



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

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Alameda County
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Supervisor Wilma Chan, District 3
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City of Pleasanton
Mayor Jerry Thome

City of San Leandro
Mayor Pauline Russo Cutter

City of Union City
Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, February 26, 2015, 2:00 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

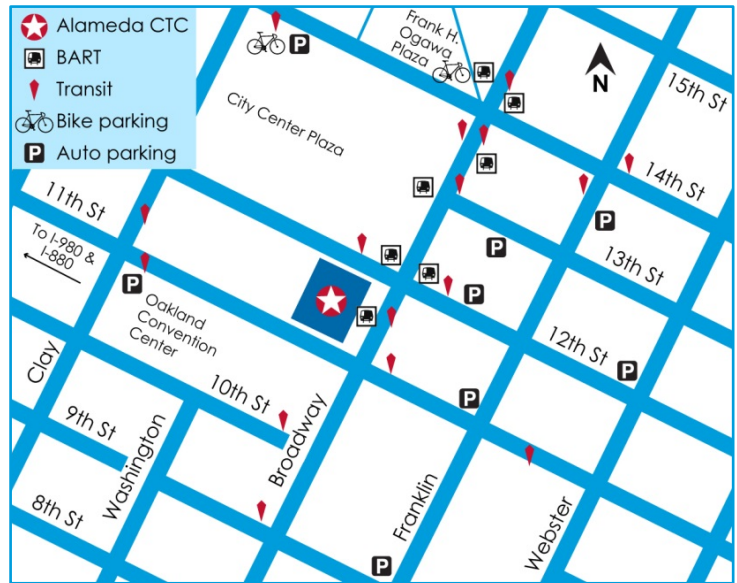
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda

Thursday, February 26, 2015, 2 p.m.

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

1. Pledge of Allegiance
2. Roll Call
3. Public Comment
4. Chair and 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 February 9, 2015 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.		
6.1. Approval of January 29, 2015 meeting minutes	1	A
Recommendation: Approve the January 29, 2015 meeting 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	7	I
6.3. I-580 Express Lane: Business Rules Update	29	I
6.4. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	39	I
6.5. Legislative Update	43	I
6.6. Countywide Multimodal Arterial Plan Vision, Goals and Performance Measures	51	A
Recommendation: Approve Vision, Goals and Performance Measures and provide input on the performance evaluation approach.		
6.7. Countywide Multimodal Arterial Plan Draft Arterial Network Selection Criteria	61	I
6.8. 2016 Alameda Countywide Transportation Plan (CTP) and 2016 Plan Bay Area Updates	71	I

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

6.9.	California Transportation Commission January 2015 Meeting Summary	81	I
6.10.	Route 84 – Expressway Widening (624.2): Cooperative Agreement with California Department of Transportation (Caltrans) for Construction of the Project	87	A
	Recommendation: Authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the construction phase of the Route 84 Expressway Widening South Segment project.		
6.11.	Draft Master Programs Funding Agreement for Measure BB Direct Local Distribution Funds	111	A
	Recommendation: Review of Draft Master Programs Funding Agreement.		
6.12.	Paratransit Program: Revised Funding Formula and Guidelines	127	A
	Recommendation: Approve (1) PAPCO-recommended Funding Formula, (2) PAPCO-recommended Implementation Guidelines and (3) a 1-year extension to Cycle 5 Gap Grants.		
6.13.	Transportation Fund for Clean Air (TFCA) FY 2015-16 Expenditure Plan and Resolution	143	A
	Recommendation: Approve the TFCA FY 2015-16 Expenditure Plan and Resolution.		
6.14.	Alameda County Three Year Project Initiation Document Work Plan	149	A
	Recommendation: Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.		
6.15.	CMA TIP Programming Adjustments	155	A
	Recommendation: Approve reprogramming \$4.9 million from the \$8 million of CMATIP funding currently programmed for the Infrastructure Bond Projects Backfill (Various Projects) (CMATIP Project No. 0104.4) to five projects.		
6.16.	Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds	159	A
	Recommendation: (1) Adopt Resolution No.15-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance. (2) Authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2014-15 TSSSDRA funds.		
6.17.	Alameda CTC FY2014-15 Second Quarter Investment Report	169	A
	Recommendation: Approve the Alameda CTC FY2014-15 Second Quarter Investment Report		

6.18. Alameda CTC Contracting and Procurement Policy and Procedures, Local Business Contract Equity Program, and Summary of Active Administrative, Professional Services and Construction Contracts	189	I
6.19. Community Advisory Appointments	195	A
Recommendation: Approve the Alameda CTC Community Advisory Appointments.		A
7. Community Advisory Committee Reports (Time limit: 3 minutes per speaker)		
7.1. Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair	203	I
7.2. Citizens Watchdog Committee – James Paxson, Chair	205	I
7.3. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	207	I
8. Planning, Policy and Legislation Committee Action Items On February 9, 2015, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.		
8.1. Most Congested Corridors in Alameda County	219	I

9. Member Reports

10. Adjournment

Next meeting: March 26, 2015

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

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1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Trish Spencer, Commissioner Barbara Halliday and Commissioner Nate Miley.

Commissioner Pauline Cutter was present as an alternate for Commissioner Wilma Chan. Commissioner John McPartland was present as an alternate for Commissioner Thomas Blalock. Commissioner Kriss Worthington was present as an alternate for Commissioner Keith Carson. Commissioner Dan Kalb was present as an alternate for Commissioner Larry Reid.

Subsequent to the roll call:

Commissioner Trish Spencer and Commissioner Barbara Halliday arrived during item 4.1.

Commissioner Nate Miley arrived during item 5.

Commissioner Richard Valle left during item 7.3.

Commissioner Luis Freitas and Commissioner Carol Dutra-Vernaci left prior to the vote on item 8.4.

3. Public Comment

There were no public comments.

4. Election of Chair and Vice Chair

4.1 Election of Chair and Vice Chair

Commissioner Harrison moved to appoint Commissioner Haggerty as the Chair and Commissioner Kaplan as the Vice-chair of the Alameda CTC Commission. Commissioner Cutter seconded the motion. The motion passed unanimously (Miley absent)

4.2 Chair and Vice Chair Report

The newly appointed Chair and Vice-Chair thanked the Commission and staff for their work throughout the year. Chair Haggerty stated that he will review standing committee membership and make appointments in upcoming weeks.

5. Executive Director Report

Art Dao updated the Commission on the Goods Movement planning study efforts and stated that the Commission hosted the third Goods Movement roundtable on January 21, 2015. Art also provided information on the Student Youth Transit Pass Pilot Program kick-off meeting and the multi-modal plans upcoming public workshops. He concluded by briefly

updating the Commission on state and federal legislation in relation to the agencies planning efforts.

6. Approval of Consent Calendar

- 6.1. Approval of December 5, 2014 meeting 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. I-580 Express Lanes Education, Outreach and Regional Coordination
- 6.4. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.5. BART Downtown Berkeley Station Project: STIP Amendment
- 6.6. East Bay Greenway Project: Corridor Planning
- 6.7. Various Projects: Time Extension Only Amendments
- 6.8. One Bay Area Grant (OBAG) Update and Next Steps
- 6.9. Agreements with the State Board of Equalization to Administer and Operate the Measure BB
- 6.10. Alameda CTC 2015 Meeting Schedule
- 6.11. FY2015-16 Administration Support Professional Services Contracts Plan and Amendment to the FY2014-15 Administration Support Professional Services Contracts
- 6.12. Community Advisory Appointments

Item 6.10 was removed from the Consent Calendar for further discussion. Commissioner Atkin moved to reschedule the September Committee meeting date due to scheduling conflicts. Commissioner Harrison seconded the motion. The motion passed unanimously.

Commissioner Worthington moved to approve the remainder of the Consent Calendar. Commissioner Kaplan seconded the motion. The motion passed unanimously.

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, Chair of BPAC stated that the committee met January 8, 2015. The committee welcomed new members and approved the bylaws as amended. Midori stated that BPAC members also received an overview of the MTC Bike Share Program and provided input on the Project Selection Criteria for the Comprehensive Investment Plan. The committee will meet again in April 2015.

7.2. Citizens Watchdog Committee (CWC)

James Paxson, CWC Chair, stated the committee met on January 12, 2015. The CWC reviewed and provided input on the agency reports. James reviewed vacancies on

the committee and stated that the next meeting is scheduled for March 9, 2015.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, stated that the committee met on January 26, 2015. PAPCO members reviewed the implementation guidelines and received a report from LAVTA. She stated that PAPCO will meet jointly with the ParaTAC to provide input on the Countywide Transit Plan and will be attending outreach events to distribute the Access Alameda Guides. Sylvia concluded by reviewing vacancies on the committee.

8. Planning, Policy and Legislation Committee Action Items

8.1. Legislative Update

Tess Lengyel provided a brief update on federal and state legislative initiatives. On the federal side, she stated that the federal session ended on December 16, 2014 after passing bill H.R. 5771 to extend tax provisions for tax year 2014. Tess provided information on the appropriation package and its impact on transit, rail and highways. On the state side, Tess provided information on the state budget, cap and trade and the Strategic Growth Council.

This item was only information only.

8.2. Measure BB Election Results and Analysis

Tess Lengyel provided the 2014 Measure BB Election Results and Analysis. She stated that the sale tax will be collected beginning April 1, 2015 and will have a 30 year horizon. Tess also provided information on the vote outcome by precinct and she provided a comparison of voter outcomes for 2000, 2012 and 2014 election years. Tess covered upcoming efforts to implement Measure BB including leveraging local funding and the comprehensive investment plan (CIP).

