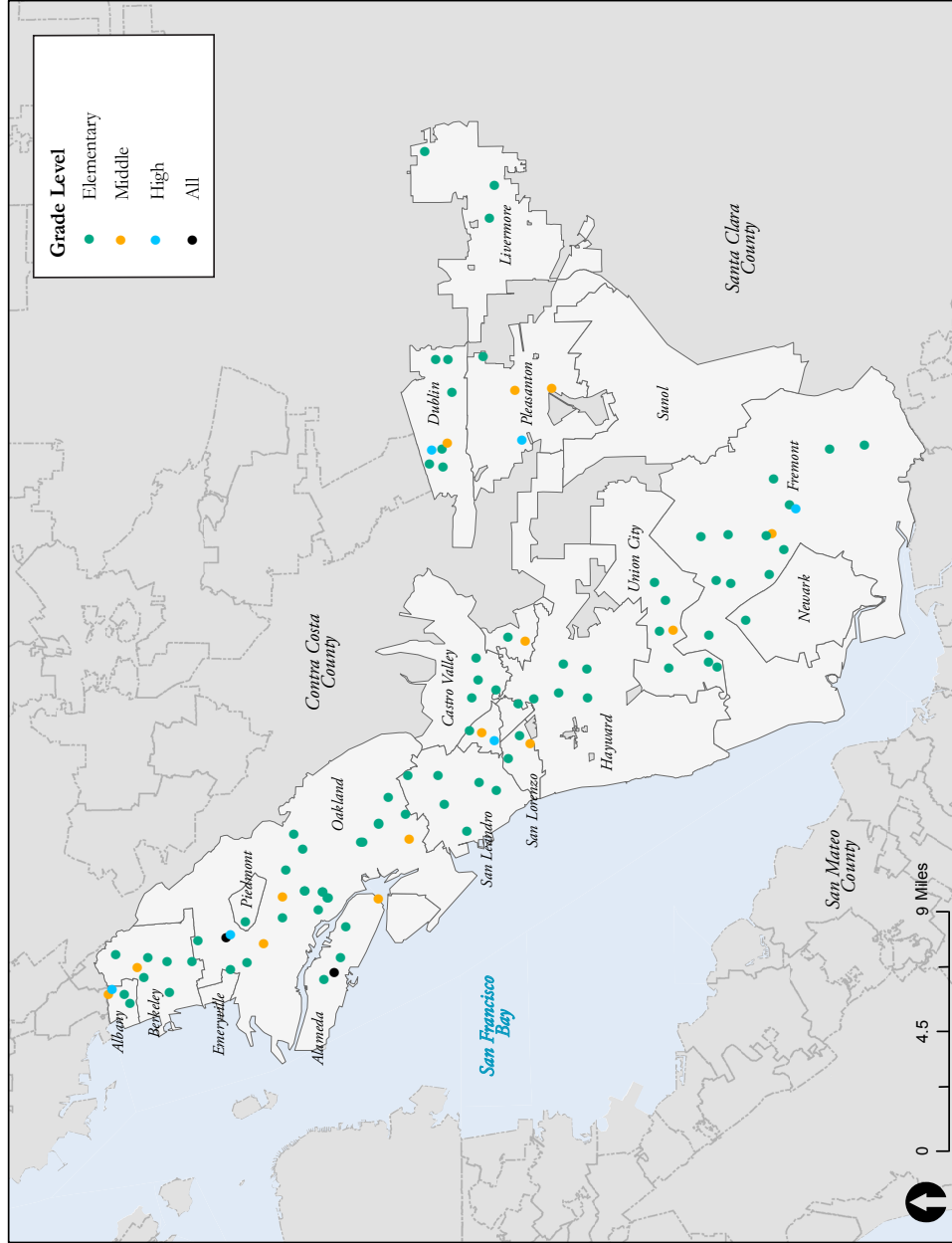


Figure 3 Growth of Alameda County SR2S Program 2006-07 through 2013-14

The current program funding cycle includes expansion of several program elements, including:

- Number of schools in the comprehensive program by at least 10% every school year
- BikeMobile visits throughout the County
- Bicycle safety training, including rodeos, family cycling clinics, adult safety courses, and the establishment of a diversion program for ticketed bicyclists
- More robust evaluation tracking and reporting procedures, to better understand effectiveness of program elements and provide future program direction

Figure 4 2013-2014 Alameda County Safe Routes to Schools Participating Schools



Program Activities and Delivery

Alameda County SR2S programming offers a variety of activities and events for schools and students. Schools selected to participate in the program are assigned a Site Coordinator. The Site Coordinators work with designated School Champions, who are volunteer parents, teachers, or school staff that assist in program implementation at a specific school site.

Table 1 shows activities offered during the 2013-2014 school year.

Schools not accepted into the comprehensive program may receive technical assistance from the Site Coordinators through their school district's Safe Routes to School Task Force or by consulting with a Safe Routes to Schools staff member. During the 2013-2014 school year, 50 schools received technical assistance through the Alameda County SR2S program.

Table 1 Program Activities for 2013-2014

Activity/Event	Schools Participating				Total	Notes
	Elementary	Middle	High			
Core Activities						
International Walk & Roll to School Day	78	12	6		96	More than 21,000 participated
Golden Sneaker Contest	56	9	6		71	More than 34,000 participated
Bike to School Day	69	13	6		88	More than 5,000 participated
School-Specific Activities						
BikeMobile Visit	41	10	6		57	1,600 bicycles repaired
Walk and Roll to School Days	34	5	0		39	
Walking School Bus	15	1	0		16	
Bike Rodeos	19	0	0		19	
Drive Your Bike Program	0	7	2		9	
Family Cycling Workshop	3	1	0		4	
Educator Training	17	3	0		20	
School Site Assessment	4	3	0		7	

Elementary and Middle School Programming

In the 2013-2014 school year, 99 elementary and middle schools participated in the Safe Routes comprehensive program. The program offered three major countywide events, with ongoing educational and encouragement events and activities available based on school interest and capacity.

Selection Process

The Alameda County SR2S Program seeks to distribute Safe Routes programming equitably around the County. All schools in the County were invited during the summer months of 2013 to apply to the 2013-2014 program.

The program team compiled demographic, land use, and collision data for all applicants, which resulted in a score and rank for each school. In addition to the 99 elementary and middle schools selected for the Alameda County SR2S program, all six high schools that participated in the 2012-2013 high school pilot program were invited to participate in the 2013-2014 school year.

Alameda County Planning Areas

North: Oakland, Berkeley, Albany, Piedmont, Emeryville, Alameda

Central: Ashland, Castro Valley, Cherryland, Hayward, San Leandro, San Lorenzo

South: Fremont, Union City, Newark

East: Dublin, Pleasanton, Livermore



Wells Middle School Golden Sneaker Classroom Champion



Washington students (Berkeley) enjoy a healthy snack at the Bike to Work Day welcome table

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Memorandum

6.9

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

DATE: October 16, 2014

SUBJECT: East Bay Greenway Project - Coliseum BART to 85th Avenue (635.1): Amendment to the Memorandum of Understanding (MOU) A12-0029 with San Francisco Bay Area Rapid Transit District and the City of Oakland

RECOMMENDATION: Authorize the Executive Director or designee of the Executive Director, to: 1) Amend MOU A12-0029 to modify limits of maintenance responsibilities, and 2) modify and/or execute any necessary agreements to fulfill the stipulations of the amended MOU.

Summary

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

On June 28, 2012, Alameda CTC entered into MOU A12-0029, with San Francisco Bay Area Rapid Transit District (BART) and the City of Oakland for the project. Adjacent to the project, BART and the City are concurrently constructing improvements to the Coliseum BART station. As part of the BART station improvements, 200 feet of sidewalk/ bicycle path extension is being constructed to provide connectivity and access from the Greenway termination at 75th Avenue to the Coliseum BART facility. BART and the City of Oakland have requested Alameda CTC add the maintenance of the 200 feet path extension to Alameda CTC's maintenance responsibilities.

The cost associated with the maintenance of the 200 feet path extension is anticipated to be minimal and could be funded by the current maintenance budget of \$350,000 for the East Bay Greenway Project.

Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75th and 85th Avenues, adjacent to San Leandro

Street and beneath the aerial BART tracks in the City of Oakland. The project started construction in October, 2013 and is anticipated to be completed by November 2014.

Concurrent with the construction of the East Bay Greenway Project, BART and the City are constructing the improvements to the Coliseum BART station. As construction of the two projects progressed, BART and the City of Oakland identified a gap between the termination of the Greenway at 75th Avenue and the Coliseum BART station access. BART and the City agreed to construct a 200 foot sidewalk/ bicycle path extension to provide a continuous paved path from the Greenway to the Coliseum BART station access. Under the terms of the existing MOU, Alameda CTC is responsible for the maintenance of the half-mile segment of the East Bay Greenway Trail ending at 75th Avenue. BART and the City of Oakland have requested Alameda CTC add the maintenance of the 200 feet sidewalk/bicycle path extension beyond 75th Avenue to Alameda CTC's maintenance responsibilities.

On January 27, 2014, the Commission authorized staff to procure and execute a contract to provide the required maintenance services stipulated in the MOU after the East Bay Greenway project is completed. The Request for Proposals (RFP) is in final stages of development and an agreement is expected to be in place by December 2014. Due to the overlap in the timing of the MOU amendment, modifications to the resulting agreement from the maintenance RFP may be required.

Staff recommends amending the existing MOU (A12-0029) among BART, City of Oakland and Alameda CTC for the East Bay Greenway Project to include the maintenance of the 200 feet sidewalk/bicycle path extension, as shown in Attachment A and the authorization to modify and/or execute any necessary agreements to fulfill the stipulations of the amended MOU.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

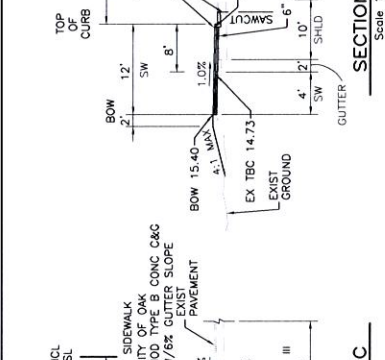
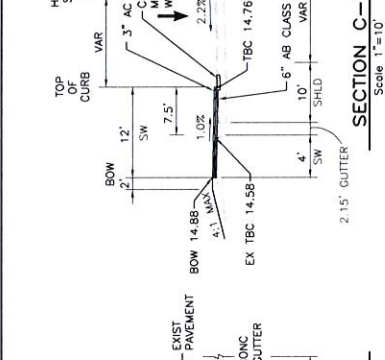
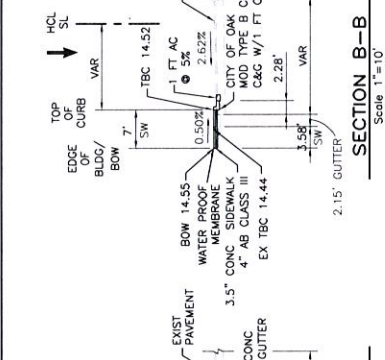
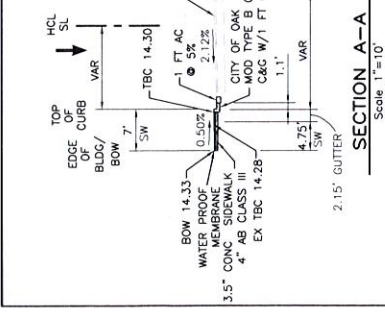
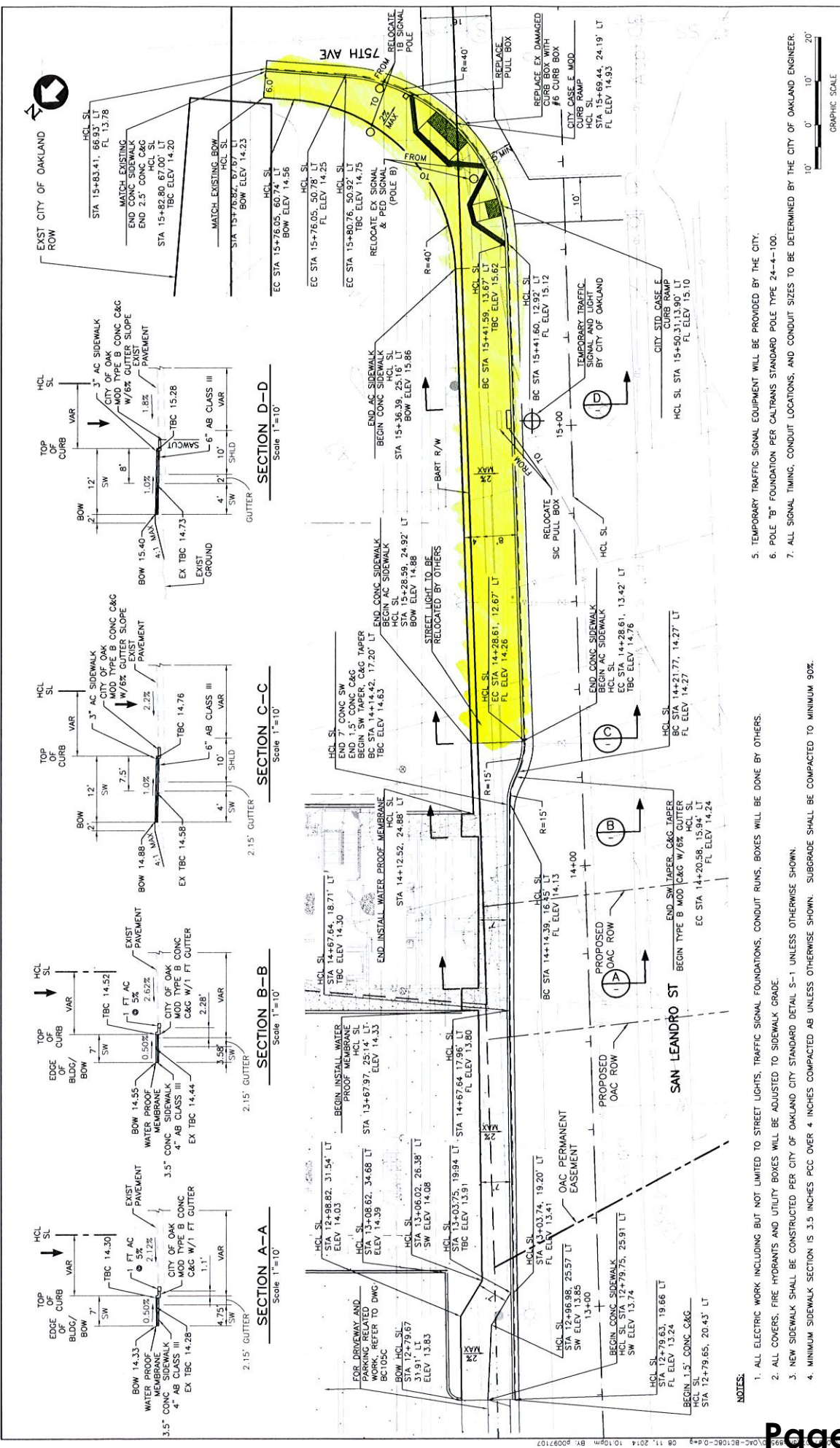
Attachments

- A. Coliseum Station – Transition Station Sidewalks

Staff Contact

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

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



- NOTES:**
1. ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO STREET LIGHTS, TRAFFIC SIGNAL FOUNDATIONS, CONDUIT RUNS, BOXES WILL BE DONE BY OTHERS.
 2. ALL COVERS, FIRE HYDRANTS AND UTILITY BOXES WILL BE ADJUSTED TO SIDEWALK GRADE.
 3. NEW SIDEWALK SHALL BE CONSTRUCTED PER CITY OF OAKLAND CITY STANDARD DETAIL S-1 UNLESS OTHERWISE SHOWN.
 4. MINIMUM SIDEWALK SECTION IS 3.5 INCHES PCC OVER 4 INCHES COMPACTED AB UNLESS OTHERWISE SHOWN. SUBGRADE SHALL BE COMPACTED TO MINIMUM 90%.
 5. TEMPORARY TRAFFIC SIGNAL EQUIPMENT WILL BE PROVIDED BY THE CITY.
 6. POLE "B" FOUNDATION PER CALTRANS STANDARD POLE TYPE 24-4-100.
 7. ALL SIGNAL TIMING, CONDUIT LOCATIONS, AND CONDUIT SIZES TO BE DETERMINED BY THE CITY OF OAKLAND ENGINEER.

REVISIONS NO. DATE BY:		GRAPHIC SCALE 10' 0' 10' 20'
DESIGNED BY: M. BURGOA CHECKED BY: K. OZAKI DATE: 03/14/18		PROJECT TITLE: OAKLAND INTERNATIONAL AIRPORT CONNECTOR PROJECT CONTRACT NO.: 017K 410 CONTRACT SHEET NO.: BC-108-C
CLIENT: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT CONSULTANT: FLATIRON PARSONS A Joint Venture		

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Memorandum

6.10

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

DATE: October 16, 2014

SUBJECT: I-880 Southbound HOV Lane Project (730.1/730.2): Hardscape Component

RECOMMENDATION: Approve the programming actions and authorize the Executive Director to execute agreements required to advance the Hardscape component of the project.

The approval of the recommendation will:

- 1) Approve a CMA TIP Exchange Agreement with the City of San Leandro to provide \$1 million in Local Transportation Direct Local Distribution funds to the Alameda CTC;
- 2) Approve a total of \$2 million of CMA TIP funds for the I-880 Southbound HOV Lane Project to complete the hardscape slope paving component, including:
 - a. Amendment of the CMA TIP program to shift \$1 million of CMA TIP programming from the E. 14th St./Hesperian Blvd./150th St. Intersection Improvement Project to the I-880 Southbound HOV Lane Project; and
 - b. Add an additional \$1 million of CMA TIP program funds to the I-880 Southbound HOV Lane Project;
- 3) Authorize the encumbrance of \$2 million in project agreement amendments to implement the hardscape component scope, including:
 - a. Amendment to agreement 04-2445-A1 with Caltrans for related construction capital and support costs; and
 - b. Amendment to agreement CMA #A08.017 with WMH Corporation for related design services during construction; and

Summary

The 880 Southbound HOV Lane Project will widen the southbound I-880 mainline from Hegenberger Road to Marina Boulevard for a High Occupancy Vehicle (HOV) lane. The project is currently in construction and is anticipated to be completed by winter 2014 on the north segment and summer 2015 on the south segment. The Alameda CTC provided the project development for the project, and the California Department of Transportation (Caltrans) is administering the construction contracts.

The City of San Leandro has expressed a strong desire to add slope paving as an additional hardscape component (in addition to specialty bridge fencing and lighting) to be constructed within the existing schedule. The slope paving hardscape component is

proposed to be implemented by contract change order and it is estimated that \$2 million of additional funding will be required to provide for design services during construction, construction management and capital costs associated with the added slope paving scope.

A \$2 M funding plan has been identified, comprised of reprogramming \$1 million of CMA TIP funds from the San Leandro Route 85/Hesperian Blvd/150th Ave Channelization Improvements project and \$1 million through a CMA TIP Exchange Agreement. In addition to funding agreements with the City of San Leandro for the CMA TIP Exchange, an amendment to the project cooperative agreement with Caltrans and an amendment with WMH Corporation, the Design Engineer of Record, will be required to facilitate the delivery of the hardscape scope.

Background

The 880 Southbound HOV Lane Project will widen the southbound I-880 mainline from Hegenberger Road to Marina Boulevard for a High Occupancy Vehicle (HOV) lane (\$112 million). The project is currently in construction and is anticipated to be completed by winter 2014 on the north segment and summer 2015 on the south segment. The Alameda CTC provided the project development for the project, and the California Department of Transportation (Caltrans) is administering the construction contracts.

Throughout the project development process, Alameda CTC has been working with the City of San Leandro to fund and incorporate locally requested interchange improvements (at Marina Blvd. and Davis St.) and hardscape components (bridge fencing, lighting, logo, corbel, and slope paving) into the project. All the locally requested improvements, except for the slope paving, are included in the current contract. The funds programmed for the hardscape components were not sufficient to include the slope paving. The City of San Leandro has expressed a strong desire for the slope paving to be constructed within the existing contract schedule. In order to construct the slope paving scope by summer 2015, within the schedule of the south segment project, the work is proposed to be implemented by contract change order. Based on the latest cost estimates, an additional \$2 million is required to fund design services during construction, construction management and capital costs associated with the slope paving scope.

Working with the City of San Leandro, a \$2 M funding plan has been identified. The City of San Leandro has agreed to contribute \$1 million of Local Transportation Direct Local Distribution (DLD) funds to assist in funding the requested hardscape improvements. Approval of a CMA TIP Exchange Agreement with the City of San Leandro will provide \$1 million in CMA TIP funds to be available for the I-880 Southbound HOV Lane Project through the CMA TIP. Another \$1 million will be provided by amending the existing CMA TIP program to shift \$1 million of funding from the E. 14th St./Hesperian Blvd./150th St. Intersection Improvement Project to the I-880 Southbound HOV Lane Project. The proposed funding plan will allow the I-880 Southbound HOV Lane Project, including the

slope paving scope, to be completed by the summer of 2015, consistent with the project delivery schedule. Through the CMA TIP Exchange Agreement, the Alameda CTC will withhold 36 equal payments from the City of San Leandro Local Transportation DLD funds, starting with the sales tax distribution in January 2015. The withholding of payments, totaling \$1 million, is anticipated to occur through December 2017.

In addition to funding agreements with the City of San Leandro for the CMA TIP exchange, an amendment to the project agreement 04-2445-A1 with Caltrans and an amendment to agreement CMA #A08.017 with WMH Corporation, the Design Engineer of Record, will be required to facilitate the delivery of the hardscape scope.

Associated Impacts

The City of San Leandro is the project sponsor for the E. 14th St./Hesperian Blvd./150th St. Intersection Improvement Project. The project is proposed to be funded with a combination of Measure B capital funds (ACTIA 19), CMA TIP, and other local funds, with construction proposed to begin in 2016/17. Based on the CMA TIP program amendment proposed, the City of San Leandro will need to identify \$1 million of funding to replace the CMA TIP funds. Potential project funding options the City of San Leandro could pursue include State Transportation Improvement Program (STIP) and, in the event the 2014 TEP is approved by the voters in November 2014, Congestion Relief (Hesperian Blvd noted in the plan) or Local Streets Maintenance and Safety Direct Local Distribution Programs. Identifying additional construction phase funds would allow the project to maintain the construction delivery in FY 2016/17.

Delivery of the I-880 Southbound HOV Lane Project

The recommended funding will be used for design support services during construction, construction management and capital costs. The above actions will allow Caltrans to mobilize the contractor to construct the hardscape elements and Alameda CTC to mobilize WMH Corporation to provide design support services during construction as required.

Approval of this item will address the programming actions and authorize the Executive Director to execute agreements required to implement the Hardscape component of the I-880 Southbound HOV Lane Project.

Fiscal Impact: The fiscal impact for approving this item is \$2,000,000; the action will authorize the programming and the encumbrance of additional project funding for subsequent expenditure and will be reflected in the mid-year budget update of the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

Attachments

- A. City of San Leandro Letter

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

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



October 6, 2014

Art Dao, Executive Director
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: I-880 Southbound HOV Lane Project: Hardscape Component

Dear Mr. Dao:

The City of San Leandro respectfully request that ACTC approve CMA TIP Programming to provide the necessary funds to complete hardscape slope paving improvements for the I-880 Southbound HOV Lane Project. We request that CMA TIP in the amount of \$2M be provided from a combination of the East 14th Street/Hesperian Boulevard/150th Avenue Intersection (Triangle) Improvements CMA TIP funds and a CMA TIP Exchange Agreement for City Direct Local Distribution funds.

Along with the City, ACTC staff recognizes as well the special circumstance of the project and the singular opportunity for implementing the San Leandro’s General Plan’s goal of providing a gateway at these major entrances into the city and providing aesthetic improvements to the I-880 corridor that all of the traveling public will appreciate. Based on the combined work and communication from both agencies’ staff, San Leandrans and the San Leandro City Council have believed the hardscape improvements to be a part of the HOV project since 2011. As such they have come to anticipate the construction of the improvements and have affirmed their support through outreach comments and Council resolutions.

It is still the City’s intention to complete the Triangle Improvements as it is an important focal point in the City and a major arterial intersection in the County’s road network. The ability to complete this work will be solely predicated upon the ACTC’s willingness to consider the Triangle Improvements as a strong candidate for future STIP or local arterial focused funding sources and acknowledging the roadways importance to Alameda County’s transportation network.

We look forward to completing the I-880 Southbound HOV Hardscape Improvements, and in the future the Triangle Improvements with the help of the ACTC. If you have any question, please contact Keith R. Cooke, Principal Engineer at (510) 577-3439 or by email at kcooke@sanleandro.org.

Stephen H. Cassidy, Mayor

City Council: Pauline Russo Cutter Michael J. Gregory Benny Lee
Jim Prola Ursula Reed Diana M. Souza



Art Dao, ACTC
RE: I-880 Southbound HOV Lane Project: Hardscape Component
October 3, 2014
Page 2

Sincerely,

Uche Udemezue, Director
Engineering & Transportation Department
uudemezue@sanleandro.org
Phone: (510) 577-3428

UU:KRC:pdt



Memorandum

6.11

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

DATE: October 16, 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 agreements with local, regional, state, and federal entities, as required, 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.

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

Background

Through the life of an agreement, situations may arise that warrant the need for a time extension. The most common and justifiable reasons include (1) project delays and (2) extended project closeout activities.

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

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. Table A: Contract Time Extension Summary

Staff Contact

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

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

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A. Table A: Contract Time Extension Summary

Index No.	Agreement No.	Firm/Agency	Project/Services	Contract Amendment History	Requested Extension	Reason Code	Fiscal Impact
1	A06-0022	Alameda County Public Works Agency	Lewelling Boulevard/East Lewelling Boulevard Improvement Project – Segment 1 (ACTIA No. 13)	A1: Additional budget and time for Construction	12/31/2014	2	None
2	A09-0022	City of Newark	City of Newark Pedestrian and Bicycle Master Plan	A1: Adjust task due dates. A2: Adjust task due dates. A3: Adjust task due dates. A4: Adjust task due dates. A5: Additional time. A6: Additional time. A7: Additional time.	10/31/2015	1	None

- (1) Project delays.
- (2) Extended project closeout activities.

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Memorandum

6.12

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

DATE: October 16 , 2014

SUBJECT: Alameda CTC's participation in the Special District Risk Management Authority (SDRMA) Risk Management Program

RECOMMENDATION: Approve Resolution 14-015 approving the form of and authorizing the execution of a Sixth Amended Joint Powers Agreement and authorizing participation in the Special District Risk Management Authority' Risk Management Program, and Resolution 14-016 authorizing application to the Director of Industrial Relations, State of California for a Certificate of Consent to Self-Insure Workers' Compensation Liabilities.

Summary

Alameda CTC's participation with the California Special District Association (CSDA) would make it eligible for insurance programs for workers' compensation, general liability, public officials errors and omissions, employment practices liability, auto, property, crime and fidelity coverages through the Special District Risk Management Authority (SDRMA). Alameda CTC's participation in SDRMA's risk management program should result in annual cost-savings of up to 48% or \$90,000.

Staff presented this item to the FAC at its meeting on October 13, 2014, and this item was unanimously approved by the Committee. However, Commissioner Fujioka requested clarification on the three-year term mentioned in the first statement of Alameda CTC Resolution No. 14-015 (Attachment A). The specific language of this provision is covered in Article 19, Withdrawal, in the Sixth Amended Joint Powers Agreement (Attachment B). The provision sets forth the SDRMA's minimum requirement of its participants in its Risk Management Program before it is allowed to voluntarily withdrawal without incurring any financial penalties. Should the Alameda CTC choose to withdrawal from the program within three years, Alameda CTC will be obligated to pay all Contributions and Assessments as if the agency had remained in the program for the full three years from the inception of its participation in the SDRMA program.

Background

In April 2014, Alameda CTC registered with the CSDA, an association that provides a strong voice for all independent special districts in California, to participate in, and benefit from, some of its cost saving programs. One such program that CSDA offers through the SDRMA is its risk management program which includes comprehensive coverage protection such as workers' compensation, general liability, public officials errors and omissions, employment practices liability, auto, property, crime, fidelity, and health insurance coverages.

SDRMA is a not-for-profit public agency formed under California Government Code Section 6500 et seq. for the purpose of providing public agencies with risk financing and risk management programs. For over 25 years, SDRMA has provided participants with comprehensive coverage protection coverages with rates that are consistently 15% below average market rates. Their primary objective is to serve as a single resource to meet all risk management needs of its participants, and they currently serve over 900 diversified members with over \$3.8 billion in member insured property. Current SDRMA program participants in the Bay Area include the Alameda County Water District, Contra Costa Resource Conservation District, First 5 Santa Clara County, Santa Clara County Local Agency Formation Commission, Santa Clara County Open Space Authority, Sonoma Resource Conservation District, and Transbay Joint Powers Authority.

Alliant Insurance Services, Inc. has been providing insurance brokerage services for the Alameda CTC since January 2013, following a competitive bid process which began in May 2012. Alameda CTC's total insurance premiums, including the broker's commission of \$18,032, totaled \$172,491 for the current fiscal year. By participating in SDRMA's risk management program, the agency should save up to 48% or \$90,000 in insurance premiums per year since costs are anticipated to be at much reduced rates for local governments.

Fiscal Impact:

The fiscal impact for approving this item should reduce the need in the FY14-15 budget by approximately \$90,000.

Attachments

- A. Alameda CTC Resolution No. 14-015 approving the Form of and authorizing the Execution of a Sixth Amended Joint Powers Agreement; and Authorizing Participation in the Special District Risk Management Authority Property/Liability and Workers' Compensation Programs

- B. Joint Powers Agreement – Execution of the Sixth Amended and Restated Joint Powers Agreement between the Alameda CTC and Special District Risk Management Authority
- C. Alameda CTC Resolution No. 14-016 Authorizing Application to the Director of Industrial Relations, State of California for a Certificate of Consent to Self-Insure Workers' Compensation Liabilities

Staff Contact

[Patricia Reavey](#), Director of Finance and Administration

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

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Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

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Councilmember Laurie Capitelli

City of Dublin
Mayor Tim Sbranti

City of Emeryville
Vice Mayor Ruth Atkin

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Mayor Bill Harrison

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Mayor John Marchand

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City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION NO. 14-015**

**APPROVING THE FORM OF AND AUTHORIZING THE EXECUTION
OF A SIXTH AMENDED JOINT POWERS AGREEMENT AND
AUTHORIZING PARTICIPATION IN THE SPECIAL DISTRICT RISK
MANAGEMENT AUTHORITY PROPERTY/LIABILITY AND
WORKERS' COMPENSATION PROGRAMS**

WHEREAS, Alameda County Transportation Commission, a joint powers agency duly organized and existing under and by virtue of the laws of the State of California (the "Agency"), and a member of the California Special Districts Association, has determined that it is in the best interest and to the advantage of the Agency to participate for at least three full years in the Property/Liability Program and Workers' Compensation Program offered by the Special District Risk Management Authority (the "Authority"); and

WHEREAS, California Government Code Section 6500 *et seq.*, provides that two or more public agencies may by agreement jointly exercise any power common to the contracting parties; and

WHEREAS, Special District Risk Management Authority was formed in 1986 in accordance with the provisions of California Government Code 6500 *et seq.*, for the purpose of providing its members with risk financing and risk management programs; and

WHEREAS, California Government Code Section 990.4 provides that a local public entity may self-insure, purchase insurance through an authorized carrier, or purchase insurance through a surplus lines broker, or any combination of these; and

WHEREAS, participation in Special District Risk Management Authority programs requires the Agency to execute and enter into a Sixth Amended Joint Powers Agreement (the "Amended JPA Agreement"); which states the purpose and powers of the Authority; and

WHEREAS, all acts, conditions and things required by the laws of the State of California to exist, to have happened and to have been performed precedent to and in connection with the consummation of the transactions authorized hereby do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the Agency is now duly authorized and empowered,

pursuant to each and every requirement of law, to consummate such transactions for the purpose, in the manner and upon the terms herein provided.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSION OF THE AGENCY AS FOLLOWS:

Section 1. Findings. The Agency's governing body ("Commission") hereby specifically finds and determines that the actions authorized hereby relate to the public affairs of the Agency.

Section 2. Sixth Amended JPA Agreement. The Amended JPA Agreement, proposed to be executed and entered into by and between the Agency and members of the Special District Risk Management Authority, in the form presented at this meeting and on file with the Agency Secretary, is hereby approved. The Agency Commission and/or Authorized Officers ("The Authorized Officers") are hereby authorized and directed, for and in the name and on behalf of the Agency, to execute and deliver to the Authority the Amended JPA Agreement in substantially said form, with such changes therein as such officers may require or approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 3. Program Participation. The Agency Commission approves participating for three full program years in Special District Risk Management Authority Property/Liability Program and Workers' Compensation Program.

Section 4. Other Actions. The Authorized Officers of the Agency are each hereby authorized and directed to execute and deliver any and all documents which is necessary in order to consummate the transactions authorized hereby and all such actions heretofore taken by such officers are hereby ratified, confirmed and approved.

Section 5. Effective Date. This resolution shall take effect immediately upon its passage.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Commission held on Thursday, October 23, 2014 in Oakland, California by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

**SIXTH AMENDED
JOINT POWERS AGREEMENT**

RELATING TO THE

SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY

Adopted August 1, 1986
1st Amended February 5, 1988
2nd Amended March 31, 1990
3rd Amended July 1, 1993
4th Amended February 9, 1998
5th Amended and Restated
- Approved March 24, 2003
- Effective July 1, 2003
6th Amended October 2, 2007

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**SIXTH AMENDED JOINT POWERS AGREEMENT
RELATING TO THE
SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY**

THIS SIXTH AMENDED JOINT POWERS AGREEMENT (the “Agreement”) is made and entered into by and among the public agencies (the “Members”) organized and existing under the laws of the State of California, which are signatories to this Agreement.

RECITALS

WHEREAS, California Government Code Section 6500 *et seq.* (the “Act”) provides that two or more public agencies may by agreement jointly exercise any power common to the contracting parties; and

WHEREAS, California Labor Code Section 3700(c) permits pooling by public agencies of self insurance for Workers’ Compensation liability; and

WHEREAS, California Government Code Section 990.4 provides that a local public entity may self-insure, purchase insurance through an authorized carrier, purchase insurance through a surplus line broker, or any combination of these; and

WHEREAS, California Government Code Section 990.8 provides that two or more local entities may, by a joint powers agreement, provide insurance for any purpose by any one or more of the methods specified in Government Code Section 990.4; and

WHEREAS, the parties to this Agreement desire to join together for the purposes set forth in Article 2 hereof, including establishing pools for self-insured losses and purchasing Excess or Re-Insurance and administrative services in connection with joint protection programs (the “Programs”) for members of the California Special Districts Association (“CSDA”); and

WHEREAS, it appears economically feasible and practical for the parties to this Agreement to do so; and

WHEREAS, the Members have previously executed that certain Fifth Amended and Restated Joint Powers Agreement (the “Original JPA”), which Original JPA the Members desire to amend and restate by this Agreement; provided that such amendment and restatement shall not affect the existence of the Authority; and

WHEREAS, CSDA exists to assist and promote special districts, and has been responsible for the original creation of the Special District Risk Management Authority (“Authority”) and Special District Workers Compensation Authority (“SDWCA”), and determined the consolidation of SDWCA and the Authority on July 1, 2003 was in the best interests of special districts and other public agencies throughout the State.

NOW THEREFORE, for and in consideration of all of the mutual benefits, covenants and agreements contained herein, the parties hereto agree as follows:

Article 1. Definitions. The following definitions shall apply to the provisions of this agreement:

“Act” means Articles 1 through 4 (commencing with Section 6500) of Chapter 5, Division 7, Title 1 of the California Government Code, as amended or supplemented.

“Alliance Executive Council” means the council organized pursuant to the MOU.

“Assessment” means an additional amount, in addition to the Member’s or Former Member’s original contribution, which the Board of Directors determines in accordance herewith and/or with the Bylaws that a Member or Former Member owes on account of its participation in a Program for a given Program year.

“Authority” shall mean the Special District Risk Management Authority created by the original version of this Agreement.

“Board of Directors” or “Board” shall mean the governing body of the Authority.

“Bylaws” means the Bylaws of the Authority adopted by the Board of Directors, as they may be amended from time to time.

“Chief Executive Officer” shall mean that employee of the Authority who is so appointed by the Board of Directors.

“Claim” shall mean a demand made by or against a Member or Former Member which is or may be covered by one of the Programs approved by the Board of Directors.

“Contribution” means the amount determined by the Board of Directors to be the appropriate sum which a Member should pay at the commencement of or during the Program Year in exchange for the benefits provided by the Program.

“Coverage Documents” shall mean the Declarations, Memorandum of Coverages, Coverage Agreements, Endorsements, Policies of Insurance or any other documents that provide the terms, conditions, limits and exclusions of coverage afforded by a Program.

“CSDA” means the California Special Districts Association.

“District” shall mean a special district, public agency or public entity within the State of California which is both a Member of the CSDA and a signatory to this Agreement.

“Duly Constituted Board Meeting” shall mean any Board of Directors meeting noticed and held in the required manner and at which a Quorum was determined to be present at the beginning of the meeting.

“Estimated Contribution” means the amount which the Board of Directors estimates will be the appropriate contribution for a Member’s participation in a Program for a Program Year.

“Excess or Re-Insurance” shall mean that insurance which may be purchased on behalf of the Authority and/or the Members to protect the funds of the Members or Former Members against catastrophic losses or an unusual frequency of losses during a single year in excess of the self-insurance retention maintained by the Authority.

“Fiscal Year” shall mean that period of twelve months which is established as the fiscal year of the Authority.

“Former Member” shall mean a District which was a signatory to the Agreement but which has withdrawn from, or been involuntarily terminated from participating in, the Authority.

“Joint Protection Program” means a Program offered by the Authority, separate and distinct from other Programs, wherein Members will jointly pool their losses and claims, jointly purchase Excess or Re-Insurance and administrative and other services, including claims adjusting, data processing, risk management consulting, loss prevention, legal and related services.

“Member” shall mean a signatory to this Agreement, which is qualified as a Member under the provisions of this Agreement and the Bylaws.

“MOU” means the Memorandum of Understanding - Alliance Executive Council, dated as of September 20, 2001, among the Authority, CSDA, the CSDA Finance Corporation and SDWCA.

“Program” or “Programs” means the specific type of protection plan as set forth in the terms, conditions and exclusions of the Coverage Documents for self-insured losses, and the purchasing of Excess or Re-Insurance and administrative services.

“Program Year” shall mean a period of time, usually 12 months, determined by the Board of Directors, in which a Program is in effect.

“Retained Earnings,” as used herein, shall mean an equity account reflecting the accumulated earnings of a Joint Protection Program.

“SDWCA” means the Special Districts Workers Compensation Authority, and its successors or assigns.

Article 2. Purposes. This Agreement is entered into by the Members pursuant to the provisions of California Government Code section 990, 990.4, 990.8 and 6500 *et seq.* in order to provide, subject to the provisions of the Coverage Documents, economical public liability and workers’ compensation coverage, or coverage for other risks which the Board of Directors may determine.

Additional purposes are to reduce the amount and frequency of losses, and to decrease the cost incurred by Members in the handling and litigation of claims. These purposes shall be

accomplished through the exercise of the powers of such Members jointly in the creation of a separate entity, the Special District Risk Management Authority (the “Authority”), to establish and administer Programs as set forth herein and in the Bylaws.

It is also the purpose of this Agreement to provide, to the extent permitted by law, for the inclusion, at a subsequent date, and subject to approval by the Board of Directors, of such additional Members organized and existing under the laws of the State of California as may desire to become parties to the Agreement and Members of the Authority.

Article 3. Parties to Agreement. Each party to this Agreement certifies that it intends to and does contract with all other parties who are signatories to this Agreement and, in addition, with such other parties as may later be added as parties to and signatories of this Agreement pursuant to Article 18. Each party to this Agreement also certifies that the withdrawal from or cancellation of membership by any Member, pursuant to Articles 19 and 20 or otherwise, shall not affect this Agreement nor such party’s intent, as described above, to contract with the other remaining parties to the Agreement.

Article 4. Term of Agreement. This Agreement shall become effective as to existing Members of the Authority as set forth in Article 33 hereof. This Agreement shall continue thereafter until terminated as hereinafter provided. This Agreement shall become effective as to each new Member upon: (i) approval of its membership by the Board of Directors, (ii) the execution of this Agreement by the Member, and (iii) upon payment by the Member of its initial Contribution for a Program. Any subsequent amendments to the Agreement shall be in accordance with Article 27 of this Agreement.

Article 5. Creation of Authority. Pursuant to the Act, there is hereby created a public entity separate and apart from the parties hereto, to be known as the Special District Risk Management Authority. Pursuant to Section 6508.1 of the Act, the debts, liabilities and obligations of the Authority, including but not limited to, debts, liabilities and obligations of any of the Programs shall not constitute debts, liabilities or obligations of any party to this Agreement or to any Member or Former Member.

The Authority is not an insurer, and the coverage programs offered by the Authority do not provide insurance, but instead provide for pooled joint protection programs among the members of the Authority. The Joint Protection Programs offered by the Authority constitute negotiated agreements among the Members which are to be interpreted according to the principles of contract law, giving full effect to the intent of the Members, acting through the Board of Directors in establishing the Programs.