This item was for information only.

8.3. 2014 Transportation Expenditure Plan Draft Revenue and Commitment Projections

James O'Brien provided an update on the 2014 Transportation Expenditure Plan Draft Revenue and Commitment Projections. He stated that in July 2014, a baseline revenue projection was prepared to support the commitments of \$7.785 billion included in the 2014 TEP. James stated that with passage of Measure BB and the start of transaction and use tax revenue collections on April 1, 2015, an update to the revenue projection was completed. The updated 30-year revenue total is \$8.157 billion with Direct Local Distribution funds accounting for \$4.368 billion. He concluded by stating that the remaining \$3.789 billion will fund specifically named capital projects and other discretionary programs and projects in the 2014 TEP.

This item was for information only.

8.4. Alameda CTC's Comprehensive Investment Plan Draft Project Selection Criteria

Tess Lengyel recommended that the Commission approve Alameda CTC's Comprehensive Investment Plan Draft Project Selection Criteria. She provided a recap on the actions taken by the Commission, including approval of the principles, fund estimate and methodology. Tess stated that the CIP's Project Selection Criteria will guide programming and allocation decisions for funds administered by Alameda CTC. The CIP will consist of a two-year allocation plan and a five year programming horizon. Tess reviewed the three funding categories for funding programs, projects and planning and also provided information on the three phases of the selection methodology. Tess concluded by providing information on the draft projects selection criteria and summarized comments from ACTAC, BPAC and PPLC which included modifying the readiness criteria to 45 points and increasing the benefits needs criteria to 40 points.

Commissioner Halliday wanted to know if geographic equity work be done in the first version on the CIP? Tess stated that the first CIP will initiate direct local distribution funding as well as initiation projects listed in the 2014 Expenditure Plan. Geographic equity is something the Commission will be working on over the next year.

Commissioner Kaplan moved to approve this item. Commissioner Ortiz seconded the motion. The motion passed unanimously (Valle, Dutra-Vernaci, Freitas absent).

9. Closed Session- *The Commission went into Closed Session immediately following approval of the Consent Calendar (Item 6)*

9.1. Pursuant to California Government Code section 54956.9 (c) Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (PN 717.0) – One (1) Item

9.2. Pursuant to California Government Code sections 54956.9(d)(2) and 54956.9(e)(4); Conference with General Counsel regarding potential exposure to litigation – One (1) item

9.3. Report on Closed Session

Pamela Shock-Mintzer reported that there was no action taken in Closed Session.

10. Resolution of Necessity Hearing- *This item was considered immediately following the Community Advisory Committee Reports (Item 7).*

10.1. Consideration of Adoption of Resolution of Necessity Authorizing Filing of Eminent Domain Action to Acquire Real Property Interests for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (PN 717.0) (A minimum of 18 affirmative Commissioners' (not weighted) votes required)

Pamela Shock-Mintzer recommended that the Commission: Conduct hearing on Resolution of Necessity and consider all the evidence presented for the acquisition of the real property interests necessary for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project as outlined in the report; and adopt, by at least a four-fifths vote of the membership of the Commission (e.g., at least 18 members), a Resolution of Necessity making the findings that the public interest and necessity require the Project, that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury, that the property sought to be acquired is necessary for the Project, and that the offer required by Section 7267.2 of the Government Code has been made to the owners of record, and authorize the commencement of eminent domain proceedings.

Commissioner Cutter moved to approve this item. Commissioner Halliday seconded the motion. A roll call was conducted. The motion passed with 20 affirmative non-weighted votes.

11. Member Reports

Commissioner Kaplan stated she was appointed Vice-mayor for city of Oakland and Chair of the Public works committee. Commissioner Marchand stated that the Tri-valley Mayors traveled to Washington DC and met with federal legislators.

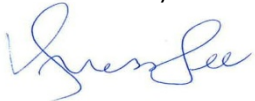
12. Adjournment

The next meeting is:

Date/Time: February 26, 2015 @ 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: February 19, 2015

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. Coordination with regional agencies and California Toll Operators Committee is crucial for implementing express lanes on I-580. 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 Auxiliary 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 CCO's 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 the design phase. Coordination with other construction projects within the corridor is on-going. 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
January 2015

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 – 78% of the contract work was completed as of 12/20/14

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 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 2015

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
January 2015

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) – 63% of the contract work was completed as of 12/20/14

- 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 – 72% of the contract work was completed as of 12/20/14

- 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
January 2015

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

- 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

- Construction activities are progressing see Attachment A for civil construction updates
- Construction coordination meetings have been held to ease construction sequence between the civil and systems construction projects
- See Attachment E for additional toll system design updates

UPCOMING ACTIVITIES

- Coordinate civil construction activities for completion by March 2015, see Attachment A for civil construction updates
- 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

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

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
January 2015

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

- Construction activities are progressing, see Attachment B for civil construction updates
- Construction coordination meetings have been held to ease construction sequence between the civil and systems construction projects
- See Attachment E for additional toll system design updates

UPCOMING ACTIVITIES

- Construction activities are progressing, see Attachment B for civil construction updates
- 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

The total project cost of the combined express lane project is \$55 million and is fully funded with a combination of federal, regional and local fund sources.

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
January 2015

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 implement express lanes on I-580. The System Integration will include communication and tolling hardware design, software development, and factory testing of equipment/design, toll system equipment/hardware installation and toll system integration. It will also consist of field testing 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

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. System integration in the I-580 Corridor includes the most recent technologies for software, hardware and traffic detection to efficiently manage current and forecasted traffic congestion by optimizing the existing corridor capacity. 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.

As reported in the I-580 Workshops held in 2013, 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.

To support near continuous access configuration, the electronic toll system has been designed to implement zone tolling and automated toll violation enforcement (involving license plate image capture and review process). Closely spaced toll antennas and readers will be placed approximately at $\frac{3}{4}$ -mile intervals to effectively read FasTrak® transponders. A transponder will be read once within a (tolling) zone by a toll reader and will be charged a fee for use of the lane. Throughout the facility, real-time traffic/travel conditions will be gathered through traffic monitoring stations/devices and demand-based toll rates will be calculated, utilizing a dynamic pricing model algorithm. Calculated toll rates will be displayed on Dynamic Message Signs (DMSs) ahead of potential express lane entry locations in order to inform travelers. The DMSs are expected to display two rates, the first rate is for travel within the current or

immediately downstream zone and the second rate is for travel to a major destination within the corridor (determined as end of the line in this I-580 Corridor).

The system design also includes automated toll violation enforcement. To enact toll violation enforcement the Commission will have to adopt a "Toll Ordinance" under the purview of Vehicle Code Section 40250 which allows toll operators to enact such ordinances, including the penalties associated with violations. Several administrative steps will have to be finalized prior to the Commission adopting a toll ordinance, and staff will detail the timeline and process associated with development and adoption of a toll ordinance.

Express lane implementation on I-580 will depend on services provided by others, primarily by the Bay Area Toll Authority (BATA). Therefore, staff is closely working with BATA to finalize the switchable (aka FasTrak flex®) transponder rollout plan, a new I-580 customer service agreement for BATA provided services such as toll collection, FasTrak account relations, toll violation/delinquent notices and penalty collection services, etc., and the interface requirements for interacting toll systems with BATA operated regional customer service center. Project toll system design and implementation are contingent on finalizing the above.

Project Geometry and Electronic Toll System Design

The latest version of the express lanes concept includes 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. The system integrator consultant, ETCC, has been proceeding with software and hardware development, consistent with project concepts presented in the I-580 Workshops held in 2013. Zone tolling to facilitate efficient toll collection and an automated toll violation system are part of the design. System design also includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

ETCC's system installation plan has been coordinated with on-going Caltrans construction projects. Based on construction coordination efforts, ETCC will finalize its installation schedule. 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 is expected to commence in late March 2015 with the electronic toll system fully operational in November 2015.

Agency staff in cooperation with regional partners is working to deploy a comprehensive public education and outreach program to support the implementation of the express lanes. Business rules have been developed for consistent driver experience within the Regional Bay Area Express Lane Network. Staff will highlight some of these rules, as part of Agenda Item 4.2 in the February 2015 Committee meeting.