Article 6. Powers of Authority. (a) The Authority shall have all of the powers common to Members and is hereby authorized to do all acts necessary for the exercise of said common powers, including, but not limited to, any or all of the following:

- (1) to make and enter into contracts, including the power to accept the assignment of contracts or other obligations which relate to the purposes of the Authority, or which were entered into by a Member or Former

Member prior to joining the Authority, and to make claims, acquire assets and incur liabilities;

- (2) to accept an assignment from SDWCA of all its assets, obligations and liabilities prior to the dissolution of SDWCA (including claims and contracts in existence prior to such dissolution) in order to benefit the Members or Former Members participating in the SDWCA workers compensation program; provided, that except for the fair and equitable allocation of administrative and overhead expenses, funds from such assignment shall not be co-mingled and shall be separately accounted for as provided for in this Agreement and the Bylaws.
- (3) to incur debts, liabilities, or other obligations, including those which are not debts, liabilities or obligations of the Members or Former Members, or any of them;
- (4) to charge and collect Contributions and Assessments from Members or Former Members for participation in Programs;
- (5) to receive grants and donations of property, funds, services and other forms of assistance from persons, firms, corporations and governmental entities;
- (6) to acquire, hold, lease or dispose of property, contributions and donations of property and other forms of assistance from persons, firms, corporations and governmental entities
- (7) to acquire, hold or dispose of funds, services, donations and other forms of assistance from persons, firms, corporations and governmental entities;
- (8) to employ agents and employees, and/or to contract for such services;
- (9) to incur debts, liabilities or other obligations to finance the Programs and any other powers available to the Authority under Article 2 or Article 4 of the Act;
- (10) to enter into agreements for the creation of separate public entities and agencies pursuant to the Act;
- (11) to sue and be sued in its own name;
- (12) to exercise all powers necessary and proper to carry out the terms and provisions of this Agreement (including the provision of all other appropriate ancillary coverages for the benefit of the Members or Former Members), or otherwise authorized by law or the Act; and
- (13) to exercise all powers and perform all acts as otherwise provided for in the Bylaws.

(b) Said powers shall be exercised pursuant to the terms hereof, in the manner provided by law and in accordance with Section 6509 of the Act. The foregoing powers shall be subject to the restrictions upon the manner of exercising such powers pertaining to the Member or Former Member designated in the Bylaws.

Article 7. Board of Directors. Subject to the limitations of this Agreement and the laws of the State of California, the powers of this Authority shall be vested in and exercised by, and its property controlled and its affairs conducted by, the Board of the Authority, which is hereby established and designated as the agency to administer this Agreement pursuant to Section 6506 of the Act. The powers of the Authority shall be exercised through the Board of Directors, who may, from time to time, adopt and modify Bylaws and other rules and regulations for that purpose and for the conduct of its meetings as it may deem proper. The officers of the Board shall be as set forth in the Bylaws.

So long as the MOU has not been terminated or the Authority has not withdrawn from the MOU, the Board of Directors shall be composed of seven (7) directors elected by the Member entities who have executed the current operative Agreement and are participating in a Joint Protection Program. The terms of directors, procedures for election of directors, procedures for meetings and provisions for reimbursement of Director expenses shall be as set forth in the Bylaws. Each Member of the Board of Directors shall have one vote. Each Member of the Board shall serve as set forth in the Bylaws.

So long as the Authority is a participant in the MOU, the Board of Directors of the Authority shall appoint three (3) members of its board to serve as members of the Alliance Executive Council. No member of the Board of Directors of the Authority shall serve as a director on any other board of directors of an entity or organization that is a signatory to the MOU during the term of the MOU. In the event a director is elected to such a board, that director shall immediately resign from the Board of Directors of the Authority.

In the event SDRMA withdraws from the MOU, the Board of Directors of the Authority shall consist of those seven (7) Directors who hold seats on the Authority's Board of Directors at the time of the withdrawal and who were duly appointed by the Board, or elected or re-elected by the Member entities of SDRMA plus the additional directors appointed by CSDA as provided in Article 25.

Article 8. Compliance with the Brown Act. All meetings of the Board, including, without limitation, regular, adjourned regular and special meetings, shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act, California Government Code Section 54950 *et seq.*

Article 9. Powers of the Board of Directors. The Board of Directors shall have such powers and functions as provided for pursuant to this Agreement and the Bylaws and such additional powers as necessary or appropriate to fulfill the purposes of this Agreement and the Bylaws, including, but not limited to, the following:

- (a) to determine details of and select the Program or Programs to be offered, from time to time, by the Authority;

- (b) to determine and select all insurance, including Excess or Re-insurance, necessary to carry out the programs of the Authority;
- (c) to contract for, develop or provide through its own employees various services for the Authority;
- (d) to prepare or cause to be prepared the operating budget of the Authority for each fiscal year;
- (e) to receive and act upon reports of committees and from the Chief Executive Officer;
- (f) to appoint staff, including a Chief Executive Officer, and employ such persons as the Board of Directors deems necessary for the administration of this Authority;
- (g) to direct, subject to the terms and conditions of the Coverage Documents, the payment, adjustment, and defense of all claims involving a Member during their period of membership in and coverage under a Program;
- (h) to fix and collect Contributions and Assessments for participation in the Programs;
- (i) to expend funds of the Authority for the purpose of carrying out the provisions of the Agreement and the Bylaws as they now exist or may be hereafter amended;
- (j) to purchase excess insurance, liability insurance, stop loss insurance, officers and directors liability insurance, and such other insurance as the Authority may deem necessary or proper to protect the Program, employees of the Authority and employees of the Members;
- (k) to defend, pay, compromise, adjust and settle all claims as provided for in the Coverage Documents;
- (l) to obtain a fidelity bond in such amount as the Board of Directors may determine for any person or persons who have charge of or the authority to expend funds for the Authority;
- (m) to establish policies and procedures for the operation of the Authority and the Programs;
- (n) to engage, retain, and discharge agents, representatives, firms, or other organizations as the Board of Directors deems necessary for the administration of the Authority;
- (o) to enter into any and all contracts or agreements necessary or appropriate to carry out the purposes and functions of the Authority;

- (p) to acquire, hold, lease, manage and dispose of, as provided by law, any and all property necessary or appropriate to carry out the purposes and functions of the Authority;
- (q) to transact any other business which is within the powers of the Board of Directors;
- (r) to invest funds on hand in a manner authorized by law, the Agreement and the Bylaws;
- (s) to provide financial administration, claims management services, legal representations, safety engineering, actuarial services, and other services necessary or proper to carry out the purposes of the Authority either through its own employees or contracts with one or more third parties;
- (t) to exercise general supervisory and policy control over the Chief Executive Officer;
- (u) to establish committees and sub-committees as it deems necessary to best serve the interests of the Authority; and
- (v) to have such other powers and functions as are provided for pursuant to the Act, this Agreement or necessary or appropriate to fulfill the purpose of this Agreement and the Bylaws.

Article 10. Officers of the Authority. The officers of the Authority shall be as set forth in the Bylaws. The Board may elect or authorize the appointment of such other officers than those described in the Bylaws as the business of the Authority may require, each of whom shall hold office for such period, have such authority and perform such duties as are provided in this Agreement, or as the Board, from time to time, may authorize or determine.

Any officer may be removed, either with or without cause, by a majority of the directors of the Board at any regular or special meeting of the Board. Should a vacancy occur in any office as a result of death, resignation, removal, disqualification or any other cause, the Board may delegate the powers and duties of such office to any officers or to any Members of the Board until such time as a successor for said office has been appointed.

Article 11. Provision for Bylaws. The Board shall promulgate Bylaws to govern the day-to-day operations of the Authority. The Board may amend the Bylaws from time to time as it deems necessary, and as provided in the Bylaws. Each Member shall receive a copy of any Bylaws and agrees to be bound by and to comply with all of the terms and conditions of the Bylaws as they exist or as they may be modified. The Bylaws shall be consistent with the terms of this Agreement. In the event any provision of the bylaws conflicts with a provision of this Agreement, the provision contained in this Agreement shall control.

Article 12. [Reserved].

Article 13. Coverage Programs.

(a) The Authority shall maintain such types and levels of coverage for Programs as determined by the Board of Directors. Such coverage may provide for binding arbitration before an independent arbitration panel of any disputes concerning coverage between the Authority and a Member.

(b) The coverage afforded under one or more Programs may include protection for general liability, auto liability, property, boiler and machinery, public officials errors and omissions, employment practices, employee benefits liability coverage, employee dishonesty coverage, public officials personal liability coverage and workers' compensation, as well as coverage for other risks which the Board of Directors may determine to be advisable. More than one type of coverage may be afforded under a single Program.

(c) The Board of Directors may arrange for group policies to be issued for Members, their board members and employees interested in obtaining additional coverage, at an appropriate additional cost to those participating Members.

(d) The Board of Directors may arrange for the purchase of Excess or Re-Insurance. The Authority shall not be liable to any Member or to any other person or organization if such excess or reinsurance policies are terminated, canceled or non-renewed without prior notice to one or more Members, or if there is a reduction in the type of coverage afforded under a program by reason of any change in coverage in a succeeding excess or reinsurance policy, even if such reduction occurs without prior notice to one or more Members.

Article 14. Implementation of the Programs. The Board of Directors shall establish the coverage afforded by each Program, the amount of Contributions and Assessments, the precise cost allocation plans and formulas, provide for the handling of claims, and specify the amounts and types of Excess or Re-Insurance to be procured. The Contributions and Assessments for each Program shall be determined by the Board of Directors as set forth herein, in the Bylaws or in the operating policies established for a Program.

Article 15. Accounts And Records.

(a) **Annual Budget.** The Authority shall, pursuant to the Bylaws, annually adopt an operating budget, including budgets for each Joint Protection Program.

(b) **Funds and Accounts.** The Authority shall establish and maintain such funds and accounts as required by the Board of Directors and as required by generally accepted accounting principles, including separate funds and accounts for each Program, including Joint Protection Programs. Books and records of the Authority shall be open to any inspection at all reasonable times by authorized representatives of Members, or as otherwise required by law.

(c) **Investments.** Subject to the applicable provisions of any indenture or resolution providing for the investment of moneys held thereunder, the Authority shall have the power to invest any money in the treasury that is not required for the immediate necessities of the Authority, as the Board determines is advisable, in the same manner as local agencies pursuant to

California Government Code Sections 53601 *et seq.* (as such provisions may be amended or supplemented).

(d) **No Commingling.** The funds, reserves and accounts of each Program shall not be commingled and shall be accounted for separately; provided, however, that administration and overhead expenses of the Authority not related to a specific Program or Programs may be fairly and equitably allocated among Programs as determined by the Board of Directors. Investments and cash accounts may be combined for administrative convenience, but a separate accounting shall be made for balances of individual funds and Program revenues and expenses.

(e) **Annual Audit.** The Board shall provide for a certified, annual audit of the accounts and records of the Authority, in the manner set forth in the Bylaws.

Article 16. Services Provided by the Authority. The Authority may provide, at the sole discretion of the Board of Directors, the following services in connection with this Agreement:

(a) to provide or procure coverage, including but not limited to self-insurance funds and commercial insurance, as well as excess coverage, re-insurance and umbrella insurance, by negotiation or bid, and purchase;

(b) to assist Members in obtaining insurance coverage for risks not included within the coverage of the Authority;

(c) to assist risk managers with the implementation of risk management functions as it relates to risks covered by the Programs in which the Member participates;

(d) to provide loss prevention and safety consulting services to Members;

(e) to provide claims adjusting and subrogation services for Claims covered by the Programs;

(f) to provide loss analysis and control by the use of statistical analysis, data processing, and record and file keeping services, in order to identify high exposure operations and to evaluate proper levels of self-retention and deductibles;

(g) to review Member contracts to determine sufficiency of indemnity and insurance provisions when requested;

(h) to conduct risk management audits relating to the participation of Members in the Programs; and

(i) to provide such other services as deemed appropriate by the Board of Directors.

Article 17. Responsibilities of Members. Members or Former Members shall have the following responsibilities, which shall survive the withdrawal from, or involuntary termination of participation in, this Agreement:

(a) Each Member shall designate a person to be responsible for the risk management function within that Member and to serve as a liaison between the Member and the Authority as to risk management.

(b) Each Member shall maintain an active safety officer and/or committee, and shall consider all recommendations of the Authority concerning unsafe practices and/or hazard mitigation.

(c) Each Member shall maintain its own set of records, including a loss log, in all categories of risk covered by each Program in which it participates to insure accuracy of the Authority's loss reporting system, unless it is no longer deemed necessary by the Board of Directors.

(d) Each Member shall pay its Contribution, and any adjustments thereto, and any Assessments within the specified period set forth in the invoice, or as otherwise may be set forth herein or in the Bylaws. After withdrawal or termination, each Former Member or its successor shall pay promptly to the Authority its share of any additional Contribution, adjustments or Assessments, if any, as required of it by the Board of Directors under Article 21 or 22 of this Agreement or the Bylaws.

(e) Each Member or Former Member shall provide the Authority with such other information or assistance as may be necessary for the Authority to carry out the Programs under this Agreement in which the Member or Former Member participates or has participated.

(f) Each Member or Former Member shall in any and all ways cooperate with and assist the Authority and any insurer of the Authority, in all matters relating to this Agreement and covered claims.

(g) Each Member or Former Member will comply with all Bylaws, rules and regulations adopted by the Board of Directors.

(h) Each Member shall remain a member in good standing of CSDA.

Article 18. New Members. The Authority shall allow entry into its Programs of new Members only upon approval of the Board, with any conditions or limitations as the Board deems appropriate. In order to become a Member and remain a Member, any District must be a member in good standing of CSDA, shall participate in at least one (1) Joint Protection Program and shall be authorized to exercise the common powers set forth in this Agreement.

Article 19. Withdrawal.

(A) Any Member may voluntarily withdraw from this Agreement only at the end of any applicable Program Year and only if:

- (i) The Member has been a signatory to this Agreement for not less than three (3) full Program Years as of the date of the proposed withdrawal;

- (ii) The Member submits a written withdrawal notification in accordance with the Bylaws;
 - (iii) In order to withdraw from the agreement the member must have completed the three (3) full program year participation requirement for each Joint Protection Program the member participated in at the time of withdrawal.
- (B) Any Member may voluntarily withdraw from any particular Joint Protection Program; and
- (i) It has participated in such Joint Protection Program for at least three (3) full Program Years;
 - (ii) it is a participant in another Joint Protection Program; and
 - (iii) the Member submits a written withdrawal notification in accordance with the Bylaws.

(C) In the event that the three year participation requirement as required by (A)(i) or (B)(i) as to any such Joint Protection Program above has not been met, for each Program the withdrawing Member participated in at the time of its withdrawal, for less than three years such withdrawing member shall be obligated to pay all Contributions and Assessments as if that Member had remained in each such Program for the full three years from the inception of its membership in the Authority.

(D) In the event that the notice is not provided as required by (A)(ii) or (B)(iii) above, any such withdrawing Member shall, with respect to each Program the Member participated in, be obligated to pay any and all Contributions and Assessments for the next full Program Year.

(E) A Member may withdraw from any Program (other than a Joint Protection Program) as provided by the Coverage Documents relating to such Program.

(F) Withdrawal of one or more Members shall not serve to terminate this Agreement.

(G) A Member may not withdraw as a party to this Agreement until it has withdrawn, as provided in the Bylaws from all of the Programs of the Authority.

Article 20. Involuntary Termination.

(a) Notwithstanding the provisions of Article 19, the Authority shall have the right to involuntarily terminate any Member's participation in any Program, or terminate membership in the Authority, as provided in the Bylaws.

(b) Notwithstanding any other provisions of this Agreement, the participation of any Member of the Authority, including participation in any of the Authority's Programs, may be involuntarily terminated at the discretion of the Board of Directors whenever such Member is dissolved, consolidated, merged or annexed. A reasonable time shall be afforded, in the

discretion of the Board of Directors, to place coverage elsewhere. Any such involuntary termination shall not relieve the Member or Former Member of its responsibilities as provided for in Articles 17 or 21.

Article 21. Effect of Withdrawal or Involuntary Termination. The withdrawal from or involuntary termination of any Member from this Agreement shall not terminate this Agreement, and such Member, by withdrawing or being involuntarily terminated, shall not be entitled to payment, return or refund of any Contribution, Assessment, consideration, or other property paid, or donated by the Member to the Authority, or to any return of any loss reserve contribution, or to any distribution of assets (except payment of any Retained Earnings, as set forth in the following paragraph).

The withdrawal from or involuntary termination of any Member after the effective date of any Program shall not terminate its responsibility to pay its unpaid Contribution adjustments, or Assessments to such Program. The Board of Directors shall determine the final amount due from the Member or Former Member by way of contribution or assessments, if any, or any credit due on account thereof, to the Member or Former Member for the period of its participation. Such determination shall not be made by the Board of Directors until all Claims, or other unpaid liabilities, have been finally resolved. In connection with this determination, the Board of Directors may exercise similar powers to those provided for in Article 22(b) of this Agreement, or as otherwise set forth in the Bylaws. Upon such withdrawal from or cancellation of participation in any Program by any Member, said Member shall be entitled to receive its pro rata share of any Retained Earnings declared by the Board of Directors after the date of said Member withdraws or is involuntarily terminated.

Article 22. Termination and Distribution; Assignment.

(a) This Agreement may be terminated any time with the written consent of two-thirds of the voting Members; provided, however, that this Agreement and the Authority shall continue to exist for the purpose of disposing of all claims, distribution of net assets and all other functions necessary to wind up the affairs of the Authority.

(b) The Board of Directors is vested with all powers of the Authority for the purpose of winding up and dissolving the business affairs of the Authority. These powers shall include the power to require Members or Former Members, including those which were signatory hereto at the time the subject Claims arose or was/were incurred, to pay any Assessment in accordance with loss allocation formulas for final disposition of all Claims and losses covered by this Agreement or the Bylaws. A Member or Former Member's Assessment shall be determined as set forth in the Bylaws or the applicable Coverage Documents.

(c) Upon termination of a Program, all net assets of such Program other than Retained Earnings shall be distributed only among the Members that are participating in such Program at the time of termination, in accordance with and proportionate to their cash payments (including Contributions, adjustments, Assessments and other property at market value when received) made during the term of this Agreement for such Program. The Board of Directors shall determine such distribution within six (6) months after disposal of the last pending Claim or loss covered by such Program, or as otherwise set forth in the Bylaws.

(d) Upon termination of this Agreement all net assets of the Authority, other than of any Program distributed pursuant to (c) above, shall be distributed only among the Members in good standing at the time of such termination in accordance with and proportionate to their cash contributions and property at market value when received. The Board of Directors shall determine such distribution within six (6) months after disposal of the last pending Claim or loss covered by this Agreement, or as otherwise set forth in the Bylaws.

(e) In the event the Board of Directors is no longer able to assemble a quorum, the Chief Executive Officer shall exercise all powers and authority under this Article. The decision of the Board of Directors or Chief Executive Officer under this Article shall be final.

(f) In lieu of terminating this Agreement, the Board, with the written consent of two-thirds of the voting Members, may elect to assign and transfer all of the Authority's rights, assets, liabilities and obligations to a successor joint powers authority created under the Act.

Article 23. Enforcement. The Authority is hereby granted authority to enforce this Agreement. In the event action is instituted to enforce the terms of this Agreement, the Bylaws and/or any policies and/or procedures of the Board of Directors and the nondefaulting party(s) should employ attorneys or incur other expenses for the collection of moneys or the enforcement or performance or observance of any obligation or agreement on the part of the defaulting party(s) herein contained, the defaulting party agrees that it will on demand therefore pay to the nondefaulting party(s) the reasonable fees of such attorneys and such other expenses so incurred by the nondefaulting party(s).

Article 24. Nonliability of Directors, Officers and Employees. The Board of Directors, and the officers and employees of the Authority, including former directors, officers and employees, shall not be liable to the Authority, to any Member or Former Member, or to any other person, for actual or alleged breach of duty, mistake of judgment, neglect, error, misstatement, misleading statement, or any other act or omission in the performance of their duties hereunder; for any action taken or omitted by any employee or independent contractor; for loss incurred through the investment or failure to invest funds; or for loss attributable to any failure or omission to procure or maintain insurance; except in the event of fraud, gross negligence, or intentional misconduct of such director, officer or employee. No director, officer or employee, including former directors, officers and employees, shall be liable for any action taken or omitted by any other director, officer or employee. The Authority shall defend and shall indemnify and hold harmless its directors, officers and employees, including former directors, officers and employees, from any and all claims, demands, causes of action, and damages arising out of their performance of their duties as such directors, officers or employees of the Authority except in the event of fraud, gross negligence, corruption, malice or intentional misconduct, and the funds of the Authority shall be used for such purpose. The Authority may purchase conventional insurance to protect the Authority, and its participating Members or Former Members, against any such acts or omissions by its directors, officers and employees, including former directors, officers and employees.

Article 25. Provisions Relating to CSDA. It is agreed and understood the mandatory membership in CSDA provision in Article 18 is in consideration of CSDA's exclusive endorsement of SDRMA's programs as they exist or may be modified. CSDA and the Authority

may from time to time exchange services or enter into separate service agreements pursuant to Section 6505 of the Act, including, but not limited to, services relating to educational programs, marketing, web-site graphics and conferences.

So long as the Authority is a participant in the MOU, the Board of the Authority shall appoint three members of the Board to serve as members of the Alliance Executive Council. In the event the MOU has been terminated or the Authority has withdrawn from the MOU, the composition of the Authority Board of Directors shall be increased by two (2) additional directors to be appointed by CSDA. CSDA appointees shall be a director serving on the CSDA Board of Directors and said director(s) shall be a member of an agency who is a signatory to the current SDRMA Joint Powers Agreement.

CSDA shall be a third party beneficiary to Sections 18, 25, 27 of this Agreement.

Article 26. Notices. Notices to Members or Former Members hereunder shall be sufficient if delivered to the principal office of the respective Member or Former Member.

Article 27. Amendment. This Agreement may be amended at any time by a two-thirds vote of the Members; provided, that any amendment to Article 18, Article 25, or Article 27 shall require the prior written consent of CSDA. The Bylaws may be amended as provided therein. Upon the effective date of any validly approved amendment to this Agreement, such amendment shall be binding on all Members.

Article 28. Prohibition Against Assignment. No person or organization shall be entitled to assert the rights, either direct or derivative, of any Member or Former Member under any coverage agreement or memorandum. No Member or Former Member may assign any right, claim or interest it may have under this Agreement, and no creditor, assignee or third party beneficiary of any Member or Former Member shall have any right, claim or title or any part, share, interest, fund, contribution or asset of the Authority.

Article 29. Agreement Complete. The foregoing constitutes the full and complete Agreement of the parties. There are no oral understandings or agreements not set forth in writing herein. This Agreement supersedes and replaces the Fifth Amended Joint Powers Amendment.

Article 30. Counterparts. This Agreement may be executed in one or more counterparts and shall be as fully effective as though executed in one document.

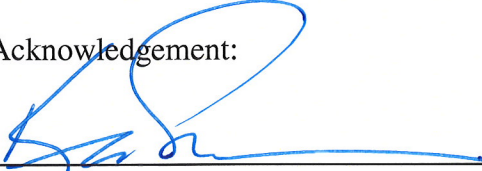
Article 31. California Law. This Agreement shall be governed by the laws of the State of California.

Article 32. Severability. Should any part, term or provisions of this Agreement be determined by any court of component jurisdiction to be illegal or in conflict with any law of the State of California or otherwise be rendered unenforceable or ineffectual, the validity of the remaining portions or provisions shall not be affected thereby.

Article 33. Effective Date. This Agreement shall become effective as to existing Members of the Authority on the date on which the last of two-thirds of such Members have executed this Agreement.

IN WITNESS WHEREOF, the parties hereto have first executed this Agreement by authorized officials thereof on the date indicated below:

Acknowledgement:



Ken Sonksen, President
Board of Directors
SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY

Oct 2, 2007
Date

I hereby certify this Amended Joint Powers Agreement has also received the required approval of not less than two-thirds of the Member entities then parties to the Fifth Amended Joint Powers Agreement.



James W. Towns, Chief Executive Officer
SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY

Oct. 2, 2007
Date

EXECUTION BY MEMBER

The Amended and Restated Joint Powers Agreement of the Special District Risk Management Authority, has been approved by the Board of Directors of the Member listed below, on the date shown, and said Member agrees to be subject to all of the terms and conditions set forth in said Agreement.

Entity Name: alameda County Transportation Commission

By: Scott Haggerty, ~~President~~ Chair

By: Vanessa Lee Clerk

Date: _____

EXECUTION BY AUTHORITY

The Special District Risk Management Authority (the "Authority"), operating and functioning pursuant to this Sixth Amended Joint Powers Agreement, hereby accepts the entity named above as a participating member in the Authority, subject to all of the terms and conditions set forth in this Sixth Amended Joint Powers Agreement and in the Bylaws, effective as of

_____.

SPECIAL DISTRICT RISK MANAGEMENT AUTHORITY

By: _____
David Aranda, President
Board of Directors

Date: _____

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Our File: _____

APPLICATION FOR A PUBLIC ENTITY CERTIFICATE OF CONSENT TO SELF INSURE

NOTE: All questions must be answered. If not applicable, enter "N/A".
Workers' compensation insurance must be maintained until certificate is effective.

APPLICANT INFORMATION

Legal Name of Applicant (show exactly as on Charter or other official documents):

Street Address of Main Headquarters:

Mailing Address (if different from above): _____

Federal Tax ID No.: _____

City: _____

State: _____

Zip + 4: _____

TO WHOM DO YOU WANT CORRESPONDENCE REGARDING THIS APPLICATION ADDRESSED?

Name: _____

Title: _____

Company Name: _____

Mailing Address: _____

City: _____ State: _____ Zip + 4: _____

Type of Public Entity (check one):

City and/or County School District Police and/or Fire District Hospital District Joint Powers Authority

Other (describe): _____

Type of Application (check one):

New Application Reapplication due to Merger or Unification Reapplication due to Name Change Only

Other (specify): _____

Date Self Insurance Program will begin: _____

CURRENT PROGRAM FOR WORKERS' COMPENSATION LIABILITIES

Currently Insured with State Compensation Insurance Fund, Policy Number: _____

Policy Expiration Date: _____ Yearly Premium: \$ _____

Current Yearly Incurred (paid & unpaid) Losses: \$ _____ (FY or CY)

Currently Self Insured, Certificate Number: _____

Name of Current Certificate Holder: _____

Other (describe): _____

JOINT POWERS AUTHORITY

Will the applicant be a member of a workers' compensation Joint Powers Authority for the purpose of pooling workers' compensation liabilities?

Yes No If yes, then complete the following:

Effective date of JPA Membership: _____ JPA Certificate No.: _____

Name and Title of JPA Executive Officer:

Name of Joint Powers Authority Agency:

Mailing Address of JPA:

City: _____ State: _____ Zip + 4: _____

Telephone Number: (____) _____

PROPOSED CLAIMS ADMINISTRATOR

Who will be administering your agency's workers' compensation claims? (check one)

JPA will administer, JPA Certificate No.: _____

Third party agency will administer, TPA Certificate No.: _____

Public entity will self administer Insurance carrier will administer

Name of Individual Claims Administrator:

Name of Administrative Agency:

Mailing Address:

City: _____ State: _____ Zip + 4: _____

Telephone Number: (____) _____ FAX Number: (____) _____

Number of claims reporting locations to be used to handle the agency's claims: _____

Will all agency claims be handled by the administrator listed on previous page? Yes No

AGENCY EMPLOYMENT

Current Number of Agency Employees: _____

Number of Public Safety Officers (law enforcement, police or fire): _____

If a school district, number of certificated employees: _____

Will all agency employees be included in this self insurance program? Yes No

If no, explain who is not included and how workers' compensation coverage is to be provided to the excluded agency employees:

INJURY AND ILLNESS PREVENTION PROGRAM

Does the agency have a written Injury and Illness Prevention Program? Yes No

Individual responsible for agency Injury and Illness Prevention Program:

Name and Title:

Company or Agency Name:

Mailing Address:

City: State: Zip + 4:

Telephone Number: (_____) _____

SUPPLEMENTAL COVERAGE

Will your self insurance program be supplemented by any insurance or pooled coverage under a standard workers' compensation insurance policy? Yes No

If yes, then complete the following:

Name of Carrier or Excess Pool: _____

Policy Number: _____

Effective Date of Coverage: _____

Will your self insurance program be supplemented by any insurance or pooled coverage under a specific excess workers' compensation insurance policy? Yes No

If yes, then complete the following:

Name of Carrier or Excess Pool: _____

Policy Number: _____

Effective Date of Coverage: _____

Retention Limits: _____

Will your self insurance program be supplemented by any insurance or pooled coverage under an aggregate excess (stop loss) workers' compensation insurance policy? Yes No

If yes, then complete the following:

Name of Carrier or Excess Pool: _____

Policy Number: _____

Effective Date of Coverage: _____

Retention Limits: _____

RESOLUTION OF GOVERNING BOARD

See Attached Resolution—Page 5

CERTIFICATION

The undersigned on behalf of the applicant hereby applies for a Certificate of Consent to Self Insure the payment of workers' compensation liabilities pursuant to Labor Code Section 3700. The above information is submitted for the purpose of procuring said Certificate from the Director of Industrial Relations, State of California. If the Certificate is issued, the applicant agrees to comply with applicable California statutes and regulations pertaining to the payment of compensation that may become due to the applicant's employees covered by the Certificate.

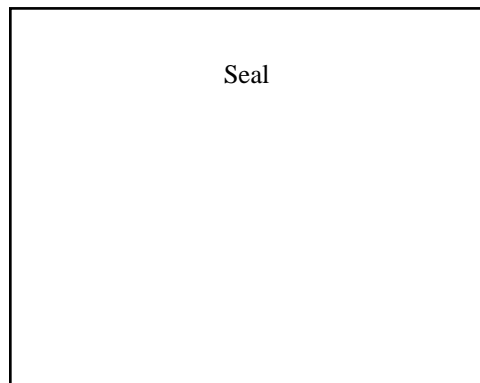
Signature of Authorized Official:

Date:

Typed Name:

Title:

Agency Name:



(Emboss seal above or Notarize signature)

RESOLUTION NO.: _____ DATED: _____

**A RESOLUTION AUTHORIZING APPLICATION
TO THE DIRECTOR OF INDUSTRIAL RELATIONS, STATE OF CALIFORNIA
FOR A CERTIFICATE OF CONSENT TO SELF INSURE
WORKERS' COMPENSATION LIABILITIES**

At a meeting of the Board of _____
(enter title)

of the _____,
(enter name of public agency, district)

a _____ organized and existing under the laws of the State of California,
(enter type of agency)

held on the _____ day of _____, 20____, the following resolution
was adopted:

RESOLVED, that the _____
(enter position titles)

**be and they are hereby severally authorized and empowered to make application to the Director of Industrial
Relations, State of California, for a Certificate of Consent to Self Insure workers' compensation liabilities
on behalf of the**

(enter name of district)

and to execute any and all documents required for such application.

I, _____, the undersigned _____
(enter name) (enter title)

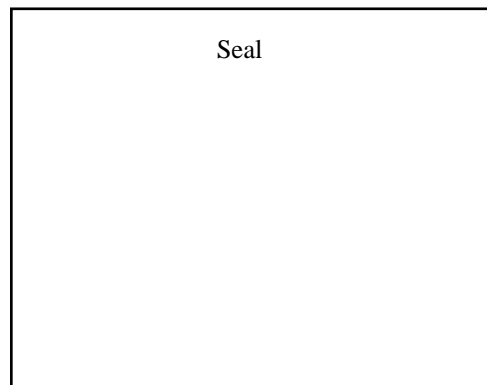
of the Board of the said _____,
(enter name of agency)

a _____, hereby certify that I am the _____
(enter type of agency) (enter title)

of said _____, that the foregoing is a full, true and correct copy of the
(enter type of agency)

resolution duly passed by the Board at the meeting of said Board held on the day and at the place therein specified
and that said resolution has never been revoked, rescinded, or set aside and is now in full force and effect.

IN WITNESS WHEREOF: I HAVE SIGNED MY NAME AND AFFIXED THE SEAL OF THIS



_____,
(enter type of agency)

THIS _____ DAY OF _____, 20____.

(Signature)

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Keith Carson, Alameda County, District 5

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

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Reappoint
 (action required)

Preston Jordan



Term Began: September 2012
Term Ends: September 2014

Citizens Watchdog Committee (CWC)

Current Appointment:
 (no action required)

Hale Zukas



Term Began: May 2014
Term Ends: May 2016

Paratransit Advisory and Planning Committee (PAPCO)

Current Appointment:
 (no action required)

Will Scott



Term Began: May 2014
Term Ends: May 2016

10/1/14

 Date



 Supervisor Keith Carson, Alameda County, District 5

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

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

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Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, July 10, 2014, 5:30 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:35 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except the following: Mike Ansell, Mike Bucci, Preston Jordan, Ben Schweng, and Matt Turner. Midori welcomed new member Diane Shaw.

Matt Turner arrived prior to the vote on agenda item 4.2.

2. Public Comment: There were no public comments.

3. Approval of April 10, 2014 Minutes

David Fishbaugh moved to approve the April 10, 2014 minutes as written. Sara Zimmerman seconded the motion. The motion passed unanimously 7-0 (Mike Ansell, Mike Bucci, Preston Jordan, Ben Schweng, and Matt Turner were absent).

4. Organizational Meeting

4.1. Election of Officers

Jeremy Johansen nominated Midori Tabata for chair. David Fishbaugh seconded the motion. The motion passed unanimously 7-0 (Mike Ansell, Mike Bucci, Preston Jordan, Ben Schweng, and Matt Turner were absent).

Midori Tabata nominated Sara Zimmerman for vice chair. Jeremy Johansen seconded the motion. The motion passed unanimously 7-0 (Mike Ansell, Mike Bucci, Preston Jordan, Ben Schweng, and Matt Turner were absent).

4.2. Review and Approval of BPAC Bylaws

Matt Bomberg led the discussion on the BPAC Bylaws. He mentioned that there were significant changes to the BPAC Bylaws this year as a result of the discussions with BPAC on the "Committee Purpose," Article 2.1 and "Roles and Responsibilities," Article 2.2. He requested the committee review the illustration of committee roles and responsibilities on page 23 in the agenda packet for an easy way to view staff's proposed changes.

Committee members and staff discussed the bylaws, and members requested the following changes:

- Section 3.3 – Staff made the recommendation to add "and non-profit" after "agency." However, the committee did not agree on the modifications to this section. The committee requested that staff review this section and bring back a recommendation to the committee at a later date.
- Section 8.2 – The committee requested staff to review this section in relation to Section 3.3 in terms of members having a conflict of interest when affiliated

with projects, programs, and policies that members evaluate. Staff agreed to bring back a recommendation to the committee at a later date.

- Midori requested modifying the committee name to "Alameda Countywide Bicyclists and Pedestrian Advisory Committee." Staff informed the committee that changing the name has more ramifications because of the agency Administrative Code.

Sara Zimmerman moved to approve the BPAC Bylaws, with the exception of Articles 3.3 and 8.2, which staff will presented to the committee at a later meeting. David Fishbaugh seconded the motion. The motion passed unanimously 8-0 (Mike Ansell, Mike Bucci, Preston Jordan, and Ben Schweng were absent).

4.3. Review of FY 14-15 BPAC Meeting Calendar

Matt Bomberg reviewed the FY 14-15 calendar with the committee.

Public comment: Ken Bukowski suggested BPAC meet bi-monthly instead of quarterly, since the committee reviews projects. Staff stated that Alameda CTC does not have many active projects at this time to review. Many Alameda CTC projects are near completion and are past the point of bringing to the BPAC for review.

Committee members discussed the calendar and made the following recommendations:

- A member suggested Alameda CTC hold workshops between the quarterly meetings to assist with the process of members reviewing projects. Midori stated that due to the new role of the BPAC, we need to see how the new process will work and then reevaluate it at the end of the year.
- A member requested that staff explain how the new process outlined in the Project Review Guidelines works for the chair and vice chair to preselect projects for the BPAC to review. Staff mentioned that this discussion will take place in agenda item 5.
- The committee inquired if the calendar only highlights large topics and not smaller topics, such as Bike to Work Day. Staff said yes. The topics may also change, and committee members may request the addition of a particular item to any agenda.
- A member suggested adding another category called "input" when items are not information or action.
- A request was made to change the meeting date to any day other than Thursday. Staff informed members that considerable review of other local BPACs, planning committees, and other public meetings led to the selection of the second Thursday date. The committee agreed to keep the meeting date as is.

The committee agreed to accept the calendar. A formal action was not taken on this agenda item.

5. Update on BPAC Project Review Look-Ahead

Matt Bomberg reviewed the BPAC project review lookahead with the committee. He noted that the list is an inventory of all active projects receiving Measure B/VRF funds and

contains information related to whether the project would be a good candidate to receive BPAC review. He reviewed each project on the list and explained why the project was or wasn't recommended to receive BPAC review.

Questions/feedback from the members about process for developing inventory:

- How did staff decide on which projects to select? Matt noted that there was a sequential consideration of the criteria that had been discussed with the committee previously. First staff looked at whether the project fell within the "BPAC project review window" of its project development – scoping, environmental, or preliminary design phases. If the project was still within this window, then other factors such as countywide significance and bike/ped nexus were considered.
- A member noted that the Cross Alameda Trail project is having public meetings related to design during the summer of 2014. Matt noted that for projects from the 2013 coordinated call for projects, staff used the schedule from the grant application to determine the project phase and status, and that project may have fallen behind this schedule. Staff will contact these project sponsors to obtain correct information.
- The committee requested an updated spreadsheet of projects on a regular basis and suggested that staff should make the project list available on the website. Also, members suggested it would be helpful to adjust the spreadsheet to include links to the project for BPAC to follow. Staff agreed that both of these requests were possible to respond to.
- How can a project from 1986 in design be 65 percent complete, and a more recent project is in final design? Staff noted that projects can encounter a variety of hurdles and that many lessons were learned from the 1986 projects about timely use of fund policies that now apply to Alameda CTC projects.
- A member suggested that until the concrete is poured, BPAC can have input on a project. Staff noted that generally speaking, the opportunities for incorporating input diminish as a project is in more advanced stages, which is why the BPAC project review focuses on earlier stages as shown in the diagram on page 34.
- A member suggested that projects in jurisdictions without local BPACs should be highest priority.
- A member suggested that non-bike/ped projects such as arterial projects may be highest priority as bicycle/pedestrian considerations may be possible but not a primary focus of the project. For example, a project in Castro Valley eliminated the bicycle and pedestrian connections to BART; therefore, if someone had commented before project completion, something could have been done.

Staff recommended five projects for BPAC review starting in January 2015. Staff noted that there are fewer projects recommended for BPAC review because Alameda CTC has delivered most of the projects from its 2000 expenditure plan and because recent programming actions contained many projects that were already in advanced stages. Staff requested input from the committee on the project they would like to review first.

During the discussion, staff noted that BPAC will review at least one project per meeting. The committee stated that BPAC will provide detailed comments on approximately four projects a year; however, remaining projects will not receive any comments from BPAC. Midori and staff stated that once BPAC is familiar with the process, BPAC can complete

more than one project in a meeting. Staff assured the committee that the process will be reviewed and adjusted if necessary.

As a result of the discussion, the committee agreed that the following projects have lower priority for BPAC review:

- Kains Street and Adams Street Bicycle Facility Study
- Clement Avenue Complete Streets

The following three projects out of the five recommended by staff have a higher priority for BPAC review and will begin in January, subject to the project's staying on schedule:

- I-880/Broadway-Jackson Interchange Improvements
- Fruitvale Alive Gap Closure Streetscape Project
- Iron Horse Connectivity to BART

Staff will verify the status of the other projects and update the inventory to include additional columns requested and hyperlinks to the projects.

6. Measure B/Vehicle Registration Fee Local Direct Program Distribution Compliance Report, Bicycle and Pedestrian Expenditure Analysis

Item was deferred to October due to lack of time.

7. Commission Actions and Staff Reports

Tess Lengyel informed the committee that Alameda CTC received unanimous approval of the Transportation Expenditure Plan from all 14 cities in Alameda County and the Board of Supervisors. In addition, the Board of Supervisors approved placing the measure on the November 2014 ballot.

8. BPAC Member Reports

Sara Zimmerman discussed a report recently released report and accompanying webinar from the Safe Routes to Schools National partnership called "Buses, Boots, and Bicycles: Exploring Collaboration between Safe Routes to School and School Busing Professionals to Get Children to School Safely and Healthily."

Midori said Walk Oakland Bike Oakland has an event scheduled on Saturday July 12, 2014 called "Love Our Neighborhood Day."

9. Meeting Adjournment

The meeting adjourned at 7:35 p.m. The next meeting is scheduled for October 9, 2014 at the Alameda CTC offices.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2014-2015**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since Jul '14*
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	Apr-14		Apr-16	0
3	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	2
4	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
5	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
6	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
7	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	2
8	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	1
9	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	0
10	Mr.	Turner	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	1
11		Vacancy			Alameda County Mayors' Conference, D-1				

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**Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2014-2015**

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

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Paratransit Advisory and Planning Committee
Meeting Minutes
Monday, July 28, 2014, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

P Sylvia Stadmire,
Chair

P Will Scott,
Vice-Chair

A Aydan Aysoy

A Larry Bunn

P Shawn Costello

P Herb Hastings

P Joyce

Jacobson

P Sandra
Johnson-Simon

P Jonah Markowitz

A Rev. Carolyn Orr

P Suzanne Ortt

P Thomas Perez

P Sharon Powers

A Vanessa Proee

P Carmen Rivera-
Hendrickson

P Michelle Rousey

P Harriette

Saunders

A Margaret Walker

P Esther Waltz

P Hale Zukas

Staff:

P Jacki Taylor, Program Analyst

P Naomi Armenta, Paratransit Coordinator

P Krystle Pasco, Paratransit Coordination Team

P Christina Ramos, Alameda CTC Projects/Programs Team

Guests:

Dana Bailey, City of Hayward Paratransit Program; Lee Conway, Public Advocate; Jennifer Cullen, Senior Support Program of the Tri-Valley; Elena Nicklasson, On Lok Lifeways

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

Lee Conway noted that he is a resident of the Montclair neighborhood of Oakland and was introduced to Alameda CTC's work at the Montclair Farmers' Market. He is interested in getting more information about paratransit and getting involved with PAPCO to share with his neighbors. He is also interested in a bicycle path in the Oakland hills area. Lastly, he noted that he received his PhD from UC Berkeley in the area of mobility and would like to use his expertise in PAPCO as much as possible.

3. Administration

3.1. June 23, 2014 PAPCO Meeting Minutes

Harriette Saunders moved to approve the June 23, 2014 PAPCO Meeting minutes as written. Sandra Johnson-Simon seconded the motion. The motion passed (12-0-1; Member Carmen Rivera-Hendrickson abstained). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Suzanne Ortt, Thomas Perez, Sharon Powers, Carmen Rivera-Hendrickson, Harriette Saunders, Will Scott, Sylvia Stadmire, Esther Waltz and Hale Zukas were present.