RECENT ACTIVITIES

- To coordinate or to plan sequence construction activities, staff has been coordinating monthly coordination meetings with ETCC and Caltrans construction.
- ETCC has procured several back office equipment for testing and validation, ahead of the mid-February 2015 Factory Acceptance Test.
- Continue to discuss interface requirements with BATA's vendor Xerox for processing transponder-based and image-based toll trips.
- Based on Commission's approval in September 2014, staff is finalizing contract amendments with ETCC to include license plate image capture and review system (ICRS) in the scope of services

UPCOMING ACTIVITIES

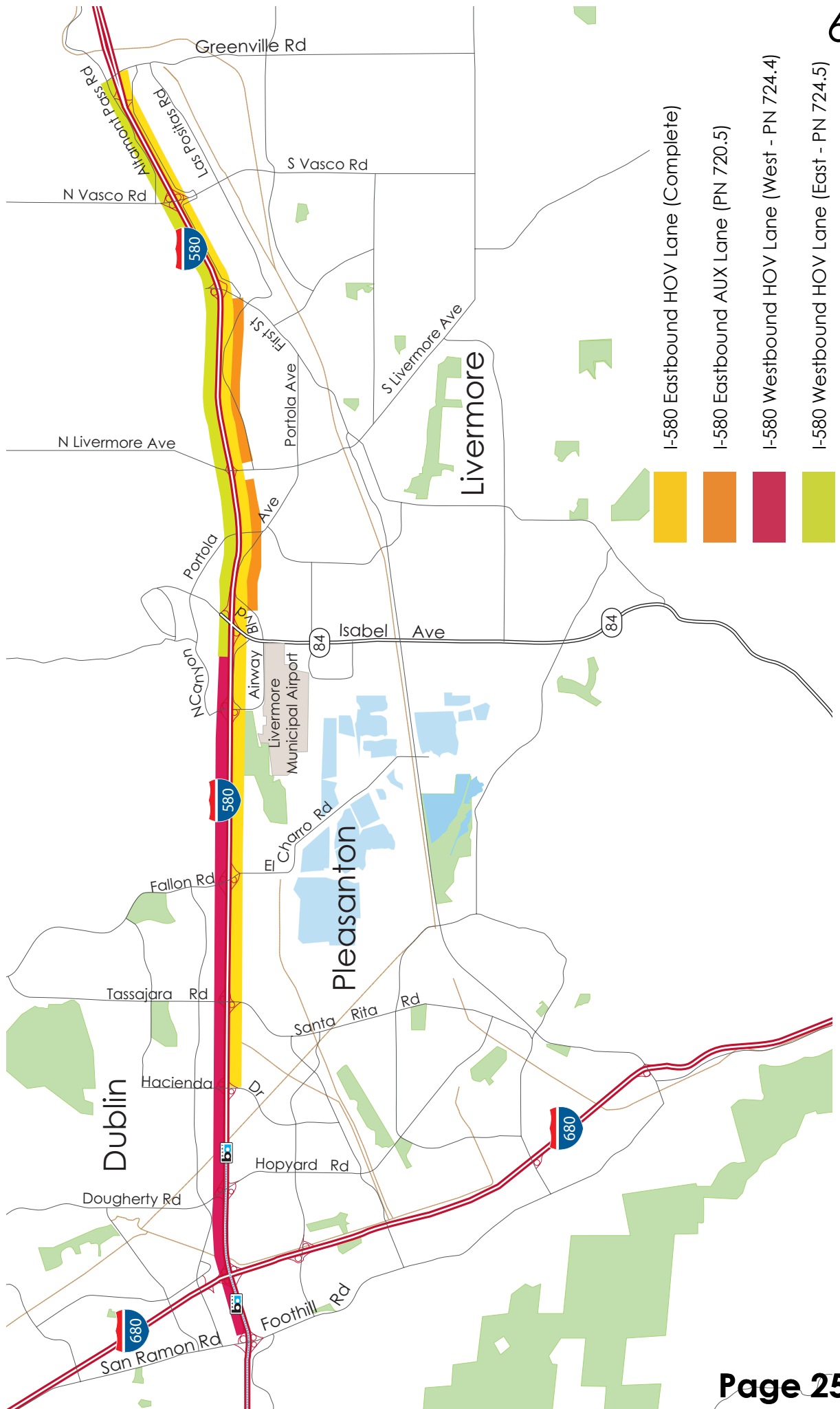
- Roll out the education and outreach campaign to the public in early 2015 to educate about the benefits of express lanes, how to use the lanes, new technologies, including the required use of switchable transponders, and how the public can acquire a new transponder
- Continue to work with Xerox to finalize interfacing requirements with BATA Regional Customer Service Center
- Conduct factory acceptance test in mid-February 2015
- Continue to coordinate with BATA to complete a customer services agreement by February 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
- Continue to work with California Highway Patrol to complete a Service Agreement by spring 2015

FUNDING AND FINANCIAL STATUS

The total project cost of the combined Eastbound and Westbound I-580 Express lane project is \$55 million, and is fully funded with a combination of federal, regional and local fund sources.

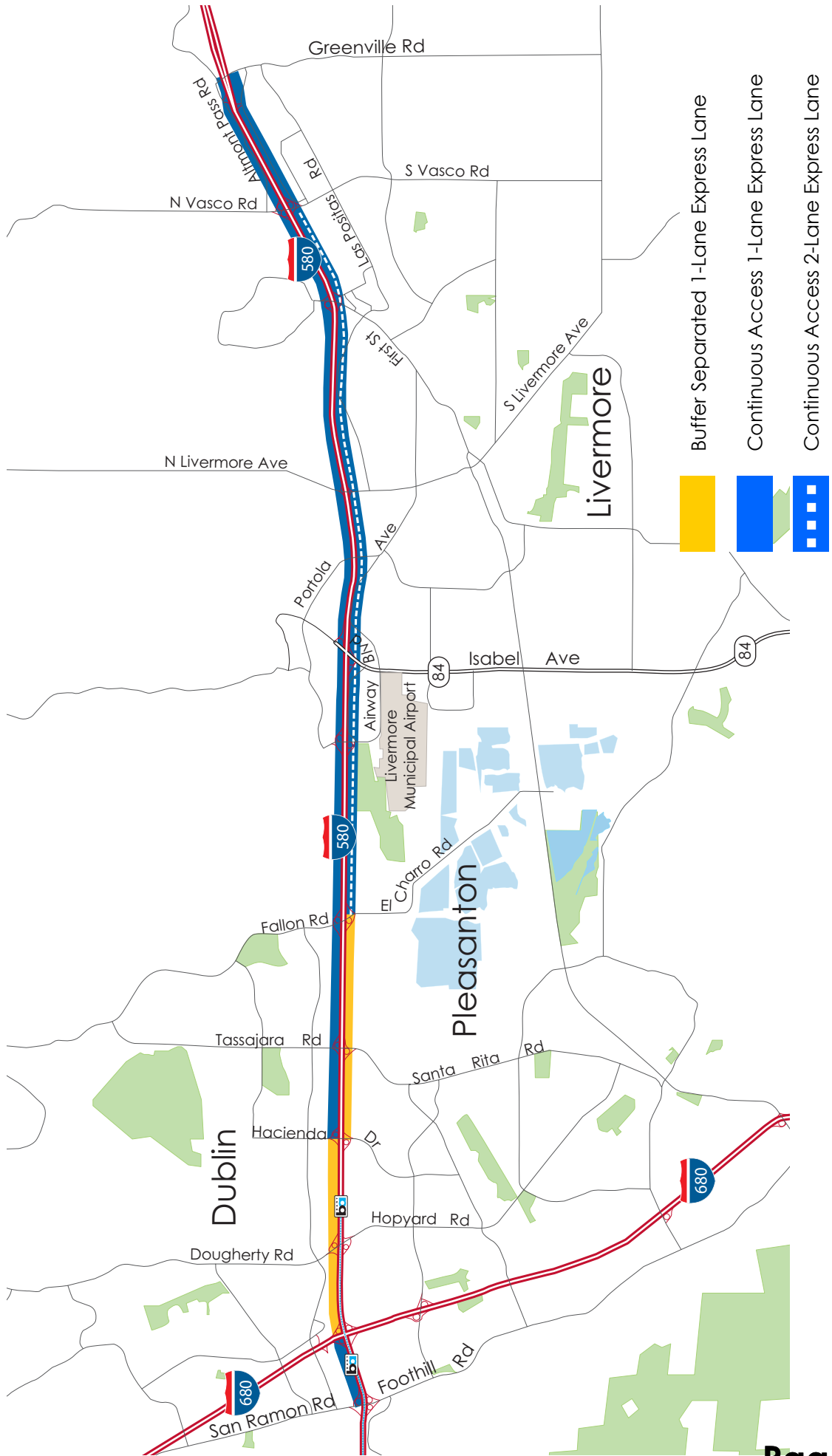
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I-580 Corridor HOV Lane Projects - Location map



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I-580 Express Lane Projects Location map



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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: February 19, 2015

SUBJECT: I-580 Express Lane - Business Rules Update

RECOMMENDATION: Receive an update on business rules that defined the development of the I-580 Express Lanes.

Summary

The purpose of this item is to provide an update on high-level business rules that defined the development of the I-580 Express Lane ("Project"). This item is for information only.

The Project will expand commuter choices and maximize efficiency of the highly congested I-580 corridor by employing emerging technologies, such as real-time congestion value pricing and automated violation enforcement. The project will implement HOV/express lanes from Hacienda Drive to Greenville Road in the eastbound direction, and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction (Attachment A), it is part of an overall plan to build a 550-mile Bay Area express lane network. Staff coordinated with existing/aspiring regional and state toll operators to agree on consistent facility design, operations, enforcement, and public outreach/educational strategies.

Various components of the Project are already in construction. Toll system design, installation and integration are the last components of express lane implementation. Electronic toll system (ETS) design already accommodated various business rules developed for the Project. Attachment B – Business Rules, includes major rules associated with the Project. Staff will provide additional discussion in the February 2015 meeting.

Background

The I-580 corridor has consistently been rated as one of the top three congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, the Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express lanes will include the implementation of an ETS to collect revenue generated by single-occupant users of the express lanes.

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

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

During the I-580 Workshops held in 2013, staff presented various business rules that defined the development of the project and its toll system design. Since then, additional rules have been developed or refined, and incorporated in to the toll system design. The business rules dictated the facility and toll system design and encompassed the following major design concepts:

- Near continuous access
- Zone tolling
- Automated toll violation
- Enforcement, etc.

In addition, staff has included upcoming meeting activities outlined in Attachment C. The future meeting items will further elaborate the toll violation process and lay the groundwork for the adoption of the required Toll Ordinance by the Commission. Staff will provide detailed discussion at the Committee meeting.