3.2. PAPCO Bylaws

Naomi Armenta reviewed the PAPCO Bylaws and members discussed and proposed amendments.

Questions and feedback from PAPCO members:

- Section 1.1.3 – Include “incorporated” to now read “One representative from each of the other 13 incorporated cities in Alameda County.”
- Section 1.7 – Remove “Citizens Advisory Committee (CAC)” section.
- Section 1.7 (formerly Section 1.8) – Include “personally” and remove “in any way” to now read “Citizens Watchdog Committee members are private citizens who are not elected officials at any level of government, nor individuals in a position to personally benefit from the sales tax.”

- Section 1.15 – Include “The” to now read “The transportation or transportation-related program specified in the Expenditure Plan for funding on a percentage-of-revenues basis or grant allocation.
- Section 4.2 – Remove “In the event of multiple nominations, the vote shall be by roll call.”

Esther Waltz moved to approve the PAPCO Bylaws with the exception of Section 4.2 as written. Jonah Markowitz seconded the motion. The motion passed (10-2-3; Members Sandra Johnson-Simon and Harriette Saunders opposed; Members Herb Hastings, Suzanne Ortt and Carmen Rivera-Hendrickson abstained).

Esther Waltz moved to approve the amendments made to Section 4.2 of the PAPCO Bylaws. Jonah Markowitz seconded the motion. The motion passed (11-3-1; Members Shawn Costello, Joyce Jacobson and Suzanne Ortt opposed; Member Carmen Rivera-Hendrickson abstained). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Suzanne Ortt, Thomas Perez, Sharon Powers, Carmen Rivera-Hendrickson, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire, Esther Waltz and Hale Zukas were present.

3.3. FY 2014-15 PAPCO Elections

Naomi Armenta reviewed the PAPCO Officer roles and responsibilities. She also noted that the memo is located in the agenda packet.

Naomi then reviewed the Brown Act and noted that PAPCO will be updating their elections process moving forward and will no longer use secret ballots. Staff believes that PAPCO’s previous officer elections were valid, but Alameda CTC’s legal counsel has recommended redoing the election. Candidates were notified of the reelection. Naomi then commenced the nomination process.

PAPCO members nominated the following members:

- Herb Hastings, Will Scott and Sylvia Stadmire as Chair
- Shawn Costello, Herb Hastings and Will Scott as Vice Chair

- Jonah Markowitz and Sharon Powers as the East Bay Paratransit Service Review Advisory Committee (SRAC) representative
- Shawn Costello, Herb Hastings, and Esther Waltz as the Citizens Watchdog Committee (CWC) representative

The committee elected the following officers and committee representatives:

- *Sylvia Stadmire, PAPCO Chair*
- *Will Scott, PAPCO Vice Chair*
- *Sharon Powers, SRAC Representative*
- *Herb Hastings, CWC Representative*

4. Capital Gap Grant Application

Naomi Armenta reviewed the Capital Gap Grant application submitted by the Ala Costa Centers. She noted that the application is for a request for \$15,500 in Gap Grant funds to facilitate the purchase of a medium sized non-accessible van for ambulatory passengers.

Questions and feedback from PAPCO members:

- I am concerned that no staff member from the Ala Costa Centers has come to do a presentation with PAPCO for this funding. This was the second request for a presentation and they did not show up.
- Although this organization failed to make a presentation to PAPCO, if awarded the Gap Grant funding, will they be required to make a report at a later time? Yes, all Gap Grant recipients are required to report their progress to PAPCO.
- Are we paying for the difference between the vehicle cost and the funding that the organization already has? The organization already has \$15,500 allotted for this vehicle. They are asking PAPCO for an additional \$15,500. However, the vehicle is quoted at \$22,000, therefore, our agency is only paying for the difference of the actual cost for the vehicle up to \$15,500.
- Has Alameda CTC staff communicated with the Ala Costa Centers' staff? Yes, staff has been communicating with their Director.

- A PAPCO member suggested that Alameda CTC staff contact their Board of Directors to notify them that PAPCO members are hesitant and concerned with their lack of a representative.
- Their work is worthy of the funding they are requesting from PAPCO. However, I am abstaining from voting.

Hale Zukas moved to table this agenda item and action until the next PAPCO Meeting on September 22, 2014. Joyce Jacobson seconded the motion. The motion failed (2-11-2); Members Shawn Costello, Sandra Johnson-Simon, Jonah Markowitz, Suzanne Ortt, Thomas Perez, Carmen Rivera-Hendrickson, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire and Esther Waltz opposed; Member Herb Hastings and Sharon Powers abstained).

Harriette Saunders moved to approve the Capital Gap Grant application from the Ala Costa Centers for the amount of \$15,500. Esther Waltz seconded the motion. The motion passed (13-1-1); Member Hale Zukas opposed; Member Herb Hastings abstained). Members Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Suzanne Ortt, Thomas Perez, Sharon Powers, Carmen Rivera-Hendrickson, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire, Esther Waltz and Hale Zukas were present.

5. 2-1-1 Demonstration

Cathleen Sullivan gave an update and demonstration on the transportation section of the Eden I&R website.

Questions and feedback from PAPCO members:

- Where are the new Access Alameda guides? They are in the process of getting printed. They will be available by mid-August. Eden I&R also publishes their own resource guide, the Big Blue Book, that is available from their main website.
- How do we get to this website? Go to www.transportation.211alamedacounty.org for this website. Eventually it will be linked as the Resource Finder from www.edenir.org.

- Why is the glossary not in alphabetical order? Staff organized the glossary according to usage.
- I like that you can access social service resources as well as transportation resources at the same time.

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

Sylvia Stadmire attended the Mayor's Commission on Aging meeting. They reviewed a presentation for the ADA curb ramp improvement plan. The City of Oakland is also convening their Bicycle and Pedestrian Advisory Committee. Lastly, Sylvia mentioned that she has been attending outreach events throughout the County and is also volunteer driving three days a week.

Herb Hastings and Esther Waltz attended the Alameda County Fair Senior Day.

Shawn Costello also attended the Alameda County Fair Senior Days. He attended the fair for the three days that the agency had a table with WHEELS and the City of Pleasanton Senior Center.

Sandra Johnson-Simon attended USOAC's annual Healthy Living Festival at the Oakland Zoo.

Joyce Jacobson is working with the staff at the Ed Roberts Campus on an issue that took place recently at an event there. She was concerned about an opera event that she had attended. The opera staff was not aware of the accessibility features of the Ed Roberts Campus and the BART station location.

Michelle Rousey also attended USOAC's annual Healthy Living Festival at the Oakland Zoo. She also noted that there is a California Olmstead Meeting in Sacramento on July 30th.

Carmen Rivera-Hendrickson noted that there is a paratransit emergency preparedness roundtable on July 31st at 1605 MLK Way.

Jonah Markowitz noted that the Oakland Center for the Blind is giving away tickets to the A's game if anyone is interested.

7. Committee Reports (Verbal)

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

Harriette Saunders reported that Mark Weinstein has left East Bay Paratransit and Rashida Kamara will be taking his place.

7.2. Citizens Watchdog Committee (CWC)

Harriette Saunders reported that CWC Members finalized their Annual Report and will be meeting on October 27, 2014.

8. ADA Mandated Program and Policy Reports

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

9. Information Items

9.1. Mobility Management – Can Travel Training Services Save Public Transportation Agencies Money?

Naomi Armenta reviewed the mobility management attachment in the packet.

Naomi also noted that the Regional Mobility Management group will be discussing travel training programs on a regional level. Members are also discussing volunteer programs in the region.

9.2. Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 7/3/14 – Alameda County Fair Senior Days, Alameda County Fairgrounds from 1:00 p.m. to 5:00 p.m.
- 7/15/14 – Paratransit presentation, Allen Temple Arms from 11:00 a.m. to 12:00 p.m.
- 7/17/14 – USOAC Healthy Living Festival, Oakland Zoo from 8:00 a.m. to 2:00 p.m.
- 7/23/14 – Paratransit presentation, Downtown Oakland Senior Center from 9:30 a.m. to 10:30 a.m.

- 8/6/14 – Healthy Aging Fair, Chabot College from 10:00 a.m. to 2:30 p.m.
- 8/27/14 – Open House and Resource Fair, Mastick Senior Center from 4:00 p.m. to 6:00 p.m.
- 9/19/14 – Senior Resource Fair, San Leandro Senior Community Center from 10:00 a.m. to 1:00 p.m.

9.3. Transportation Expenditure Plan Update

Laurel Poeton gave an update on the Transportation Expenditure Plan (TEP). She noted that staff has received unanimous approval from the Alameda County Board of Supervisors to place the measure on the November 2014 ballot. She noted that a recent study done by the Bay Area Council of Economic Institute stated that the measure will create 150,000 jobs in Alameda County. Copies of this report are available if members are interested. Lastly, she noted that all of the TEP postcards have been translated into both Spanish and Chinese and are now available for distribution. If you would like the Alameda CTC to be at any of the meetings or events that your affiliated organizations are hosting, please contact staff with more information.

9.4. 2014 Annual Mobility Workshop Update

Cathleen Sullivan gave a brief update on the 2014 Annual Mobility Workshop and reminded members that the Workshop is scheduled for October 17, 2014 at the Ed Roberts Campus. Staff is still finalizing the program and the speakers for the event. Currently, the program includes discussions around issues like the Transportation Network Companies (TNCs) and access to healthcare.

9.5. Other Staff Updates

There were no other staff updates.

10. Draft Agenda Items for September 22, 2014 PAPCO Meeting

10.1. Develop and Approve PAPCO Work Plan for FY 2014-15

10.2. Discuss Update to Funding Formula

10.3. Gap Grant Cycle 5 Program Report: Volunteer Assisted Senior Transportation Program

10.4. 2014 Annual Mobility Workshop Update

11. Adjournment

The meeting adjourned at 3:30 p.m. The next PAPCO meeting is scheduled for September 22, 2014 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2014-2015**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	0
2	Mr.	Scott, Vice Chair	Will	Oakland	Alameda County Supervisor Keith Carson, D-5	Mar-10	May-14	May-16	0
3	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	2
4	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor Tim Sabraniti	Sep-08	May-14	May-16	0
5	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16	0
6	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-14	Jan-16	0
7	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Vacant	Dec-04	Oct-12	Oct-14	0
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-14	Jan-16	2
10	Ms.	Ortt	Suzanne	Union City	City of Union City Mayor Carol Dufray-Vernaci	Sep-12		Sep-14	0
11	Mr.	Perez	Thomas M.	Fremont	Alameda County Supervisor Richard Valle, D-2	Feb-14		Feb-16	0
12	Ms.	Powers	Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	0

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2014-2015**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
13	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	2
14	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	1
15	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
16	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Marie Gilmore	Jun-08	Oct-12	Oct-14	0
17	Ms.	Walker	Margaret	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Jul-13		Jul-15	2
18	Ms.	Waltz	Esther Ann	Livermore	LAVTA Interim Executive Director Kathleen Kelly	Feb-11	May-14	May-16	0
19	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
20		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
21		Vacancy			City of Livermore Mayor John Marchand				
22		Vacancy			City of Newark Councilmember Luis Freitas				
23		Vacancy			City of Piedmont Mayor Margaret Fujioka				



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: October 16, 2014

SUBJECT: Metropolitan Transportation Commission (MTC) I-880 Express Lane Project

RECOMMENDATION: Receive an update on the Project.

Summary

At the March 2013 Commission meeting, the Metropolitan Transportation Commission (MTC) staff provided an update on Bay Area Express Lane network development, including two express lanes in Alameda County: I-80 and I-880. MTC staff will share additional details of I-880 express lane implementation at the committee meeting.

Background

Bay Area agencies are authorized to develop and operate 550 miles of High Occupancy Vehicle (HOV)/Express Lanes within four Bay Area Counties (see Attachment A – Map of Bay Area Express Lane Network). Express lanes are expected to provide the following benefits:

- Expand travel choices by allowing solo drivers to use the underutilized capacity in the HOV lane for a fee when time saving is of a value;
- Optimize the existing corridor capacity and improve efficiency of the corridor;
- Provide better travel time reliability; and
- When positive net revenue exists, create a revenue source to pay for future corridor improvements, including closing gaps in the HOV network, transit investments and other improvements to increase connectivity.

On January 1, 2005, Assembly Bill 2032 (AB 2032) authorized the Alameda CTC and Santa Clara Valley Transportation Authority (VTA) to implement express lanes on two corridors each. As a result, the two agencies are planning for express lanes on 280 miles of freeway in the I-680, I-580, US 101 and SR-85/SR-237 corridors. Alameda CTC and Sunol Smart Carpool Lane JPA have been implementing express lanes in the I-580 and I-680 corridors. The I-680 Southbound Express Lane is currently in operation while project development activities are underway to implement similar projects in the I-680 Northbound and I-580 corridors. On a monthly basis, Alameda CTC staff provides updates at the Sunol Smart Carpool Lane JPA and I-580 Policy Committee meetings. The Alameda CTC Commission continues to review the updates provided at the Committees.

In October 2011, the California Transportation Commission (CTC) authorized MTC to develop and operate 270 additional miles of express lanes within Alameda, Contra Costa and Solano counties on I-80, I-880 (Alameda County only) and I-680 (Solano and Contra Costa Counties) as well as the westbound approaches to the Bay Bridge, San Mateo Bridge and Dumbarton Bridge. Express lanes on I-880 are among the first projects being developed by MTC and are currently in the preliminary engineering and environmental studies phase with a scheduled opening in 2017. The I-880 Express Lane Project will also include installation of traffic monitoring stations, changeable message signs and closed circuit television elements, where gaps in this equipment exist today, to improve freeway performance. In addition, MTC will construct a communications backbone for express lanes, also known as the Backhaul. The construction of express lanes on I-80, which would extend from the Carquinez Bridge to the Bay Bridge toll plaza, will be addressed in a future phase following implementation of the I-80 Integrated Corridor Mobility Project.

In recent months, MTC staff has been sharing preliminary project information with Alameda CTC staff to seek review comments/input. MTC staff has also met with engineering and public works staff from Oakland, San Leandro, Hayward, Union City, Fremont, Alameda County and AC Transit to discuss project improvements, its benefits and implementation.

MTC staff will attend the October PPC meeting to provide a presentation about the I-880 Express Lane development.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Attachments

- A. Map of Bay Area Express Lane Network

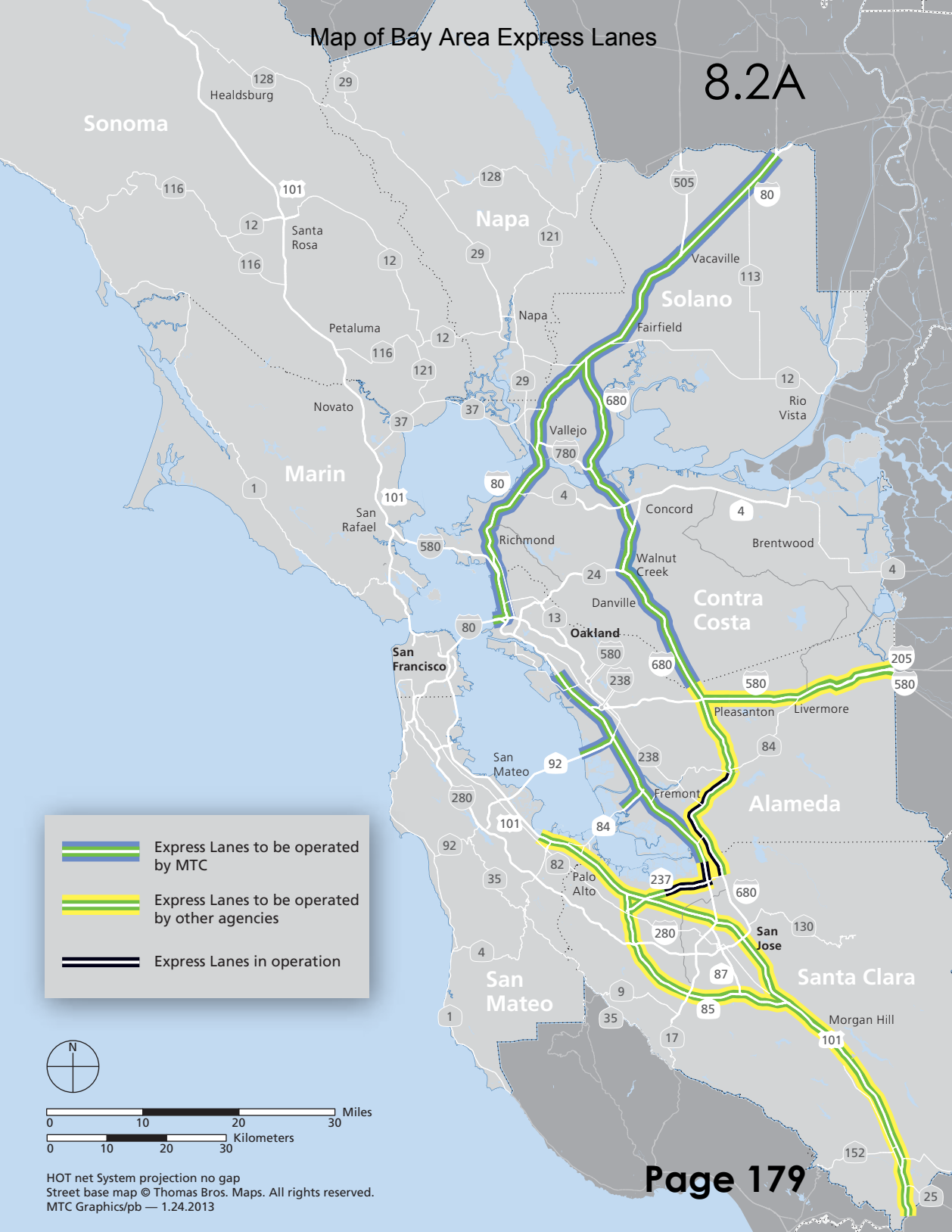
Staff Contact




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

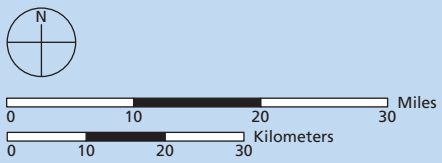
[Kanda Raj](#), Project Controls Team

Map of Bay Area Express Lanes

8.2A



-  Express Lanes to be operated by MTC
-  Express Lanes to be operated by other agencies
-  Express Lanes in operation



HOT net System projection no gap
Street base map © Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 1.24.2013

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Memorandum

8.3

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

DATE: October 16, 2014

SUBJECT: Comprehensive Investment Plan Development

RECOMMENDATION: Approve the Comprehensive Investment Plan's guiding principles, development process, and programming fund estimate

Summary

In March 2013, the Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments in Alameda County. This policy would result in the integration of existing planning and programming practices performed by Alameda CTC into a single streamlined strategic planning and programming document that identifies short and long-term transportation solutions that meet the vision and goals established in the Countywide Transportation Plan (CTP). The vehicle document to implement this policy is the development of a Comprehensive Investment Plan (CIP) that translates long-range plans into short-range implementation by establishing a list of short-range (5-year period) priority transportation improvements to enhance and maintain Alameda County's transportation system.

The Commission-approved policy goals for the CIP are designed to:

- streamline the Alameda CTC's planning, programming and delivery efforts;
- facilitate strategic programming of funds managed by the Alameda CTC;
- establish effective feedback loops into decision making through monitoring, data collection, evaluation and collaborative information sharing; and
- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC.

As a programming document, the CIP will identify anticipated transportation funding over a five-year period, and strategically match these funding sources to targeted transportation priorities. Projects and programs will utilize an objective evaluation process to formulate programming recommendations and financing decisions. The CIP will consist of a two-year allocation plan that will be consistent with the Alameda CTC's budget.

Each year, the CIP will be updated with current financial projections and included in the annual agency budget for project and program allocations. Every two years, the CIP will be

updated and approved by the Commission for new project and program additions through a public process. The CIP will ensure that public funds are strategically invested in projects and programs that provide public benefits, advance the development of projects and programs to construction and implementation, and support leveraging of regional, state and federal dollars for Alameda County's priority transportation projects and programs.

Discussion

CIP Objectives, Guiding Principles and Development Process

The Alameda CTC is responsible for strategically planning and programming local, regional, state and federal funds to transportation improvements that facilitate safe, reliable, convenient, and accessible travel. To identify and plan for these investments, the Alameda CTC prepares long-range planning documents such as the CTP and transportation expenditure plans that identify project and program priorities generally over a 25 to 30 year horizon. These plans focus on specific types of transportation needs, such as transit, arterials, goods movement, bicycle, pedestrian, community based transportation, and local voter approved transportation projects and programs, such as those funded by local transportation sales tax and vehicle registration fee measures.

In March 2013, the Commission adopted the Strategic Planning and Programming Policy framework to streamline agency planning, programming and delivery efforts. This policy promotes a better relationship between countywide long-term visions and goals and short-range planning efforts. Thus, the policy framework seeks to integrate existing Alameda CTC planning and programming processes such as those for the preparation of the Measure B and Vehicle Registration Fee Strategic Plans, the Congestion Management Program's performance report, the State Transportation Improvement Program (STIP) candidate project submission, and the Alameda CTC discretionary programs, into a single process that will be documented by the Comprehensive Investment Plan (CIP). The adopted policy framework is depicted in Attachment A.