Fiscal Impact: There is no fiscal impact.

Attachments

- A: Project Location Map
- B: Business Rules
- C: Upcoming Discussion Topics

Staff Contact

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

[Kanda Raj](#), Project Controls Team

I-580 Express Lanes



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1 Permitted Vehicles

- | | |
|---|--|
| <p>1.1 Only vehicles with two axles, including motorcycles, are permitted to use the express lanes. [Federal Surface Transportation Assistance Act of 1982 §§167, CVC §§21654]</p> | <p>HOV/Express Lane: HOV and solo toll paying users will be allowed to use the lane.</p> |
| <p>1.2 Any vehicle carrying a trailer or towing another vehicle, and vehicles with more than two axles, are not permitted to use the express lanes. [CVC §§21654]</p> | <p>Violators may be cited by CHP for violating vehicle code.</p> |

2 Access

- | | |
|--|---|
| <p>2.1 Near continuous access</p> | <p>Continuous access for most part. Buffer separation will be provided where safety and/or traffic conflicts are anticipated.</p> |
|--|---|

3 Hours of Operation/Occupancy Requirement/HOV Degradation

- | | |
|---|---|
| <p>3.1 Hours of Operation</p> | <p>The I-580 express lane tolling hours of operation shall be concurrent with the HOV hours of operation. [Ref. California Streets & Highway code §§ 149.]. Current HOV hours could be extended by HOV Lane Committee</p> |
| <p>3.2 Occupancy Requirement</p> | <p>Current high occupancy requirement for the I-580 EL is two or more passengers (HOV 2+) in each permitted vehicle.</p> |
| <p>3.3 HOV Degradation</p> | <p>During morning and evening commute hours, or both, maintain 45 MPH or higher in HOV lane for 90% of the time.</p> <p>When HOV/Express Lane is degraded, the mode of operation will automatically switch to HOV Only.</p> <p>When "HOV Only" mode is displayed on a dynamic message sign it means that solo drivers shall not enter the HOV/express lane unless they are a motorcycle or clean air vehicles allowed in the HOV lane, as "HOV Eligible Vehicles" per current State laws. CHP may issue violation notices to the violators.</p> |

When the express lane is in HOV Only mode vehicles already in the express lanes that do not meet the occupancy requirement will be charged the locked-in rate for that segment.

4 Pricing/Tolling

- 4.1 **Dynamic Pricing** Congestion pricing, based on real-time congestion in the corridor (i.e. in GP & Express Lanes), be automatically updated every 3 minutes
- 4.2 **Zone tolling** Flat rate for travel within a zone.
- 4.3 **Min/Max** Subsequent to rate sensitivity analysis, in summer 2015, Commission will adopt Min./Max toll rates for toll operation
- 4.4 **Locked in rates** Customers will be locked-in to pay the toll rate displayed on the DMS at the time of their entrance into the express lane.

5 Trip Building/Toll Collection

- 5.1 **All electronic tolling (AET)** Automatic toll collection through electronic device. No toll plaza/toll gate OR reason to slow down. Toll gantries will be placed approximately at 3/4 mile intervals.
- 5.2 **Toll Trip Building** Based on transponder reads or license plate image capture at toll gantries

For enforcement purposes, all vehicles using the facility will be required to carry electronic toll devices (FasTrak or FasTrak flex). HOV users will not be charged tolls, if occupancy requirement is met.

Vehicles equipped with standard (legacy) transponders will be tolled at the SOV toll rate regardless of occupancy. As authorized by AB 1811, any HOV traveler will require to carry a device, switchable transponder (aka FasTrak flex) with the setting at "2" or "3" to receive toll waiver. HOV eligible travelers (decal vehicles, motorcycles, allowed in HOV lane for free) must carry a FasTrak flex transponder with the setting at "3."

FasTrak flex Transponder Trips with different switch settings within a single Trip will be assigned the lowest occupancy setting that is detected during that Trip.

Transit & vanpools (registered through Rideshare) that are not equipped with a non-revenue transponder must carry FasTrak flex Transponders and meet occupancy requirements to receive HOV discounts.

Vehicles with metallic windshields must use a bumper mounted transponder. Vehicles with metallic windshields cannot receive the HOV discount.

Rental cars: Tolls will be charged to the rental account. It is the responsibility of the customer to check with the rental agency and to make sure they are opted in to use the rental toll payment program. Customers in rental cars are not eligible for HOV travel on the express lanes unless occupancy requirements are met and a valid FasTrak flex transponder is mounted in the vehicle.

By license plate image capture review process, all vehicles without transponders will be charged the SOV toll (and violation penalties if applicable).

5.3 Authorized emergency vehicles (that properly displaying an exempt California license plate) are exempt from the requirement to pay a toll

The driver of the vehicle will decide whether the use of the toll facility will likely to improve the availability or response and arrival time of the authorized emergency vehicle and its delivery of essential public safety services. [Ref. CVC §23301.]

6 Enforcement

6.1 Toll Violation Enforcement (automated)

Commission will consider adopting Toll Ordinance to enact toll violation processing/penalties in its June and July 2015 meetings

A maximum toll penalty will be established by the Commission. Staff will seek approval in March 2015.

Drivers who incur a toll and do not have a registered account eligible for posting the Trip Transaction at the time of travel will be issued a Violation Notice.

All images captured in support of a Trip Transaction will be available at the TDC for trip building, to be used in support of violation notices and to resolve customer disputes received by customer service center

6.2 Occupancy Violation Enforcement (by CHP)

Occupancy requirement will be field verified by CHP officers

System enforcement tools, including beacon lights and access to web portal will be provided to the CHP to assist them in the enforcement effort.

After pulling a vehicle over, CHP will use a web portal to query the transponder ID and most recent occupancy switch positions to confirm whether customer declaration at the previous Toll Read Point is consistent with observed vehicle occupancy.

After issuing a citation, a CHP officer may use the web portal to e-mail [encrypted] transponder and other motorist engagement information for time-stamped court documentation with historical data.

CHP will also enforce lane crossing restrictions and other associated laws/rules regarding express lane operations.

7 Miscellaneous

7.1 Performance Monitoring

Alameda CTC express lane operators are responsible for monitoring and reporting the freeway performance, as required by State and Federal laws. The operators may also provide assistance to incident management when contacted by CHP or the Traffic Management Center.

7.2 Traffic control

All maintenance and traffic control activities will follow Caltrans lane closure guidelines, procedures, and permitting.

Meeting Date	Discussion Topic(s)
March 2015	Seek approval on toll violation penalties (rates) (A) <ul style="list-style-type: none"> a. Violation Penalty b. Delinquent Fee
April/May 2015	Regional Customer Service Agreement (with BATA) <ul style="list-style-type: none"> a. List of administrative tasks, delegated to BATA b. Seek approval on draft co-op for customer services (A)
June 2015	Draft Toll ordinance (I)
July 2015	Seek approval on Toll ordinance (A)

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DATE: February 19, 2015

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 January, 12 2015, the Alameda CTC reviewed one Draft Mitigated Negative Declaration. Comments were submitted on this document and the comment letter is included as attachments A.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to Notice of Availability of a Draft Mitigated Negative Declaration for the City of Albany Draft Housing Element 2015-2023 Reporting Period.

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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January 9, 2015

Anne Hersch
City Planner
Community Development Department
City of Albany
1000 San Pablo Avenue
Albany, CA 94706

SUBJECT: Response to Notice of Availability of a Draft Mitigated Negative Declaration for the City of Albany Draft Housing Element 2015-2023 Reporting Period

Dear Ms. Hersch,

Thank you for the opportunity to comment on the Notice of Availability of a Draft Mitigated Negative Declaration for the City of Albany Draft Housing Element for the 2015 to 2023 Reporting Period. The City of Albany proposes an update to the General Plan Housing Element that will serve as a policy framework under which individual housing projects are allowed. This Housing Element update addresses all land within the Albany city limits as defined by the Alameda County Local Agency Formation Commission (LAFCO).

We have reviewed the application and determined that this Housing Element update is exempt from review under the Congestion Management Program Land Use Analysis Program as it will not generate 100 p.m. peak hour trips in excess of existing land use designations. We have no further comments.

Thank you for the opportunity to respond to this application. Please contact me at (510) 208-7405 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tess Lengyel". The signature is fluid and cursive.

Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 19, 2015

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities

Summary

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

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2015 and is included in summary format in Attachment A. The 2015 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).

Highway Trust Fund: The authorization for surface transportation programs will expire on May 31st, and the Highway Trust Fund is projected to face insolvency shortly after that. If Congress does not provide additional revenue to the Highway Trust Fund before that time, states will face cash-flow problems during the extremely busy summer construction season.

Congress initiated work on addressing a long-term solution for the Highway Trust Fund via hearings and the introduction of several different bills by different members.

During the last week of January, Senator Boxer and Senator Paul (R-Kentucky) introduced the white paper detailing the basis of a bi-partisan bill they plan to introduce, known as the *Invest in Transportation Act of 2015*. The bipartisan legislation would extend the Highway Trust Fund to boost economic growth and create jobs. Payment of a long-term bill would be done by using revenue from repatriation by providing an incentive for companies to bring back some of the estimated \$2 trillion in foreign earnings that are being held overseas.