CIP Objectives: The CIP is a programming document that strategically invests public funds under Alameda CTC's purview. It replaces multiple planning and programming efforts, at both the local and countywide level, to create a comprehensive near-term transportation planning/programming tool that local agencies and Alameda CTC can use to better direct their staffing and financial resources. The objectives of the CIP are to:

1. Translate long-range plans into short-range implementation: The CIP transitions long-range plans into focused project/program delivery over a five-year period with a two-year allocation program.
2. Serve as the Strategic Plan: The CIP serves as the Alameda CTC's strategic plan for voter-approved transportation funding. This includes identifying uses and finance strategies for Alameda CTC's transportation sales tax measures and the vehicle registration fee collections to implement priority projects and programs over time.

3. Establish a Comprehensive and Consolidated Programming Document: The CIP is a programming decision document that will be used to strategically program funding sources under the Alameda CTC's authority for capital improvements, operations and maintenance projects and programs, as appropriate. Integrating all funding sources into one programming document permits Alameda CTC to comprehensively and strategically allocate funds to improvements that accomplish long-range objectives more effectively.

The CIP is a dynamic document that will be periodically updated to address changing transportation needs, revenue projections, available funding sources, and policy changes. Every year, the CIP will update financial projections. Every two years, a comprehensive update of the CIP will be conducted to provide an opportunity to include new projects and programs. The Alameda CTC will monitor CIP investments through performance feedback mechanisms built into the CIP and other countywide planning processes.

CIP Policy Principles: The CIP's five fundamental policy principles guiding the document's development and the ultimate selection of projects and programs include the following:

1. Implementing the County's Adopted Vision: All funding decisions will support implementation of the Alameda CTC's adopted long-range transportation vision. The Alameda CTC's vision (adopted 2012) is:

"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".

This CIP's countywide goals includes prioritizing and investing in projects and programs that promote economic, health, and transportation access and sustainability in relation to land-use patterns. The CIP will support implementation of the CIP's transportation vision and goals to build and maintain a fully integrated multimodal transportation system by strategically translating the long-range plan priorities into a five-year investment strategy.

2. Balanced Strategic Program Across Project Delivery Phases: Alameda CTC strategically invests the limited financial resources available to the agency to optimize its transportation planning, project delivery process and performance analysis. The CIP will identify investments in all stages of project development, from scoping/initiation, environmental, and design, and into capital project phases including right-of-way, construction and project closeout. It is desired to strike a balance between project development and capital phases that will provide for the delivery of a combination of project phase that can efficiently utilize the available programming capacity available. This will position the county to leverage the federal, state and regional funding sources as they become available, and that the strategic program can

provide a sustainable inventory of deliverable project phases. This will include considering the delivery status of projects/programs and to optimize competitiveness for future grant opportunities. The CIP will also include countywide program/operational investments, including, but not limited to, Safe Routes to Schools, senior travel training/mobility management, and system performance monitoring efforts. The Alameda CTC will identify direct fund allocations to ongoing program and operational activities to maintain essential services to Alameda County.

3. Maximizing Transportation Investments: The Alameda CTC will work with local agencies to focus financial investments on project and programs that are implementation ready, have a credible funding plan, are able to meet the requirements of the funding source, and provide a maximize benefit to the transportation network. The CIP will examine opportunities to leverage local fund sources to the maximum extent possible. In addition, the Alameda CTC will use the CIP to identify projects and programs for funding that have a synergistic effect, where practical and feasible to maximize the benefit of investments to the public.
4. Investments in All Modes: The CIP will identify appropriate levels of investment in all transportation modes, project phases, and geographic areas to the maximum extent possible. The CIP will be constrained to the revenue projected for the five-year programming cycle. Alameda CTC and local jurisdictions will collaborate throughout the CIP process to define appropriate and feasible levels of investments. The CIP will be used to monitor geographic equity and modal equity investments over time. More detail on geographic equity will be brought to the Commission for approval at a future date.
5. Delivering Solutions While Ensuring Accountability: Projects/Programs included in the CIP will support the CTP's vision and goals. The CIP's selection criteria will consider needs/benefits, project readiness, and community support. Specific evaluation criteria will come to the Commission for consideration in early 2015. The Alameda CTC will require timely and cost-effective project and program delivery, and will monitoring their implementation. The CIP will promote the timely delivery of projects and programs, and the benefits including investments in our transportation system, leveraging of local funds, and minimizing cost increases due to delays.

CIP Process: The CIP process will integrate existing planning and programming practices performed by the Alameda CTC into a single concerted planning and programming effort, where feasible and appropriate. With the first CIP and future biennial updates, the process begins by extrapolating the CTP's identified projects and programs inventory into the CIP's five-year horizon. For this first CIP, Alameda CTC will use projects and programs in the adopted 2012 CTP that demonstrate readiness within the five-year programming horizon (FY 2015/16 to 2019/20). This fall, the Alameda CTC will work with local agencies to confirm

project/program inventories, project status, and implementation readiness. Refer to Attachment B for a summary of the integrated planning and programming Process.

Upon the establishment of the initial inventory, the Alameda CTC will screen and evaluate the projects/programs for incorporation into the CIP and its allocation plan. The evaluation criteria will come to the Commission for consideration in early 2015. The Alameda CTC's programming assessment will take into account criteria mandated by particular funding sources, as required and appropriate. The final CIP programming and fund allocation recommendations will include a public process and ultimate approval at an Alameda CTC Commission meeting.

Alameda CTC's programming capacity is limited to the available programming revenue during a given five-year CIP cycle to establish a fiscally constrained plan. Projects and programs outside the Alameda CTC's programming availability will be considered for inclusion in future CIP updates.

The CIP will contain a two-year allocation plan to reflect funding appropriations to projects and programs in the CIP's first two-years. This allocation plan incorporates all current and anticipated programming under Alameda CTC's responsibilities into a coordinated programming effort that streamlines the programming decision making process. Additionally, the allocation plan's appropriations will tie directly into the agency's annual budgetary process to facilitate cash-flow distributions and financing strategies. Each year, Alameda CTC will update the CIP to provide the latest financial projections and fund commitments to the CIP projects and programs.

In subsequent comprehensive biennially CIP updates, the Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project/program changes resulting from schedule modifications, change in priorities, and funding adjustments. Programmed funds may be re-prioritized, with Commission approval, if there are fund balances or projects/programs are not meeting the CIP delivery requirements. More detail on CIP delivery requirements will come to the Commission for consideration in early 2015. Future updates will also include performance feedback summaries gathered from project/program reporting and ongoing countywide monitoring studies such as CMP level of services reports.

Programming Fund Estimate

Over the first five-year CIP, Alameda CTC will be responsible for over \$1.5 billion for capital projects and programs investments, which includes Measure B/Vehicle Registration Fee Direct Local Distributions, set allocations to Measure B Capital Projects, 2014 Transportation Expenditure Plan allocations, and other discretionary fund sources. Attachment C, Annual Programming Revenue, describes the programming estimate available (fiscal year 2015/16 to 2019/20) and highlights the discretionary funding available within the two-year Allocation Plan.

The Alameda CTC anticipates enhanced coordination between local agencies through the implementation of the policy framework and the CIP development process. The CIP process will streamline requests for project and program submissions, thereby reducing administrative efforts at both the local and countywide levels. As a result, the CIP provides all agencies a fiscally constrained and prioritized programs/projects inventory to serve as a roadmap of transportation investments for the county.

Feedback from the Planning, Policy and Legislation Committee (PPLC), and the Programs and Projects Committee (PPC)

On October 13th, this item was presented to the PPLC and PPC, and the following comments were made:

1. The CIP will be a valuable tool for all partnering agencies and will benefit the county.
2. It is important to analyze equity on several levels to accommodate the county's diverse population areas, utilization, and transportation needs.
3. Alameda CTC selection process should be as streamlined as possible to accommodate the different efforts required for smaller and larger projects.
4. Alameda CTC should coordinate with the Metropolitan Transportation Commission and other agencies regarding potential new funding policies or requirements so that they can be included in the CIP evaluation process and are favorable to Alameda County.
5. Alameda CTC's performance feedback should include an evaluation post-construction, if feasible, to learn about the effectiveness of projects that have been completed.
6. Alameda CTC's selection process and monitoring should examine the impact on creating modal shifts and changing travel behaviors.

Feedback from the Alameda County Technical Advisory Committee (ACTAC)

On October 9th, this item was presented to the ACTAC and the following comments were made:

1. CIP is a good idea and a large undertaking that provides multiple benefits to local agencies. It provides a financial budgeting tool and reduces the administrative workload associated with call-for-projects applications.
2. CIP schedule is aggressive. However, its development process sets aside time for committee/public input, and correlates with local agencies' budgetary timing.
3. Consider examining geographic equity on multiple levels, where feasible, including population, lane miles, County use perspective, travel (pass-through) utilization, fund types, number of travelers, modal equity and other equity elements.
4. Ensure an all inclusive selection process to capture smaller projects, previously unidentified improvements, or emerging needs
5. Develop selection criteria to consider varying needs including local roads, rural roads, and arterial needs, maintenance requirements, benefit to the public, socio-economic

factors, environmental issues, economic benefits, future specific funding criteria/requirements, cost-feasibility, project schedules, safety and relationship to countywide goals.

6. Consider using the 2-year allocation Plan as a funding agreement to help cities with forecasting and budgeting

Next Steps

Alameda CTC will bring components of the CIP for consideration to the Commission over the coming months. Each approval step will feed into the development and finalization of the following components of the CIP as detailed in the schedule below.

Month	No.	Task
October 2014	1.	Approve DRAFT CIP guiding principles, development process, and programming fund estimate
Nov/Dec 2014	2.	Approve FINAL CIP guiding principles, development process, and programming fund estimate
	3.	Approve DRAFT Project Selection Methodology
January 2015	4.	Approve FINAL Project Selection Methodology
	5.	Approve Funding Levels by project types/categories
	6.	Approve DRAFT Selection Criteria
February 2015	7.	Approve FINAL Selection Criteria
March 2015	8.	Approve DRAFT Project/Programs Inventory Recommendations
April 2015	9.	Approve DRAFT CIP Document including prioritization recommendations and two-year allocation plan
May 2015	10.	Approve FINAL CIP Document including prioritization recommendations and two-year allocation plan

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC Policy Framework for Planning, Programming, and Monitoring Feedback Flowchart
- B. Integrated Planning and Programming Processes
- C. Summary of Annual Programming Revenue

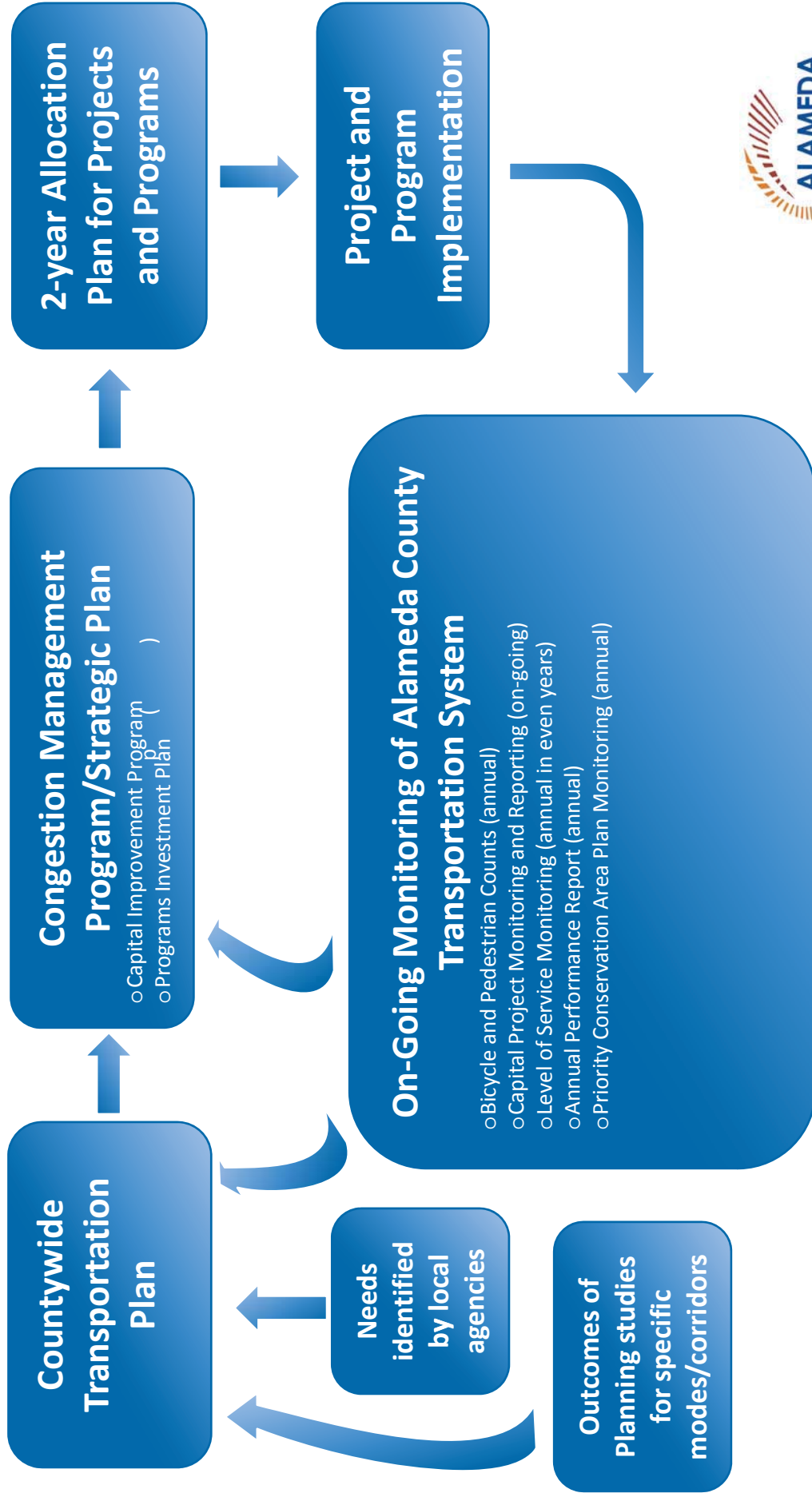
Staff Contact

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

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Alameda CTC Policy Framework

Planning, Programming and Monitoring Process

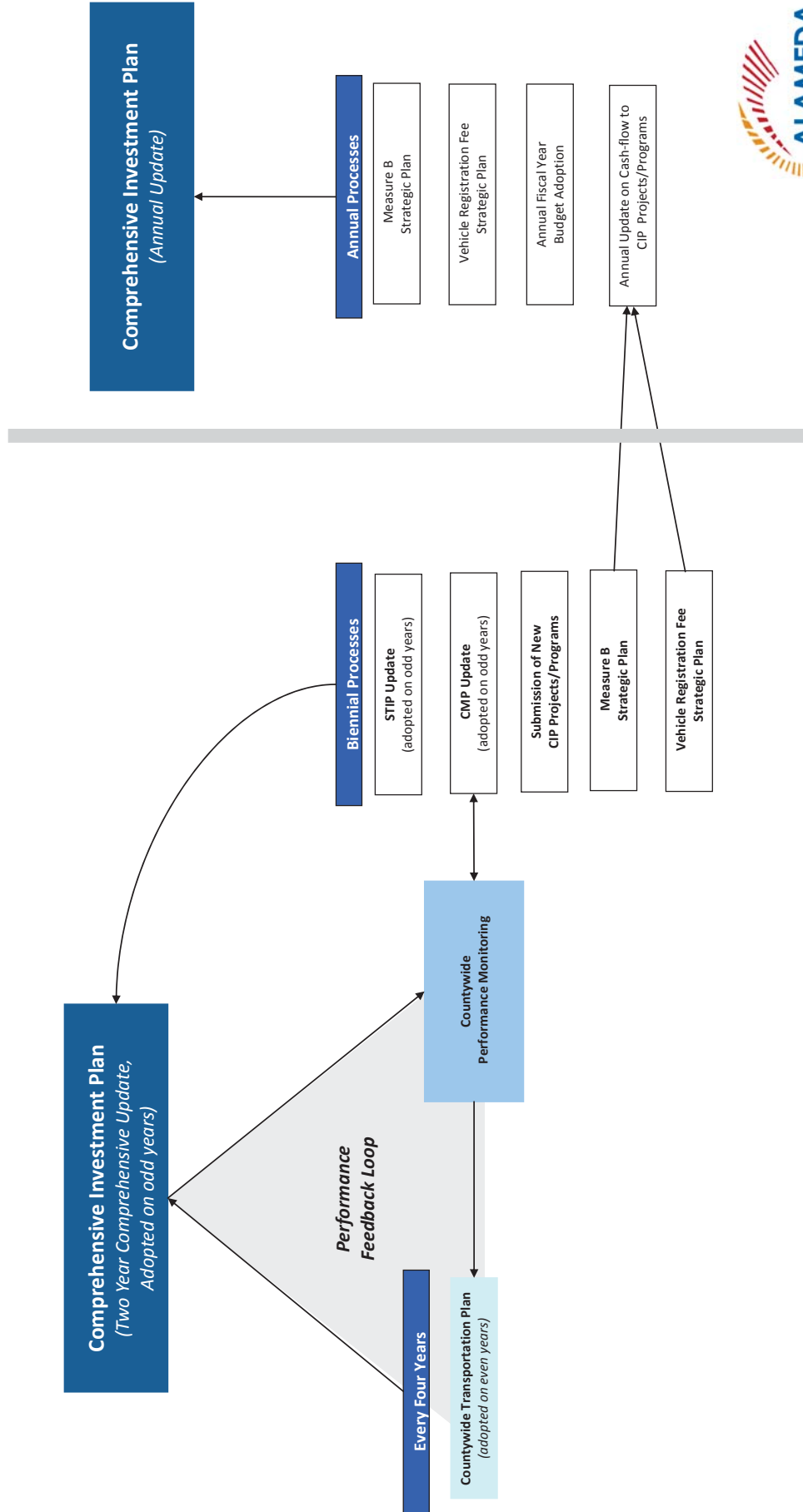


This flowchart only illustrates Alameda CTC's role in the overall process.

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Comprehensive Investment Plan Integrated Planning and Programming Processes



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**Comprehensive Investment Plan
Summary Annual Programming Revenue**

Table 1 Summary:

The Alameda CTC is responsible for approximately \$307.7 million in funding annually for capital projects and programs. Over the five-year Comprehensive Investment Plan (FY 15/16 through FY 19/20), this amounts to approximately \$1.5 billion. The Annual Revenue Projections are based on prior year's revenue distributions and assumptions.

FUNDING SOURCES	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
FEDERAL						
Federal Safe Route to School (SRTS)	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 1,575,000	\$ 7,875,000
STP/CMAQ (inc TE Program)	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 13,500,000	\$ 67,500,000
Subtotal Federal	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 75,375,000
STATE						
State Transportation Improvement Program (STIP)	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
Subtotal State	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
LOCAL/REGIONAL						
Transportation Fund for Clean Air (TFCA)	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 1,710,000	\$ 8,550,000
Lifeline Transportation Program	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 3,050,000	\$ 15,250,000
NET 2000 MB REVENUE	\$ 124,389,153	\$ 126,876,936	\$ 129,414,474	\$ 132,002,764	\$ 134,642,819	\$ 647,326,145
MB Programs (59.9% of Net)	\$ 73,750,793	\$ 75,225,809	\$ 76,730,325	\$ 78,264,931	\$ 79,830,230	\$ 383,802,088
MB Capital Projects (40.1% of Net)	\$ 50,638,360	\$ 51,651,127	\$ 52,684,149	\$ 53,737,832	\$ 54,812,589	\$ 263,524,057
NET 2014 TEP REVENUE	\$ 126,941,351	\$ 129,480,178	\$ 132,069,782	\$ 134,711,178	\$ 137,405,401	\$ 660,607,891
TEP Programs (64.98% of Net)	\$ 82,486,490	\$ 84,136,220	\$ 85,818,944	\$ 87,535,323	\$ 89,286,030	\$ 429,263,007
TEP Capital Projects (35.02% of Net)	\$ 44,454,861	\$ 45,343,958	\$ 46,250,838	\$ 47,175,854	\$ 48,119,371	\$ 231,344,883
NET VRF REVENUE	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 11,400,000	\$ 57,000,000
VRF Local Road Direct Local Program Dist. (60%)	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 34,200,000
VRF Corridor Operations (Local Transportation Technology (10%))	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 5,700,000
VRF Discretionary Programs (30%)	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 3,420,000	\$ 17,100,000
Subtotal Local/Regional	\$ 269,381,550	\$ 274,445,981	\$ 279,611,701	\$ 284,880,735	\$ 290,255,149	\$ 1,398,575,115
TOTAL	\$ 297,315,504	\$ 302,342,114	\$ 307,719,256	\$ 312,948,941	\$ 318,283,220	\$ 1,538,609,036

Note:

1. The Measure B, 2014 TEP, and VRF net revenues do not include general administrative, core functions and/or program management fees reserved for Alameda CTC functions.