According to the white paper, the bill would:

- Extend the Highway Trust Fund and prevent devastating cuts to transportation programs.
- Allow companies to voluntarily return their foreign earnings to the United States at a tax rate of 6.5 percent. The rate is only for repatriations that exceed each company's average repatriations in recent years, and funds must have been earned in 2015 or earlier. Companies have up to five years to complete the transfer.
- Ensure that a portion of repatriated funds will be used for increased hiring, wages and pensions; research and development; environmental improvements; public-private partnerships; capital improvements; and acquisitions. No funds may be spent on increases in executive compensation or on increases in shareholder dividends or stock buybacks for three years after the program ends.
- All tax revenues from the repatriation program will be transferred into the Highway Trust Fund.

Immediately after release of the white paper, differing opinions on this bi-partisan approach emerged, with some members focusing on repatriation as a form of a larger tax reform effort and that repatriation should not be solely used for transportation. This proposal will become an element of a larger discussion about how to provide at least a temporary fix to the Highway Trust Fund. Several bills are also under development that would increase the gas tax. In the coming weeks more bills are likely to be introduced to address funding a long-term solution for the Highway Trust Fund.

California Members on Transportation Related Committees: As this work proceeds, many representatives from California will directly be weighing in on these efforts. The following is a list of California members who serve on the various Congressional committees that address transportation funding.

House Transportation and Infrastructure (T&I)

- Duncan Hunter (R-CA-50) Chair of Coast Guard Subcommittee – his district consists of East and Northern County San Diego.
- Jeff Denham (R-CA-10) Chair of Rail Subcommittee – his district is in the Central Valley. He has parts of San Joaquin and Stanislaus Counties in his district.
- Mimi Walters (R-CA-45) – she represents parts of Orange County.
- Grace Napolitano (D-CA-32) – her district is East of Los Angeles and includes El Monte and Covina.
- John Garamendi (D-CA-3) – his district moved farther east and north as a result of redistricting. His district includes Colusa, Glenn, Lake, Sacramento, Solano, Sutter, Yolo, and Yuba Counties.
- Janice Hahn (D-CA-44) – her district includes parts of Los Angeles.
- Jarred Huffman (D-CA-2) -- his district spans from the Golden Gate Bridge north to the Oregon border, covering six counties including all of Marin, Mendocino, Humboldt, Trinity, and Del Norte, and much of Sonoma Counties.
- Julia Brownley (D-CA-26) – her district encompasses most of Ventura County and a portion of Los Angeles County.

Senate Environment and Public Works: Barbara Boxer (D) Ranking Member of Committee

Senate Commerce: Barbara Boxer (D)

Senate Transportation Housing and Urban Development: Diane Feinstein (D)

State Update

Revenue Surge: The December numbers according to the State Controller are higher than anticipated. For the first six months of the fiscal year, total revenue about \$3 billion ahead of projections for a total of \$47.4 billion. In December sales tax receipts were up by \$193.4 million, corporate tax receipts were up \$483.8 million, and income tax receipts were up by \$1.3 billion. In addition, approximately \$1.1 billion in income and corporate taxes were received by the Franchise Tax Board on December 31st, but were not remitted to the Controller until January 2. These funds are technically December revenues, but will be counted in the Controller's January report.

Budget: Both houses have held overview hearings to quickly review the Governor's Budget Proposal and talk about their own goals in this year's budget. The Legislative Analyst agrees with much of the Administration's priorities and estimates possible revenues of \$2 billion more than the Administration is assuming.

Highway Budget: While the state budget overall is positive, declining fuel prices will result in a significant negative adjustment for transportation funds for 2015-16. By March 1st of every year the BOE is required to adjust the rate of the "tax swap" excise tax so that the

revenue generated by the tax swap excise tax would equal the amount that the sales tax would have generated if it was applied to gasoline sales. This new rate then takes effect on July 1st. Based on declining gasoline prices, it is expected that excise tax will be adjusted downward to the tune of \$700 million in fiscal year 2015-16. This will have a significant impact on all transportation programs, such as local streets and roads allocations, SHOPP funds, and STIP funds. Staff will present an overview presentation of this impending revenue issue at the meeting.

Cap & Trade Budget: The Governor's budget proposal estimates \$1 billion in cap & trade auction revenue will be available in 2015-16. However, many believe this is a conservative estimate and available revenues could reach \$2 billion. With two auctions scheduled for February and May, a more accurate forecast will be available by the end of the fiscal year. If revenues exceed the Governor's budget estimate, those excess revenues can be used fund additional projects because the funds allocated to the Low Carbon Transit Operations, the Transit & Intercity Rail Capital, and the Affordable Housing & Sustainable Communities programs are continuously appropriated. However, the discussion to award any excess funds will be made by the Administration once the revised revenue estimates are known.

POLICY

Road User Charge: The first meeting of the Road Usage Charge Technical Advisory Committee was held last week in Sacramento. This initial meeting was primarily organizational and included an overview of California's dire transportation funding outlook, as well as in depth presentations on the Oregon and Washington pilot programs. The next meeting of the Committee will be held in Sacramento on February 26th, and will focus on defining policy objectives and an outreach program. Future meetings will be held at locations throughout the state, with a meeting in Oakland currently scheduled for October.

Cap & Trade: 21 state Senators signed a letter to Attorney General Kamal Harris urging her to remain vigilant for manipulation of fuel prices as the state expands the cap & trade auction to include fuels. Over the past year, opponents to including fuel in the cap & trade auction have labeled it a hidden tax that will result in significantly higher fuel prices. The Senators urge the Department of Justice to closely monitor price changes and to open an investigation of any activities that may result in price manipulation. The Senate will also intends to hold hearings on this issue if warranted.

AH&SC Program: On January 20th, the Strategic Growth Council adopted the guidelines for the Affordable Housing & Sustainable Communities (AH&SC) Program. The SGC is conducting a series of Workshops to review the guidelines and meet with prospective applicants on a one-on-one or small group basis throughout California. A Workshop is scheduled for February 11th in Oakland. Alameda CTC shared this information with agency partners in Alameda County.

Cap & Trade Capital Funds: CalSTA completed its series of workshops and presented the draft guidelines for the Transit & Intercity Rail Capital Program to the CTC last week. The final guidelines will be posted on February 9th along with a call for projects. CalSTA is proposing to combine the \$25 million appropriated for the 2014-15 fiscal with the \$100 million that will be available in 2015-16, which will allow them to approve a two-year funding program of up to \$125 million in projects. The award level might increase beyond the \$125 million based on the outcome of the February and May auctions.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program

Staff Contact

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

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2015 Alameda County Transportation Commission Legislative Program

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

1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7400
www.AlamedaCTC.org

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

(adopted December 2014)

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. Support efforts that protect against transportation funding diversions.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. 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 efforts that streamline financing and delivery of transportation projects and programs. 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.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> Support environmental streamlining and expedited project delivery. Support contracting flexibility and innovative project delivery methods. Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation. Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> Support efforts that reduce project and program implementation costs. Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education. Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<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 cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support goods movement efforts that enhance the economy, local communities, and the environment, 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 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 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 19, 2015

SUBJECT: Countywide Multimodal Arterial Plan – Vision, Goals and Performance Measures

RECOMMENDATION: Approve Vision, Goals and Performance Measures

Summary

The arterial roadways are the core of the transportation system in Alameda County moving people and goods within the county and the region. These roadways provide regional and local mobility with multiple transportation modes, access to surrounding land uses, and connectivity between employment and activity centers that is essential for Alameda County's economy and quality of life. Alameda CTC is developing a Countywide Multimodal Arterial Plan that will provide a framework for designing, prioritizing, and implementing projects and programs on the arterial network. The plan development is being closely coordinated with local jurisdictions, Caltrans and bus transit operators.

Alameda CTC is in the process of finalizing the vision, goals, and performance measures for the Multimodal Arterial Plan. The proposed vision, goals and performance measures were discussed with the stakeholders at the four Planning Area meetings held in October and November 2014 and Alameda County Technical Advisory Committee (ACTAC) and through follow up email distribution. Based on the comments received, the vision, goals and performance measures were updated and are being presented for approval at the February Committees and Commission meetings.

Both PPLC and ACTAC discussed the proposed vision, goals, and performance measures at their meetings on February 9, 2015 and February 5, 2015 respectively. Based on both Committees' comments, a minor update was made to both the vision statement and one goal. For performance measures, collisions will be reported by mode, and VMT and GHG emissions will be reported by Planning Area. A refined evaluation methodology will be reviewed by ACTAC. A section on the State of Good Repair will be added to the Plan, which will also include discussion on pavement options. Upon approval of the Commission, the Project Team, as a next step, will assess the existing and future conditions by applying the approved performance measures.

Discussion

Alameda CTC is developing the Multimodal Arterial Plan to comprehensively study the existing and future conditions for all modes and identify needs and develop recommendations for transportation improvements for various modes including supportive strategies by applying technically sound and cutting edge methodologies. Attachment A provides a flow chart of the Multimodal Arterial Plan planning framework starting from developing vision and goals to identifying short and long-term improvements. The draft vision, goals and performance measures for the Multimodal Arterial Plan were presented to the local jurisdictions, Caltrans and transit agencies at the Planning Area meetings in October and November 2014 and at ACTAC in November 2014. Based on the comments received the vision and goals and performance measures were updated and distributed to the stakeholders on November 26, 2014 and January 12, 2014 respectively. Comments received until January 21, 2015 are incorporated and presented in this memorandum. ACTAC is considering this item at their meeting on February 5, 2015, and any comments received will be reported to this Committee and Commission.

Vision and Goals:

The proposed vision and goals are in line with the adopted vision and goals of the 2012 Countywide Transportation Plan.

Vision

Vision: Alameda County will have a network of efficient, safe and equitably accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, while supporting local contexts.

Goals

This vision is supported by five goals and two supportive principles:

1. **Multimodal:** Based on local context and modal priorities, the arterial network will provide high-quality, well maintained and reliable facilities.
2. **Accessible and Equitable:** The arterial network will provide access for people of all ages, abilities, incomes and geographies.
3. **Connected across the County and Region:** Using typologies that are supportive of local land use, the arterial network will provide connections for all modes within the county and across the County and Region's network of streets, highways and transit, bicycle and pedestrian routes.
4. **Efficient Use of Resources:** Investment in the arterial network will make efficient and effective use of resources.

5. **Safe, Healthy and Vibrant:** The arterial network will be designed, built, and managed to reduce the incidence and severity of collisions, promote public health and help create vibrant local communities.

The following supportive principles are expected outcomes of the vision and goals. They are less quantifiable but the Multimodal Arterial Plan will include strategies and programs to address them:

- **Support Strong Economy:** Development of the arterial network will support existing land uses and encourage planned land uses.
- **Adaptable and Resilient:** The arterial network will be designed to adapt to changes in travel patterns, travel modes and technology improvements. Investments in the arterial network will enhance its ability to withstand and recover from potentially disruptive events.

Performance Measures:

The Alameda Countywide Multimodal Arterial Plan's performance measures are derived from the Plan's vision and goals. These performance measures will be utilized to identify existing and future year multimodal transportation conditions across the county. Table 1 below provides the list of performance measures identified for each goal. Attachment B provides more details on each performance measure in terms of listing the identified evaluation approach and where the measure will be applied.

Table 1 – Multimodal Arterial Plan Performance Measures		
Goal	Category	Performance Measure
1. Multimodal (High Quality, Well Maintained and Reliable)	1.1 – Auto	1.1A – Congested Speed
		1.1B – Reliability
	1.2 – Transit	1.2A – Transit Travel Speed
		1.2B – Transit Reliability
		1.2C – Transit Infrastructure Index
	1.3 – Pedestrian	1.3 – Pedestrian Comfort Index
	1.4 – Bicycle	1.4 – Bicycle Comfort Index
	1.5 – Trucks/ Goods Movement	1.5 – Truck Route Accommodation Index
1.6 – Enhanced Mobility	1.6 – Non-Auto Transportation Mode Share	
1.7 State of Good Repair	1.7 Pavement Condition Index (PCI)	
2. Accessible and Equitable¹	2.1 – Social Equity	2.1 – Benefit to Communities of Concern

Table 1 – Multimodal Arterial Plan Performance Measures		
Goal	Category	Performance Measure
3. Connected Across the County and Region	3.1 – Transit	3.1 – Transit Connectivity
	3.2 – Pedestrian	3.2 – Pedestrian Connectivity
	3.3 – Bicycle	3.3 – Bicycle Connectivity
	3.4 – Trucks	3.4 – Network Connectivity
4. Efficient Use of Resources^{2,3}	4.1 – Efficient Use of Infrastructure Operations Funding	4.1 – Infrastructure Operating Cost Effectiveness
	4.2 – Implementation Challenge	4.2 – Implementation Challenge Score
	4.3 ITS Infrastructure	4.3 Coordinated Technology
	4.4 – Economic Benefits	4.4 – Property Value Index
5. Safe, Healthy and Vibrant	5.1 – Safety	5.1 – Collision Rates
	5.2 – Active Transportation Mode Share	5.2 – Demand for Active Transportation
	5.3 VMT	VMT per Capita
	5.4 GHG	GHG per Capita

Upon approval of the Commission, the performance measures will be applied to assess the existing and future conditions of the Study Network.

Fiscal Impact: There is no fiscal impact.

Attachments:

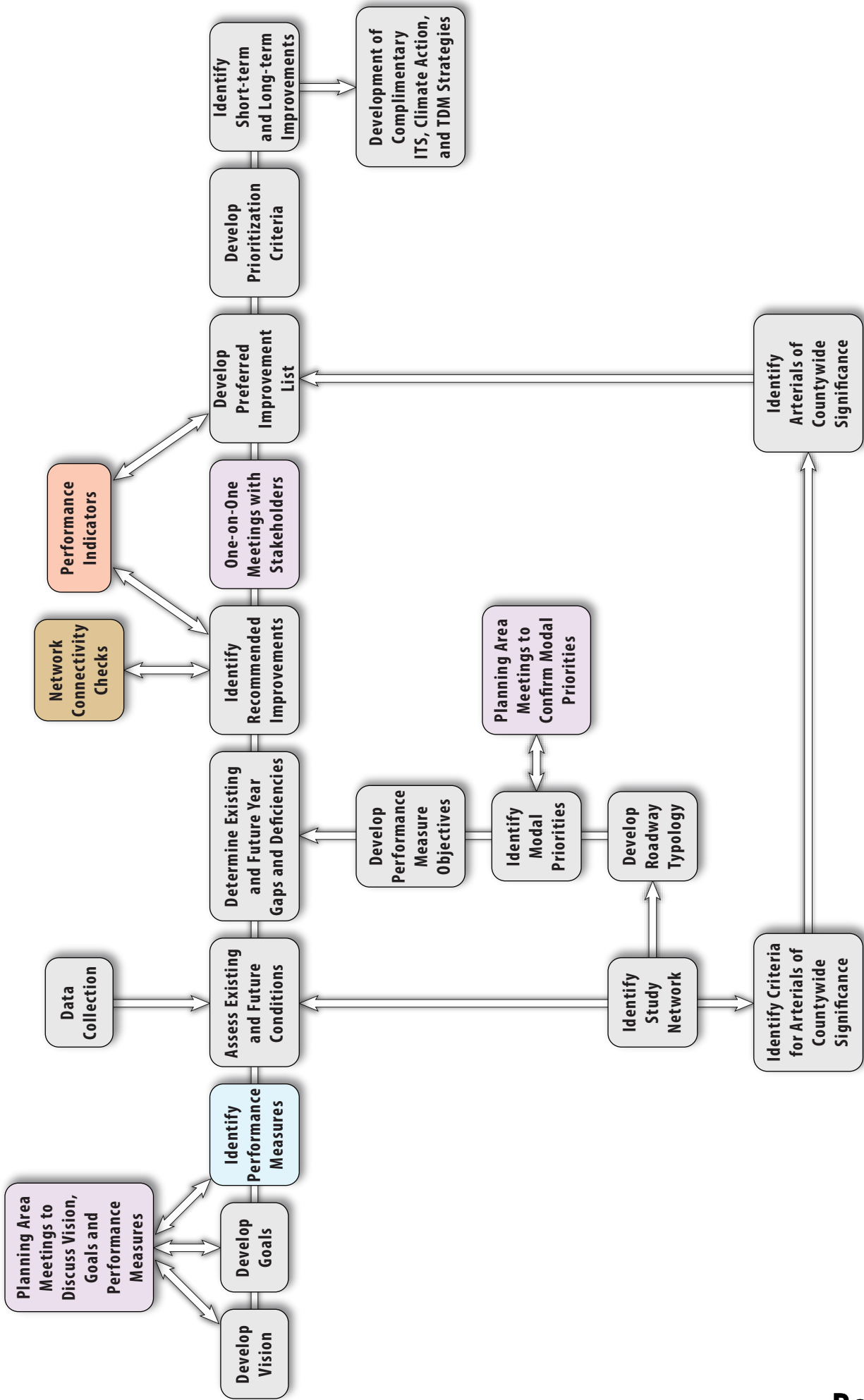
- A. Alameda Countywide Multimodal Arterial Plan – Planning Framework
- B. Multimodal Arterial Plan Performance Measures- Approach and Application

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner



6.6A
Figure 1

Alameda CTC Countywide Multimodal Arterial Plan Framework



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MULTIMODAL ARTERIAL PLAN PERFORMANCE MEASURES – APPROACH AND APPLICATION

Goal	Category	Performance Measure	Evaluation Approach	Application
1. Multimodal (High Quality, Well Maintained and Reliable)	1.1 – Auto	1.1A – Congested Speed	Based on average PM peak hour congested speed.	Facility-Specific Measure, Existing and Future Conditions
		1.1B – Reliability	Based on PM peak hour volume-to-capacity ratio	Facility-Specific Measure, Existing and Future Conditions
		1.2A – Transit Travel Speed	Based on average PM peak hour transit travel speed provided by transit agencies that operate in the County.	Facility-Specific Measure, Existing and Future Conditions
	1.2 – Transit	1.2B – Transit Reliability	Based on average PM peak hour transit travel speed to non-peak hour travel speed ratio. Measure with supportive data to be provided by transit agencies that operate in the County.	Facility-Specific Measure, Existing and Future Conditions
		1.2C – Transit Infrastructure Index	Based on the following factors: <ul style="list-style-type: none"> ▪ Provided bus stop amenities ▪ Bus stop location ▪ Bus stop design 	Facility-Specific Measure, Existing and Future Conditions
	1.3 – Pedestrian	1.3 – Pedestrian Comfort Index	Based on the following factors: <ul style="list-style-type: none"> ▪ Sidewalk width ▪ Presence of buffer between sidewalk and roadway ▪ Average crosswalk spacing ▪ Roadway classification, average daily vehicle volume, number of travel lanes and speed limit ▪ Percent heavy vehicle traffic 	Facility-Specific Measure, Existing and Future Conditions