**Comprehensive Investment Plan
Summary Annual Programming Revenue**

TABLE 2a Direct Local Distributions Revenue

FUNDING SOURCES LOCAL/REGIONAL	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
2000 Measure B Programs						
Local Streets and Roads	\$ 27,505,721	\$ 28,055,886	\$ 28,616,953	\$ 29,189,292	\$ 29,773,077	\$ 143,140,879
Mass Transit	\$ 26,136,742	\$ 26,649,277	\$ 27,182,262	\$ 27,725,907	\$ 28,280,425	\$ 135,964,613
Paratransit	\$ 11,105,712	\$ 11,327,826	\$ 11,554,383	\$ 11,785,470	\$ 12,021,180	\$ 57,794,572
Bike/Pedestrian	\$ 4,637,120	\$ 4,709,462	\$ 4,803,651	\$ 4,899,724	\$ 4,997,719	\$ 24,027,677
2014 TEP Programs						
Local Streets and Roads	\$ 25,388,270	\$ 25,896,036	\$ 26,413,956	\$ 26,942,236	\$ 27,481,080	\$ 132,121,578
Mass Transit	\$ 27,355,861	\$ 27,902,978	\$ 28,461,038	\$ 29,030,259	\$ 29,610,864	\$ 142,361,000
Paratransit	\$ 11,424,722	\$ 11,653,216	\$ 11,886,280	\$ 12,124,006	\$ 12,366,486	\$ 59,454,710
Bike/Pedestrian	\$ 3,808,241	\$ 3,884,405	\$ 3,962,093	\$ 4,041,335	\$ 4,122,162	\$ 19,818,237
Vehicle Registration Fee Program						
Local Road Improvement & Repair	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 6,840,000	\$ 34,200,000
Corridor Operations (Local Transportation Technology)	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 1,140,000	\$ 5,700,000
TOTAL	\$ 145,312,389	\$ 148,059,036	\$ 150,860,617	\$ 153,718,229	\$ 156,632,994	\$ 754,583,266

TABLE 2b Discretionary Funding Revenue

FUNDING SOURCES LOCAL/REGIONAL	Fiscal Year					TOTAL
	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	
FEDERAL						
STP/CMAQ (inc TE Program and SB25)	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 15,075,000	\$ 75,375,000
STATE						
State Transportation Improvement Program (STIP)	\$ 14,750,000	\$ 14,750,000	\$ 15,000,000	\$ 15,000,000	\$ 15,000,000	\$ 74,500,000
LOCAL/REGIONAL						
Transportation Fund for Clean Air						
City/County Share (70%)	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 1,197,000	\$ 5,985,000
Transit Discretionary (30%)	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 513,000	\$ 2,565,000
Lifeline Transportation Program						
Express Bus (0.7%)	\$ 861,862	\$ 879,100	\$ 896,682	\$ 914,615	\$ 932,908	\$ 4,485,166
Paratransit (1.43%)	\$ 1,760,662	\$ 1,795,875	\$ 1,831,792	\$ 1,868,428	\$ 1,905,797	\$ 9,162,554
Bike/Pedestrian (25% of the 5%)	\$ 1,539,040	\$ 1,569,821	\$ 1,601,217	\$ 1,633,241	\$ 1,665,906	\$ 8,009,226
Transit Center Development (0.19%)	\$ 233,934	\$ 238,613	\$ 243,385	\$ 248,253	\$ 253,218	\$ 1,217,402
2014 Transportation Expenditure Plan						
Transit Innovative Grants (2.24%)	\$ 2,843,486	\$ 2,900,356	\$ 2,958,363	\$ 3,017,530	\$ 3,077,881	\$ 14,797,617
Service Gap Coordination (1.0%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 1,374,054	\$ 6,606,079
Bike/Pedestrian (2%)	\$ 2,538,827	\$ 2,589,604	\$ 2,641,396	\$ 2,694,224	\$ 2,748,108	\$ 13,212,158
Freight and Economic Development (1%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 1,374,054	\$ 6,606,079
Technology, Innovation and Development (1%)	\$ 1,269,414	\$ 1,294,802	\$ 1,320,698	\$ 1,347,112	\$ 1,374,054	\$ 6,606,079
Community Investments - Transit to Jobs and Schools (4%)	\$ 5,077,654	\$ 5,179,207	\$ 5,282,791	\$ 5,388,447	\$ 5,496,216	\$ 26,424,316
Affordable Student Transit Pass Program (0.19%)	\$ 241,189	\$ 246,012	\$ 250,933	\$ 255,951	\$ 261,070	\$ 1,255,155
Vehicle Registration Fee						
Mass Transit (25%)	\$ 2,850,000	\$ 2,850,000	\$ 2,850,000	\$ 2,850,000	\$ 2,850,000	\$ 14,250,000
Bike/Pedestrian Safety (5%)	\$ 570,000	\$ 570,000	\$ 570,000	\$ 570,000	\$ 570,000	\$ 2,850,000
Subtotal Local/Regional	\$ 27,084,894	\$ 27,462,992	\$ 27,848,652	\$ 28,242,025	\$ 28,643,266	\$ 139,281,830
TOTAL	\$ 56,909,894	\$ 57,287,992	\$ 57,923,652	\$ 58,317,025	\$ 58,718,266	\$ 289,156,830

Note:
1. Shaded (GREEN) boxes are anticipated discretionary funds requiring Alameda CTC programming actions that are within the timeframe of the two-year allocation plan.
2. Table 2a and 2b do not include Measure B or TEP Capital Projects.



Memorandum

9.1

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

DATE: October 16, 2014

SUBJECT: Alameda CTC Semi-Annual Programs and Projects Update

RECOMMENDATION: Receive a semi-annual update on the Alameda CTC's Measure B and Vehicle Registration Fee Programs and the Capital Projects Program.

Summary

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

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

The Alameda CTC provides the Commission a semi-annual update on the status of the Measure B/VRF programs, capital projects implemented by Alameda CTC, and projects that are being funded with Measure B Capital funds.

Measure B/VRF Programs

The Alameda CTC is responsible for administering the Measure B and the VRF Programs. Measure B/VRF funds are distributed by formula allocations to 20 eligible local jurisdictions and transit agencies as Direct Local Distributions (DLD) and through discretionary grant allocations. DLD funds are provided to local agencies to implement locally prioritized transportation projects and programs. Measure B/VRF revenues finance local transportation needs, bicycle/pedestrian, mass transit, and paratransit improvements to maintain and enhance Alameda County's transportation system. At the end of each calendar year, Alameda CTC requires recipients to submit Audited Financial Statements and compliance reports to monitor Measure B/VRF expenditures and planned uses.

Through fiscal year 2013-2014 (FY 13-14), the DLD fund recipients received approximately \$66.6 million in Measure B and \$7.2 million in VRF distributions, as summarized by program in Table 1.

Table 1: Measure B/VRF Direct Local Distributions (FY 13-14)

Measure B Programs	Measure B Funds (in millions)	Vehicle Registration Fee Program	VRF Funds (in millions)	Total Funds (in millions)
Local Transportation Funds <i>(includes Local Streets and Roads)</i>	\$26.4	Local Road Improvement and Repair Program	\$7.2	\$33.6
Mass Transit	\$25.1			\$25.1
Special Transportation for Senior and People with Disabilities <i>(Paratransit)</i>	\$10.7			\$10.7
Bicycle and Pedestrian Safety	\$4.4			\$4.4
TOTAL	\$66.6		\$7.2	\$73.8

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

Capital Projects Program

The Alameda CTC Capital Projects Program includes both capital projects implemented by Alameda CTC, and projects that are being funded with Measure B Capital funds; including projects funded through the 1986 Measure B, 2000 Measure B, and the Proposition 1B (Prop 1B) "I-Bond" Programs. The update discusses the overall status of each funding program and major milestones achieved since the previous semi-annual update.

The Alameda CTC's capital projects program is listed in Attachment C. Since the last update, \$300 million of countywide improvements have been substantially completed and are in the project closeout phase. The current list of projects includes 35 active capital projects funded by \$3.2 billion in federal, state, regional and local fund sources. A project with activities from scoping through construction phase is defined as an active project. Since the passage of Measure B in 1986 and its reauthorization in 2000, it has provided a consistent source of vital transportation funding to numerous capital projects in Alameda County.

Over the last 3 decades, local Measure B funding has successfully attracted 400% of external funding sources to its original investment to provide significant transportation improvements and advancements in Alameda County. Alameda CTC has executed on 96% of the 2000 Measure B capital investments and successfully moved projects through the development, design, right-of-way and construction phases. In 2006, this local funding source was critical to securing over \$400 million in state Prop 1B Bond funding and created thousands of much needed construction jobs in Alameda County during the

recent recession. This update provides an overview, current status and highlights of the Alameda CTC capital program which are summarized in the following three groups:

1. 1986 Measure B Projects
2. 2000 Measure B Projects
3. Proposition 1B "I-Bond" and Other Projects

Background

Measure B Direct Local Distribution Program

Since the start of 2000 Measure B half-cent sales tax collections from April 1, 2002 through June 30, 2014, Alameda CTC has distributed approximately \$706.1 million in Measure B Direct Local Distribution (DLD) funds to twenty local jurisdictions and transit agencies for transportation purposes.

For FY 13-14, Measure B sales tax revenues generated approximately \$119.6 million in net sales tax revenues. Of this amount, local jurisdictions received approximately \$66.6 million in DLD funds to support their bicycle/pedestrian, local transportation, mass transit, and paratransit programs.

Measure B is a flexible funding source that allows Alameda CTC and local jurisdictions to address a variety of Alameda County's transportation needs. The Master Programs Funding Agreement (MPFA) states that Local Transportation funds are eligible on a variety of improvements include traditional roadway improvements such as pavement maintenance and rehabilitation, as well as other improvements including geometric improvements, transportation mitigation, access improvements, and other eligible transportation needs. Thus, Local Transportation funds are an option for improvements that support bicycle/pedestrian, paratransit and transit enhancements. Additionally, there are also examples of the Alameda CTC assisting in project delivery using Measure B DLD funds or grant funds. These include implementing programs such as the countywide Safe Routes to School Program or the Same Day Transportation Program in Hayward. There may be additional projects or programs with regional benefits that are prioritized in the future that the Alameda CTC may want to implement through Measure B programs.

In 2012, new timely use of funds and reserve policies were approved by the Alameda CTC and incorporated into updated MPFA contracts. As a result, local agencies are utilizing the DLD funds expeditiously on transportation improvement projects and programs. Overall, the fund balances have decreased by over 25% since the timely use of funds and reserve policy implementation. Further reductions of the Measure B/VRF DLD fund balances are expected. Alameda CTC will continue to implement the reserve policies and monitor jurisdictions' DLD expenditure plans that are reported through the annual Compliance Reporting process. Compliance Reports for the FY 13-14 are due at the end

of December, and the Alameda CTC will provide a status update on the fund balances in the Spring.

Vehicle Registration Fee Direct Local Distribution Program

Since the start of Vehicle Registration Fee (VRF) collections on May 1, 2011 through December 31, 2013, Alameda CTC has distributed approximately \$21.6 million in VRF DLD funds to fifteen local jurisdictions for local road improvements. These funds are eligible exclusively for locally prioritized street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY 13-14, VRF receipts generated approximately \$12.0 million in net revenues. Of this amount, local jurisdictions received approximately \$7.2 million in DLD funds to improve and maintain their local roadways. Additionally, the Alameda CTC is also administering the Local Transportation Technology Program, a component of the VRF Program, as a DLD program. These funds represent 10 percent of VRF revenues (approximately \$1 million annually) and are directed to Alameda CTC transportation management technology projects such as the "Smart Corridors Program" operated by the Alameda CTC.

Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four grant programs:

- 1) Bicycle and Pedestrian Countywide Discretionary Fund Grant Program
- 2) Express Bus Grant Program
- 3) Paratransit Gap Grant Program
- 4) Transit Center Development Program

These grant funds are available to local agencies, transit agencies and nonprofit organizations for transportation improvements through a competitive process. Alameda CTC goes through an extensive evaluation process to award discretionary funding. Community advisory committees are also included in the funding process for the Bicycle/Pedestrian and Paratransit grant funds.

In FY 13-14, the Alameda CTC reimbursed project sponsors approximately \$1.7 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

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

Since the start of the program, Alameda CTC has allocated approximately \$12.2 million to 51 bicycle and pedestrian projects. Currently, there are eight active bicycle/pedestrian projects funded through this grant program.

In FY 13-14, the Alameda CTC reimbursed approximately \$150,000 to project sponsors.

Express Bus Service Grant Program

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

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

In FY 13-14, the Alameda CTC reimbursed approximately \$975,000 to project sponsors.

Paratransit Gap Grant Program

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

Since the start of the program, Alameda CTC has allocated approximately \$14.4 million to 72 projects and programs for seniors and people with disabilities. Currently, there are fourteen active Paratransit Gap projects.

In FY 13-14, Alameda CTC reimbursed over \$1.0 million to project sponsors.

Transit Center Development Grant Program

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

Since the start of the program, Alameda CTC allocated over \$1 million to TCD projects throughout Alameda County. TCD funds are currently supporting the Sustainable Communities Technical Assistance Program (SCTAP).

VRF Grant Programs

Alameda CTC distributes VRF funds through two grant programs:

- 1) Pedestrian and Bicyclist Access and Safety Program
- 2) Transit for Congestion Relief Program

These grant funds are available through a competitive process to local jurisdictions and transit agencies for transportation improvements. Alameda CTC goes through an extensive evaluation process to award discretionary funding.

In May 2013, the first cycle of grant funding for these programs were allocated as part of the Coordinated Funding Program. The VRF funding allocation included \$1.5 million to two Bicycle/Pedestrian Program projects and \$10.0 million to four Transit Program projects.

In FY 13-14, Alameda CTC has reimbursed approximately \$236,000 to project sponsors.

Capital Projects Program

The Alameda CTC's capital projects program is detailed in Attachment C. The list of projects includes 35 active capital projects funded by \$3.2 billion in federal, state, regional and local fund sources. Of the active capital projects, 25 are funded in whole or in part with funding from either the 1986 Measure B (ACTA) or the 2000 Measure B (ACTIA) Capital Program. Seven projects are categorized in the I-Bond program funded by Prop 1 B funding, and another three projects are being implemented using non-Measure B funding sources. The table in Attachment C provides a summary of current project status information including the current project phase, schedule, and funding. In Summary:

- All capital projects in the 1986 Measure B program have been completed except for three projects which are still active and have remaining, unexpended commitments of 1986 Measure B funding.
- Of the committed \$786.4 million for 2000 Measure B capital projects, \$753.4 million has been allocated, essentially delivering 96% of the program in just twelve (12) years.
- Alameda CTC Measure B Sales Tax Revenue Bonds given an 'AAA' rating; Series 2014 bonds were issued in March 2014 to provide required funding to advance the regionally significant projects such as BART Warm Springs Extension, Oakland Airport Connector, the I-580 Corridor Projects.
- Measure B funding programmed for emerging projects was successfully utilized to secure \$420 million in Prop 1B Bond funds towards the delivery of \$800 million in

highway projects collectively termed as the I-Bond Highway Program. All of the Alameda CTC I-Bond projects are in construction or complete. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project in Oakland was the final I-bond project to be awarded in April 2014, construction activities began in July 2014 and will continue through spring of 2018.

The following is the funding breakdown by phase for the list of 35 active projects in the Alameda CTC Capital Project Program which total approximately \$3.2 billion:

- Fourteen (14) projects with total project costs of more than \$2.5 billion are in the Construction phase;
- Ten (10) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$552 million;
- Five(5) projects are in the Preliminary Engineering/Environmental Studies phase with more than \$57 million of funding;
- Six (6) projects are in the Scoping phase, two of which are Planning projects with approximately \$20 million in funding; and

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

I. 1986 Measure B (ACTA) Capital Projects Program

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan. Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects. Amendment No. 2, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added the I-880 to Mission Boulevard East-West Connector Project to replace the Historic Parkway Project.

Program Highlights:

- Widened the Nimitz Freeway to eight and ten lanes, added auxiliary lanes and upgraded interchanges;
- Built Airport Roadway from Harbor Bay/Maitland to Airport Drive adding alternative access to Oakland International Airport;
- Constructed local road improvements in San Leandro and Hayward;

- Added freeway to freeway connections at the Route 13/24 Interchange;
- Modified and upgraded the I-580/680 Interchange;
- Realigned Route 84 and diverted cut through traffic out of downtown Livermore to the current Route 84 corridor; and
- Extended BART from Bay Fair to Dublin/Pleasanton

Current Status:

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

- Castro Valley Local Area Traffic Circulation Improvement Project (MB241, Project No. 509): This “study only” project is in the scoping phase. The local area circulation project consists of multiple project phases and potentially, multiple projects. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.
- I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0): This project is being implemented in cooperation with the cities of Union City and Fremont. Final design is on hold, pending additional funding. The project is included in the 2014 Transportation Expenditure Plan which is currently on the November 2014 ballot as Measure BB.
- I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 501.0), The remaining portion of this project (Phase 1B) has been integrated into the Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project implemented by the VTA. This project is currently under construction estimated to complete in spring 2015.

II. 2000 Measure B (ACTIA) Capital Projects Program

The 2000 Measure B (ACTIA) program of capital projects includes 27 original projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. The 2000 Measure B has accomplished significant transportation improvements in Alameda County. Of the committed \$786.4 million for 2000 Measure B capital projects, \$753.4 million has been allocated, essentially delivering 96% of the program in just twelve (12) years.

Program Highlights:

- Implemented the first Rapid Bus Service and Bus Rapid Transit in the East Bay;
- Widened I-238 to six lanes;
- Widened southbound I-680 and implemented the first Bay Area Express Lane;
- Built the new Isabel Ave Interchange and added carpool lanes along I-580;
- Widened Route 84 to expressway standards;
- Provided for local street and road improvements in Oakland, Newark, San Leandro and Hayward;
- Extending BART to Warm Springs to connect to San Jose;
- Building the Oakland Airport Connector between BART and Oakland International Airport;
- Converting carpool lanes to express lanes along I-580; and
- Implementing major innovative traffic relief technology on 22 miles of I-80.

Current Status:

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

Projects in the Project Development Phase

1. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0): AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the design phase with advance utilities and construction of parking lots and the Fruitvale Bypass scheduled to begin fall 2014 and construction of the primary construction contract starting in summer 2015.
2. I-880/Broadway-Jackson Interchange Improvements Project (Project No. 610.0): This project is in the project approval and environmental document (PA&ED) phase and is sponsored by the Alameda CTC. A request for proposals for consultant to complete the PA&ED phase was released in June 2014. The selection review panel ultimately recommended HNTB as the top ranked firm and the Alameda CTC Commission approved the ranking in September 2014. Contract negotiations are currently underway.
3. Iron Horse Transit Route (Project No. 609.0): The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART

Station. The project is currently in the design and right of way phases. Construction is scheduled to begin spring 2015.

4. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0): The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin early 2015.
5. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements (Project No. 619.0): The City of San Leandro is the project sponsor. The project is currently in the design/right of way phase. Construction is scheduled to begin in summer 2016.
6. Dumbarton Corridor Improvements (Project No. 625.0): The Dumbarton Rail Corridor element (Study Only) of this project will extend rail service from San Mateo County to the Union City Intermodal Station. The project is significantly under-funded. The project sponsor, SamTrans, and the Project Development Team has placed the project on hold until funding shortfall has been addressed. MTC has reallocated the remaining RM2 funds programmed to the project. Interim bus operations are in place to enhance ridership on the Dumbarton Bridge. The Alameda CTC Commission has reallocated the remaining \$15.8 million in 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor known as the Central Avenue Overpass Project (625.1).
7. Dumbarton Corridor Improvements - Central Avenue Overpass (Project No. 625.1): The project will construct a four-lane grade separated structure at the rail-road crossing on Central Ave. between Sycamore St. and Morton Ave. and will provide traffic relief and improve safety in the Dumbarton Corridor. Preliminary engineering and environmental studies are underway for the project.
8. I-680 Sunol Express Lane - Northbound (Project No. 721.0): The northbound project is currently in the preliminary engineering and environmental studies phase. The Draft Environmental Document (DED) is expected to be released for public circulation in fall 2014 with final environmental approval expected by fall 2015.
9. Route 84 Expressway – South Segment (Project No. 624.2): The project is currently in the design phase with right of way and utility relocation activities occurring concurrently with design. The project limits of the south segment are from North of Concannon Blvd. to Ruby Hills Dr.
10. I-680 Cross Connector Studies (Study Only) (Project No. 770): This project is currently on hold; the project team is working to identify an approach to move this study forward.

Projects in the Construction Phase

1. Westgate Parkway Extension: The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to

reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment, which is currently under construction.

2. BART Warm Springs Extension (Project No. 602): Expected completion scheduled for December 2015.
3. BART Oakland Airport Connector (Project No. 603): Expected completion scheduled for November 2014.
4. Downtown Oakland Streetscape Improvement (Project No. 604): The City of Oakland has reported that progress has been made in working with individual property owners such that improvements at Latham square will proceed. Expected completion scheduled for December 2015.
5. Altamont Commuter Express Rail (Project No. 725.1): Locomotive overhaul and maintenance facility improvements are currently underway.
6. I-580 Express Lanes (Project No. 720.4/724.1): Construction of the civil infrastructure necessary to support express lane operations has been included as part of the current I-580 construction contracts. Work began in June 2014 and is currently underway as are education and outreach efforts. The new facility is scheduled to open to the public fall 2015.