MULTIMODAL ARTERIAL PLAN PERFORMANCE MEASURES – APPROACH AND APPLICATION

Goal	Category	Performance Measure	Evaluation Approach	Application
	1.4 – Bicycle	1.4 – Bicycle Comfort Index	Application of the Level of Traffic Stress (LTS) methodology, which is based on the type of bicycle facility provided and separation from vehicle travel lanes. LTS methodology classifies roadway segments into one of four levels of traffic stress, which are termed as LTS1 through LTS4. Groups of cyclists are categorized by how much stress they will tolerate in different environments.	Facility-Specific Measure, Existing and Future Conditions
	1.5 – Trucks/Goods Movement	1.5 – Truck Route Accommodation Index	Based on curb-lane width. Additional consideration for on-street parking; on-street parking will be considered only in urban contexts where many businesses are expected to load from the street.	Facility-Specific Measure, Existing and Future Conditions
	1.6 – Enhanced Mobility	1.6 – Non-Auto Transportation Mode Share	Qualitative assessment of cross-sectional improvements on likelihood of changes to transit, pedestrian, and bicycle travel (proxy for person throughput).	Area-Wide Indicator ³ , Existing, Future Conditions
	1.7 State of Good Repair	1.7 Pavement Condition Index (PCI)	Based on the PCI data obtained from the MTC StreetSaver database	Facility-Specific Measure, Existing Conditions
			▪	
2. Accessible and Equitable¹	2.1 – Social Equity	2.1 – Benefit to Communities of Concern	After the preferred list of short and long-term improvements is identified, a ratio will be estimated by dividing the number of arterial miles of identified improvements within Communities of Concern (COC) by the number arterial miles of all identified improvements benefiting each jurisdiction. For Transit, number of population benefitted within COC versus overall population benefitted in the County will be used.	Area-Wide Indicator ³ , Future Conditions
3. Connected Across the County and Region	3.1 – Transit	3.1 – Transit Connectivity	Connectivity measures will be assessed through a mapping exercise. The transit, pedestrian, bicycle and truck networks will be mapped to identify gaps or inconsistencies in the networks. The pedestrian and bicycle	Area-Wide Measure, Existing and Future Conditions

MULTIMODAL ARTERIAL PLAN PERFORMANCE MEASURES – APPROACH AND APPLICATION

Goal	Category	Performance Measure	Evaluation Approach	Application
	3.2 – Pedestrian	3.2 – Pedestrian Connectivity	assessment will include consideration of relative comfort.	Area-Wide Measure, Existing and Future Conditions
	3.3 – Bicycle	3.3 – Bicycle Connectivity		Area-Wide Measure, Existing and Future Conditions
	3.4 – Trucks	3.4 – Network Connectivity		Area-Wide Measure, Existing and Future Conditions
4. Efficient Use of Resources²	4.1 – Efficient Use of Infrastructure Operations Funding	4.1 – Infrastructure Operating Cost Effectiveness	<p>Based on the ratio of improvement costs to existing facility costs:</p> <ul style="list-style-type: none"> ▪ Develop unit operating costs for cross-sectional elements, including maintenance costs ▪ Estimate operating costs to maintain existing cross-section (O_E) ▪ Estimate operating costs to maintain preferred cross-sectional improvements (O_P) ▪ Operating Cost Effectiveness = O_P/O_E 	Facility-Specific Measure, Future Conditions
	4.2 – Implementation Feasibility	4.2 – Implementation Feasibility Score	Based on a zero to four point scale, zero being most feasible and four being the least feasible	Facility-Specific Indicator ³ , Future Conditions
	4.3 ITS Infrastructure	4.3 Coordinated Technology	Four-point scale (0 – 4) based on the level of ITS investment defined by built infrastructure. Consideration for coordination with adjacent jurisdictions and/or Caltrans, as applicable	Facility-Specific Measure, Existing and Future Conditions

MULTIMODAL ARTERIAL PLAN PERFORMANCE MEASURES – APPROACH AND APPLICATION

Goal	Category	Performance Measure	Evaluation Approach	Application
	4.4 – Economic Benefits	4.4 – Property Value Index	Based on the change in residential and commercial property values influenced by transportation infrastructure improvements within the built environment.	Facility-Specific Indicator ³ , Future Conditions
5. Safe, Healthy and Vibrant	5.1 – Safety	5.1 – Collision Rates	Collision rates based on the SWITRS database.	Facility-Specific Measure, Existing Conditions
	5.2 – Active Transportation Mode Share	5.2 – Demand for Active Transportation	Potential for mode shift (low, medium, high) based on demand for active transportation.	Area-Wide Indicator ³ , Future Conditions
	5.3 VMT	5.3 - VMT per Capita	Using the Countywide Travel Demand Model	Area-wide Indicator ³ , Existing and Future Conditions
	5.4 GHG	5.4 -GHG per Capita	Using the Countywide Travel Demand Model	

Notes:

1. Accessibility is a component of the Transit Infrastructure Index, Pedestrian Comfort Index and Bicycle Comfort Index.
2. Capital Cost Effectiveness considered previously is not included further based on additional evaluation that showed that there is not much utility for this measure and is accounted for in the Infrastructure Operating Cost Effectiveness measure already included.
3. Performance measures are generally applied to assess existing and/or future year transportation conditions, performance indicators will generally be evaluated after improvements are identified to ensure that the improvements meet the Plan's goals.



Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 19, 2015

SUBJECT: Countywide Multimodal Arterial Plan Draft Arterial Network Selection Criteria

RECOMMENDATION: Provide input on the Draft Arterial Network Selection Criteria

Summary

The arterial roadways are the core of the transportation system in Alameda County moving people and goods within the county and the region. Alameda CTC is developing a Countywide Multimodal Arterial Plan that will provide a framework for designing, prioritizing, and implementing projects and programs on the arterial network.

Defining the extent of the road network for focused study and identifying and prioritizing multimodal transportation improvements is a key aspect of the Multimodal Arterial Plan. The Alameda Countywide Multimodal Arterial Plan uses two types of network - a broad network, called "Study Network" for general study purposes and a subset of the broad network, called "Arterial Network" for focused identification and prioritization of long and short term improvements. The Study Network (included in Attachment A) includes arterial and collector streets, and was developed following the California Road System classification. The project team distributed this Study Network to the jurisdictions and transit agencies to support the data collection effort in December 2014. Data collection, analysis and typology development will occur on the Study network to provide a good understanding of the large network of roads in the county.

Since the Arterial Plan's long and short term improvements should be meaningful and manageable, the project team will identify and prioritize improvements on the Arterial Network, which is a sub-set of the Study Network. The Arterial Network is deemed to be of countywide significance.

The project team has developed a draft set of criteria for identifying roads and other modal facilities that will be part of the Arterial Network or Arterials of Countywide Significance. Table 1 summarizes the criteria by mode for identifying the Arterial Network. Attachment A presents the background information about both networks used in the Arterial Plan and details about the draft network selection criteria for developing the Arterial Network and includes a map of the Study Network.

**TABLE 1
ARTERIALS OF COUNTYWIDE SIGNIFICANCE – SUMMARY DRAFT NETWORK CRITERIA**

Mode	Arterial Network Selection Criteria
Auto	<ul style="list-style-type: none"> • Congestion Management Program (CMP) Network • Metropolitan Transportation System (MTS) Network • State Route Network (Non-Freeway) • Roads that provide access to freeway interchanges • Other considerations: <ul style="list-style-type: none"> ○ Rural roads with an appropriate average daily traffic (ADT) volume threshold ○ County connectors with an appropriate ADT volume threshold
Transit	<ul style="list-style-type: none"> • AC Transit, LAVTA and Union City Transit major corridors • Cross-Town Routes as identified by AC Transit
Bicycle	<ul style="list-style-type: none"> • Countywide Bicycle Plan – Vision Network
Pedestrian	<ul style="list-style-type: none"> • Countywide Pedestrian Plan – Vision Network • Other considerations: <ul style="list-style-type: none"> ○ PDAs not included in the Vision Network ○ Communities of Concern areas not included in the Vision Network
Truck	<ul style="list-style-type: none"> • Tier 1 Truck Routes, as applicable • Tier 2 Truck Routes • Other considerations: <ul style="list-style-type: none"> ○ Tier 3 Truck Routes (Case by case)

Note: Attachment B illustrates CMP and MTS Network

The draft criteria for selecting Arterials of Countywide Significance will be presented in February to the Committees and the Commission. Upon approval, the criteria will be applied and the Arterial Network will be mapped and presented for information in the following months.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Alameda Countywide Multimodal Arterial Plan – Draft Criteria for Selecting Arterials of Countywide Significance
- B. Congestion Management Program Network

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

[Daniel Wu](#), Assistant Transportation Planner

MEMORANDUM

Date: January 26, 2015

To: Saravana Suthanthria and Daniel Wu, Alameda CTC

From: Francisco Martin and Matthew Ridgway, Fehr & Peers

Subject: Alameda Countywide Multimodal Arterial Plan – Draft Criteria for Selecting Arterials of Countywide Significance

OK14-0023

The Alameda Countywide Multimodal Arterial Plan uses two types of networks - a broad network, called "Study Network" for general study purposes and a subset of the broad network, called "Arterial Network" for focused identification and prioritization of long and short terms improvements. The Study Network, as shown in the map attached to the end of this memo, includes arterial and collector streets, and was developed following the California Road System classification. The project team distributed this Study Network to the jurisdictions and transit agencies to support the data collection effort in December 2014. Data collection, analysis and typology development will occur on the Study Network to provide a good understanding of the large network of roads in the county.