III. Proposition 1B "I-Bond" and Other Projects

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from Prop 1B Program for vital highway projects throughout Alameda County. Seven Alameda County candidate projects were selected by the CTC for funding under the Prop 1B program. Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million highway program.

The Alameda CTC took the lead on securing Proposition 1B funding, project development, right of way, and delivered these projects. Staff is monitoring the construction phase closely to ensure construction completion on schedule and within budget.

Program Highlights:

- 100% of Prop 1B bond funding committed to Alameda CTC projects has been allocated;
- Constructed the new Isabel Ave – Route 84/I-580 Interchange;

- Added carpool lanes along I-580 in both the eastbound and westbound directions;
- Widened Route 84 to four and six lanes between Jack London and Concannon Boulevards;
- Constructing carpool lanes in the southbound direction along I-880 from Hegenberger Road to Marina Boulevard and reconstructing the Davis St. and Marina Blvd. interchange/overcrossings; and
- Implementing added improvements at Marina Blvd. to facilitate increased demand generated by the new Kaiser hospital development which opened in spring 2014.

Current Status:

All Alameda CTC Prop 1 B Bond projects are in construction or complete. The final construction contract for the I-880 North Safety and Operational Improvements at 23rd - 29th Project was awarded in April 2014 and construction activities began in July 2014. Four projects are being implemented by Alameda CTC using non Measure B capital funding. The detailed status of this suite of projects is listed below.

Projects in the Project Development Phase (Other Projects)

1. I-580 Westbound HOV Lane – Landscaping (Project No. 724.6): This landscape project will be completed after construction of the primary facility is completed.
2. I-80 Gilman (Study Only) - (Project No. 765.0): The consultant analyzed traffic data and prepared conceptual designs for roundabouts and signalized intersection alternatives. The Project Study Report was completed summer 2014 and is awaiting approval by Caltrans.

Projects in the Construction Phase (I-Bond and Other Projects)

1. I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 720.5): Construction began fall 2012 and is 74 percent complete. Due to inclusion of express lane civil construction, the project is scheduled to finish fall 2015.
2. I-580 Westbound HOV Lane – East Segment (Project No. 724.4): Construction on the HOV lane from Greenville overcrossing to Isabel Avenue began fall 2012 and is 51 percent complete. Due to inclusion of express lane civil construction, the project is scheduled to finish early 2016.
3. I-580 Westbound HOV Lane – West Segment (Project No. 724.5): Construction on the HOV lane from Isabel Ave. to San Ramon/Foothill Road overcrossing began fall 2012 and is 77 percent complete. Due to inclusion of express lane civil construction, the project is scheduled to finish summer 2015.

4. I-880 Southbound HOV Lane – South Segment (Project No. 730.1): Construction on the southbound HOV lane from Davis St. to Marina Blvd. began fall 2012 and is 63 percent complete. The project is scheduled to finish summer 2015.
5. I-880 Southbound HOV Lane – North Segment (Project No. 730.2): Construction on the southbound HOV lane from Hegenberger Rd. to Davis St. began fall 2012 and is 81 percent complete. The project is scheduled to finish in December 2014.
6. I-880 North Safety and Operational Improvements at 23rd - 29th (Project No. 717): Caltrans awarded the contract in April 2014 and construction activities began in July 2014.
7. I-80 Integrated Corridor Mobility (ICM) (Project No. 791): The project will enable operational improvements and implement intelligent transportation (ITS) strategies, such as adaptive ramp metering and incident management on I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda and Contra Costa Counties. The project includes improvements to San Pablo Avenue and the arterials connecting with mainline I-80, administered by Alameda CTC. Eleven overhead sign gantries are being erected above I-80 during the months of August, September, and October 2014 under sub-project #5. Due to the complexity of the project, it is being implemented under separate construction / ITS contracts:
 - a. Sub-project #1 (EA 3A7741): Software & Systems Integration (SI); Software implementation and SI activities will continue through spring 2015
 - b. Sub-project #2 (EA 3A7751): Specialty Materials Procurement; the contract was awarded June 2012; sign manufacturing, contract management and administration activities underway.
 - c. Sub-project #3 (EA 3A7711): Traffic Operations Systems (TOS); Work on this contract was completed summer 2012.
 - d. Sub-project #4 (EA 3A7764): Adaptive Ramp Metering (ARM); contract awarded fall 2012 with expected completion in fall 2014. This contract is being administered by Caltrans.
 - e. Sub-project #5 (EA 3A7774): Active Traffic Management (ATM); contract awarded fall 2012 with expected completion in early 2015.
 - f. Sub-project #6 (EA 3A7734): San Pablo Corridor and Arterial Improvements; construction is complete; with certain change order work expected to continue through December 2014 to facilitate system integration.
2. Webster Street SMART Corridor - (Project No. 740.0): Construction of the project is complete. Final testing of system components was completed in early 2014. System integration is ongoing and contract closeout is underway.
3. East Bay Greenway (Coliseum BART to 85th Avenue) - (Project No. 635.2) - The East Bay Greenway project from the Coliseum BART station to 85th Avenue is a Measure

B Bicycle and Pedestrian Grant funded project being implemented by the Alameda CTC. Construction started in October 2013 and is nearing completion. Following completion of the project the Alameda CTC is responsible for maintaining this half-mile segment of the path. The project team is preparing to procure a contractor to perform the path maintenance and subsequently will be responsible for managing the ongoing maintenance contract.

Since the passage of Measure B in 1986 and its reauthorization in 2000, it has provided a consistent source of vital transportation funding to numerous capital projects in Alameda County. The 2000 Measure B program alone has leveraged almost \$3 billion in external funding sources which equates to almost four times the funding from Measure B to date for transportation investments. Alameda CTC has executed on 96% of the 2000 Measure B capital investments and successfully moved projects through the development, design, right-of-way and construction phases. In 2006, this local funding source was critical to securing over \$400 million in state Prop 1B Bond funding and created thousands of much needed construction jobs in Alameda County during the recent recession. Alameda CTC continues its mission to expand access and improve mobility; it has developed a plan to address immediate and future transportation needs through the 2014 Transportation Expenditure Plan. Measure BB has been placed on the ballot this November to extend and augment the current funding to provide an additional \$8 billion in transportation program and project investments over the next 30 years.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. Measure B Program Active Grants List
- B. Vehicle Registration Fee Program Active Grants List
- C. Alameda CTC Capital Projects Program Summary

Staff Contact

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**Alameda County Transportation Commission
Measure B Grants Program
Active Project Sponsor Agreements**

Index	Agreement Number	Project Number (APN)	Sponsor	Project Name	Measure B		
					Funds Awarded	Status	
BICYCLE AND PEDESTRIAN PROGRAM							
1	A09-0022	634.5	City of Newark	Newark Pedestrian and Master Plan	\$	119,000	In Progress
2	A13-0059	636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$	50,000	In Progress
3	A13-0062	636.5	City of Alameda	Cross Alameda Trail (Ralph Appezzatto Memorial Parkway, Webster to Poggi)	\$	793,000	In Progress
4	A13-0063	636.6	City of Albany	Buchanan/Marin Bikeway	\$	536,000	In Progress
5	A13-0064	636.7	City of San Leandro	W. Juana Ped Improvements	\$	346,000	In Progress
6	A13-0065	636.8	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E.12th to Estuary)	\$	113,000	In Progress
7	A13-0066	636.9	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	\$	102,000	In Progress
8	A13-0067	637.0	Cycles of Change	Bike-Go-Round (education/safety program)	\$	240,000	In Progress
					\$	2,299,000	
8 Active Bike/Pedestrian Projects							
EXPRESS BUS PROGRAM							
1	A14-0026	651.3	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$	321,000	In Progress
2	A13-0060	636.3	AC TRANSIT	East Bay Bus Rapid Transit Bike/Pedestrian Elements	\$	200,000	In Progress
3	A13-0070	637.3	LAVTA	Route 10 & Rapid Route Operations	\$	1,000,000	In Progress
4	A13-0071	637.4	LAVTA	Route 12v, 20x, and 70x Operations	\$	1,000,000	In Progress
					\$	2,521,000	
4 Active Express Bus Projects							
PARATRANSIT PROGRAM							
1	A13-0041	668.1	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$	200,000	In Progress
2	A13-0043	668.2	Center for Independent Living, Inc.	Mobility Matters Project	\$	350,000	In Progress
3	A13-0042	668.3	Bay Area Outreach & Recreation Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$	272,000	In Progress
4	A13-0045	668.4	City of Fremont	Tri-City Mobility Management and Travel Training Program	\$	200,000	In Progress
5	A13-0052	668.5	Senior Support Program of The Tri Valley	Volunteer Assisted Senior Transportation Program	\$	150,000	In Progress
6	A13-0050	668.6	City of Pleasanton	Downtown Route Shuttle (DTR)	\$	85,544	In Progress
7	A13-0046	668.7	City of Fremont	Tri-City Volunteer Driver Programs	\$	250,000	In Progress
8	A13-0047	668.8	City of Fremont	Tri-City Taxi Voucher Program	\$	150,000	In Progress
9	A13-0044	668.9	City of Emeryville	8-To-Go: A Demand Response, Door to Door Shuttle	\$	106,000	In Progress
10	A13-0051	669.0	Senior Helpline Services	Rides for Seniors	\$	150,000	In Progress
11	A13-0048	669.1	City of Hayward	Central County Taxi Program	\$	52,100	In Progress
12	A13-0049	669.2	City of Oakland	Taxi-Up & Go Project	\$	185,000	In Progress
13	A14-0029	669.3	BORP	Capital Grant Matching Vehicle Purchase	\$	19,373	In Progress
14	A14-0030	669.4	AC Transit	Marketing Mobility Management Through the 211 Project	\$	50,000	In Progress
					\$	2,220,017	
14 Active Paratransit Projects							
ALL ACTIVE PROJECTS SUMMATION							
					\$	7,040,017	
26 Active Measure B Grant Projects							

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**Alameda County Transportation Commission
Vehicle Registration Fee Grants Program
Active Programs/Projects**

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

ALL ACTIVE PROJECTS SUMMATION							
					6 Active VRF Grant Projects	\$ 11,500,000	

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Alameda CTC Capital Projects Summary														
Index	AlaCTC Project No.	Project Name	Project Type	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)						Total Funding (All Sources)	
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local		Other
1986 MEASURE B														
1	501.0	I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B)	Hwy	Construction	Jul 2012	Mar 2015	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2
2	505.0	I-880 to Mission Blvd East-West Connector	LSR	Design	Mar 2019	Sep 2021	88.8	0.0	0.0	0.0	0.0	21.0	0.0	109.8
3	509.0	Castro Valley Local Area Traffic Circulation Improvement	LSR	Scoping	TBD	TBD	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
ACTIVE SUB TOTAL							97.3	0.0	3.8	64.3	0.0	44.3	57.3	267.0
2000 MEASURE B														
4	602.0	BART Warm Springs Extension	MT	Construction	Sep 2009	Dec 2015 ⁽⁴⁾	0.0	224.4	0.0	295.4	321.0	49.2	0.0	890.0
5	603.0	BART Oakland Airport Connector	MT	Construction	Sep 2010	Nov 2014 ⁽⁴⁾	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.1
6	604.0	Downtown Oakland Streetscape Improvement	BP	Construction	Sep 2007	Dec 2015	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.8
7	725.1	Altamont Commuter Express Rail	MT	Construction	Various	Various	0.0	13.2	123.1	155.3	0.0	182.6	0.0	474.2
8	720.4/724.1	I-580 Express (HOT) Lanes	Hwy	Construction	Jun 2014	Nov 2015	0.0	30.0	8.5	0.0	4.1	10.8	1.7	55.0
9	607.1	Telegraph Avenue Corridor Transit Project	MT	Design	Oct 2014	Nov 2017 ⁽⁴⁾	0.0	11.5	84.1	13.6	65.7	0.3	5.0	180.1
10	609.0	Iron Horse Transit Route	BP	Design	Apr 2015	Oct 2016	0.0	6.3	0.0	0.0	0.0	2.1	0.0	8.4
11	624.2	Route 84 Expressway - South Segment	Hwy	Design	Sep 2015	Oct 2017	0.0	71.9	0.0	10.0	0.0	10.0	3.5	95.4
12	624.3	Route 84 Expressway - Landscaping	Hwy	Design	TBD	TBD	0.0	4.1	0.0	0.0	0.0	0.0	0.0	4.1
13	730.3	I-880 Southbound HOV Lane Landscaping/Hardscaping	Hwy	Design	TBD	TBD	0.0	0.1	0.5	0.4	0.0	0.4	0.0	1.4
14	615.0	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	Design / Right of Way	Jan 2015	May 2016	0.0	27.0	0.0	0.0	0.0	0.7	0.0	27.7
15	619.0	East 14th St/Hesperian Blvd/150th St Intersection Improvement	LSR	Design / Right of Way	Jun 2016	Sep 2017	0.0	3.2	0.0	0.0	0.0	2.8	0.0	6.0
16	723.0	I-580 Corridor Right of Way Preservation	Hwy	Right of Way	N/A	N/A	0.0	3.0	0.0	4.7	111.0	0.0	0.0	118.7
17	625.0	Dumbarton Corridor Improvements (Study Only)	MT	Environmental	N/A	N/A	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6
18	625.1	Dumbarton Corridor Improvements (Central Ave Overpass)	LSR	Environmental	Sep 2015	Jun 2016	0.0	15.8	0.0	0.0	0.0	0.6	3.6	20.0
19	626.0	I-580 Corridor/BART to Livermore Studies (Study Only)	MT	Environmental	N/A	N/A	0.0	6.7	0.0	0.0	8.6	0.0	0.0	15.3
20	721.0	I-680 Sunol Express Lanes - Northbound (Study Only)	Hwy	Environmental	TBD	TBD	0.0	14.5	0.0	0.0	0.0	0.0	0.0	14.5
21	780.0	Route 84 - Pigeon Pass to I-680	Hwy	Environmental	N/A	N/A	0.0	1.0	0.0	0.0	0.0	2.9	0.0	3.9
22	770.0	I-680/I-880 Cross Connector Studies (Study Only)	Hwy	Scoping	N/A	N/A	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5
23	610.0	I-880/Broadway-Jackson Interchange Improvements (Study Only)	Hwy	Scoping	N/A	N/A	0.0	8.1	0.0	0.0	0.0	2.5	0.0	10.6
24	627.4	CWTP/TEP Development (Study Only)	NA	Planning	N/A	N/A	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
25	627.5	Studies for Congested Segments/Locations on the CMP Network	Hwy	Planning	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
ACTIVE SUB TOTAL							0.0	541.6	346.9	559.3	656.6	313.0	13.7	2,431.0
PROP 1B BOND														
26	717.0	I-880 North Safety and Operational Improvements at 23rd and 29th	Hwy	Construction	Jul 2014	Mar 2018	0.0	4.7	1.8	79.9	10.0	3.3	0.0	99.8
27	724.4	I-580 Westbound HOV Lane - East Segment	Hwy	Construction	Nov 2012	Jan 2016	0.0	4.4	6.3	63.1	8.7	0.4	0.0	82.9
28	724.5	I-580 Westbound HOV Lane - West Segment	Hwy	Construction	Oct 2012	Jul 2015	0.0	1.8	0.1	52.7	5.8	0.6	0.0	61.0
29	791.0	I-80 Integrated Corridor Mobility Project	Hwy	Construction	Jun 2011	May 2015	0.0	2.8	3.2	67.6	1.2	5.2	0.0	80.0
30	730.1	I-880 Southbound HOV Lane - South Segment	Hwy	Construction	Sep 2012	Jun 2015	0.0	0.9	5.1	52.8	0.0	11.0	0.0	69.8
31	730.2	I-880 Southbound HOV Lane - North Segment	Hwy	Construction	Nov 2012	Dec 2014	0.0	0.3	2.7	29.8	0.0	3.9	0.0	36.7
32	720.5	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Hwy	Construction	Nov 2012	Oct 2015	0.0	0.7	0.2	25.1	5.9	1.6	6.9	40.4
ACTIVE SUB TOTAL							0.0	15.7	19.4	371.0	31.5	26.1	6.9	470.5

Alameda CTC Capital Projects Summary

Index	AlaCTC Project No.	Project Name	Project Type	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)						Total Funding (All Sources)	
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local		Other
OTHER														
33	635.1	East Bay Greenway (Coliseum BART to 85th Avenue)	BP	Construction	Jul 2013	Nov 2014	0.0	0.0	1.4	0.0	0.1	2.3	0.0	3.9
34	724.6	I-580 Westbound HOV Lane - Landscaping	Hwy	Design	TBD	TBD	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4
35	765.0	I-80 Gilman (Study Only)	Hwy	Scoping	N/A	N/A	0.0	0.0	1.1	0.0	0.0	0.3	0.0	1.4
ACTIVE SUB TOTAL							0.0	0.0	2.5	0.0	0.5	2.6	0.0	5.7
COMPLETED														
36	740.0	Webster Street SMART Corridor	LSR	Project Closeout	Sep 2012	Feb 2014	0.0	0.0	0.6	0.0	1.0	0.1	0.0	1.7
37	506.0	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	14.0	6.5	100.5
38	612.0	I-580/Castro Valley Interchange Improvements (Note 5)	Hwy	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	1.9	4.8	0.0	0.0	0.0	33.2
39	613.0	Lewelling/East Lewelling Blvd Widening	LSR	Project Closeout	Jul 2009	Oct 2012	0.0	13.6	0.0	4.3	0.0	13.8	0.1	31.8
40	617.1	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	LSR	Project Closeout	Jul 2009	Oct 2012	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2
41	710.4	I-680 Sunol Express Lanes - Southbound	Hwy	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	5.4	8.0	0.0	8.0	0.0	41.1
42	623.0	Isabel Avenue - Route 84/I-580 Interchange	Hwy	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	11.3	44.4	0.0	32.4	0.0	113.2
43	624.1	Route 84 Expressway - North Segment	Hwy	Project Closeout	Mar 2012	Jun 2014	0.0	20.5	0.0	16.1	0.0	0.0	0.0	36.6
44	774.1	I-580 San Leandro Landscaping	Hwy	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
45	720.3	I-580 Corridor Environmental Mitigation	Hwy	Project Closeout / Various	TBD	TBD	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
46	Complete	Union City Intermodal Station	MT	Complete	Jun 2007	Mar 2012	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0
47	Complete	Fruitvale Transit Village	MT	Complete	Oct 2002	Mar 2004	0.0	4.4	0.0	7.7	0.0	1.4	0.0	13.5
48	Complete	San Pablo Avenue Corridor Transit Improvement Project	MT	Complete	Mar 2008	Dec 2009	0.0	2.3	0.1	0.1	0.0	0.0	0.0	2.5
49	Complete	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	MT	Complete	Jun 2005	Dec 2009	0.0	10.7	0.0	0.0	0.0	0.0	0.0	10.7
50	Complete	I-880/Washington Avenue Interchange Improvement	Hwy	Complete	Apr 2009	May 2010	0.0	1.3	0.5	0.0	0.0	1.4	0.0	3.2
51	Complete	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Hwy	Complete	Mar 2009	Dec 2009	0.0	1.8	0.0	0.0	0.0	0.0	0.0	1.8
52	Complete	I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd)	Hwy	Complete	Jan 2009	Nov 2011	0.0	7.8	0.0	0.0	0.0	0.0	0.0	7.8
53	Complete	Oakland Local Streets Rehabilitation	LSR	Complete	Jul 2004	Dec 2006	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3
54	Complete	Hesperian/Lewelling Blvd Intersection Improvement - Stage 1	LSR	Complete	Oct 2003	Jun 2004	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.7
55	Complete	Westgate Parkway Extension - Stage 1	LSR	Complete	Jun 2004	Oct 2006	0.0	7.9	0.0	0.0	0.0	0.0	0.0	7.9
56	Complete	Newark Local Streets Rehabilitation	LSR	Complete	Jun 2003	Feb 2006	0.0	1.4	0.0	0.0	0.0	4.1	0.0	5.5
57	Complete	I-238 Widening	Hwy	Complete	Sep 2006	Oct 2009	0.0	81.0	18.3	29.2	0.0	3.3	0.0	131.8
58	Complete	Vasco Road Safety Improvements	LSR	Complete	Jan 2005	Jun 2009	0.0	1.5	4.7	12.2	0.0	4.0	0.0	22.4
59	Complete	Central Alameda County Freeway System Operational Analysis	Hwy	Complete	N/A	N/A	5.0	0.0	0.0	0.0	0.0	0.7	0.0	5.7
COMPLETED SUB TOTAL							100.0	229.2	63.6	134.5	3.3	89.6	6.6	626.8
PROGRAM TOTAL							\$ 197.3	\$ 786.5	\$ 436.2	\$ 1,129.0	\$ 691.9	\$ 475.6	\$ 84.5	\$ 3,800.9

Notes:

- The current phase shown is based on available information as of March 2014. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.
- Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
- The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
- End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.
- Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.

Updated October 1, 2014