The Arterial Network is deemed to be of countywide significance based on the criteria detailed in this memo. Since the Arterial Plan's long and short term improvements should be meaningful and manageable, the project team will identify and prioritize improvements on the Arterial Network. Traditionally, from the countywide significance perspective, Alameda CTC's Congestion Management Program (CMP) includes the routes designated as part of the Congestion Management Plan (CMP) network, and MTC's Metropolitan Transportation System (MTS) network. However, the CMP and MTS networks include Caltrans state routes and freeways that will not be part of the Study Network or the Arterial Network. To reflect a multimodal perspective, the Arterial Network will expand on the CMP and MTS networks to include transit, bicycle, pedestrian, and truck routes of countywide significance.



This memo presents draft criteria for selecting the Arterials of Countywide Significance, also known as the Arterial Network. Consistent with the multimodal nature of this study, this would be done by looking at each mode. The draft summary criteria for each mode are presented in **Table 1** and described in the sections below.

TABLE 1
ARTERIALS OF COUNTYWIDE SIGNIFICANCE – SUMMARY DRAFT NETWORK CRITERIA

Mode	Arterial Network Selection Criteria
Auto	<ul style="list-style-type: none"> • CMP Network • MTS Network • State Route Network (Non-Freeway) • Roads that provide access to freeway interchanges • Other considerations: <ul style="list-style-type: none"> ○ Rural roads with an appropriate average daily traffic (ADT) volume threshold ○ County connectors with an appropriate ADT volume threshold
Transit	<ul style="list-style-type: none"> • AC Transit, LAVTA and Union City Transit major corridors • Cross-Town Routes as identified by AC Transit
Bicycle	<ul style="list-style-type: none"> • Countywide Bicycle Plan – Vision Network
Pedestrian	<ul style="list-style-type: none"> • Countywide Pedestrian Plan – Vision Network • Other considerations: <ul style="list-style-type: none"> ○ PDAs not included in the Vision Network ○ Communities of Concern areas not included in the Vision Network
Truck	<ul style="list-style-type: none"> • Tier 1 Truck Routes • Tier 2 Truck Routes • Other considerations: <ul style="list-style-type: none"> ○ Tier 3 Truck Routes

Source: Fehr & Peers, 2015.

Auto

The higher order facilities such as CMP, MTS and state route networks will continue to support auto travel in Alameda County. These are historical systems that will be included in the Arterials of Countywide Significance network. Beyond the CMP, MTS and state routes, considering the diverse nature of the county and its central geographic location in the region, three other roadway types will be considered for inclusion in the Arterial Network:



- Rural roads in the East County will be reviewed for inclusion using an appropriate average daily traffic (ADT) volume threshold.
- County connectors (roads connecting to adjacent counties) will be reviewed for inclusion using an appropriate ADT volume threshold.
- Regardless of volume, roads connecting to freeway interchanges will be included.

Transit

Transit priority facilities will be derived from the on-going Countywide Transit Plan, which includes AC Transit's Major Corridors and Cross-Town Routes and high ridership LAVTA and Union City Transit routes. Also, roadways that provide access to major transit centers as defined in the Regional Transportation Plan (RTP) will be considered.

Bicycle

Bicycle facilities that are designated as part of the Countywide Bicycle Plan – Bicycle Vision Network (including both on- and off-street facilities) will be designated as part of the Arterials of Countywide Significance. The Countywide Bicycle Plan identified the Bicycle Vision Network based on five categories of regional significance, including inter-jurisdictional network (on- and off-street), access to transit routes, access to central business districts, inter-jurisdictional trails, and routes providing access to "communities of concern." Since the Countywide Bicycle Plan was adopted in the Fall of 2013, these routes will be cross-checked for jurisdictions such as Berkeley, Dublin, Oakland and Newark that have their bicycle master plan updates completed after the Countywide Bicycle Plan was adopted.

Pedestrian

Pedestrian priority facilities that are designated as part of the Countywide Pedestrian Plan – Pedestrian Vision Network (on- and off-street) will also be considered as part of the Arterials of Countywide Significance. The Pedestrian Vision Network includes a combination of streets within transit accessible districts, streets within Central Business Districts (CBDs), streets that provide access to major activity centers or communities of concern, and inter-jurisdictional trails. Other considerations will be made related to pedestrian-priority Routes of Countywide Significance:

- ABAG Priority Development Areas (PDAs) - includes central business districts and activity centers), which were used in developing the Pedestrian Vision Network but do not have complete correspondence with the Pedestrian Vision Network, will be reviewed for inclusion in the Routes of Countywide Significance.



- Pedestrian access within “communities of concern” as defined in the County’s Community-Based Transportation Plans will be considered.

Truck

Non-freeway truck routes will be derived from the on-going Countywide Goods Movement Plan. The Goods Movement Plan summarizes the current truck route designations and sorts truck routes into three tiers:

- *Tier 1 truck routes refer to the state highways that are designated to handle a majority of the through truck traffic.*
- *Tier 2 truck routes refer to other state highways and designated arterials that provide intra-county and intercity connectivity and last-mile connection to the Port of Oakland and Oakland International Airport.*
- *Tier 3 truck routes refer designated arterials and collectors that are used in a majority of local pickup and delivery.*

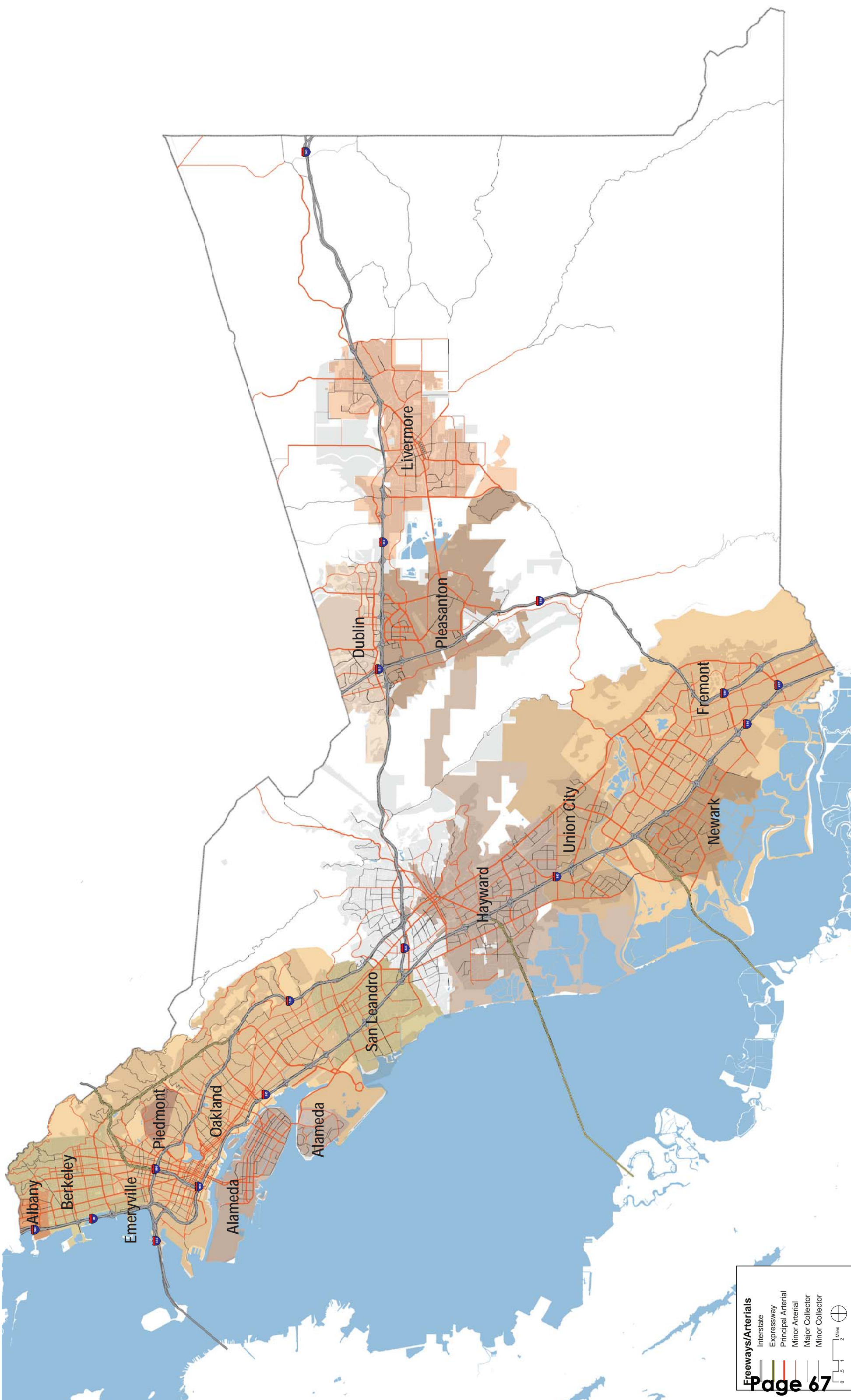
The criteria for selecting truck routes for the Arterial Network will be:

- Tier 1 (non-freeways) and Tier 2 will be designated as Arterials of Countywide Significance.
- Tier 3 routes will be considered on a case-by-case basis.
- The truck route network will be reviewed for connectivity with missing links added pending approval of affected jurisdictions.

Please contact Francisco Martin at 510-57-9422 if you have any questions or comments.

Attachments:

Draft Study Network and Context Map



Freeways/Arterials

- Interstate
- Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

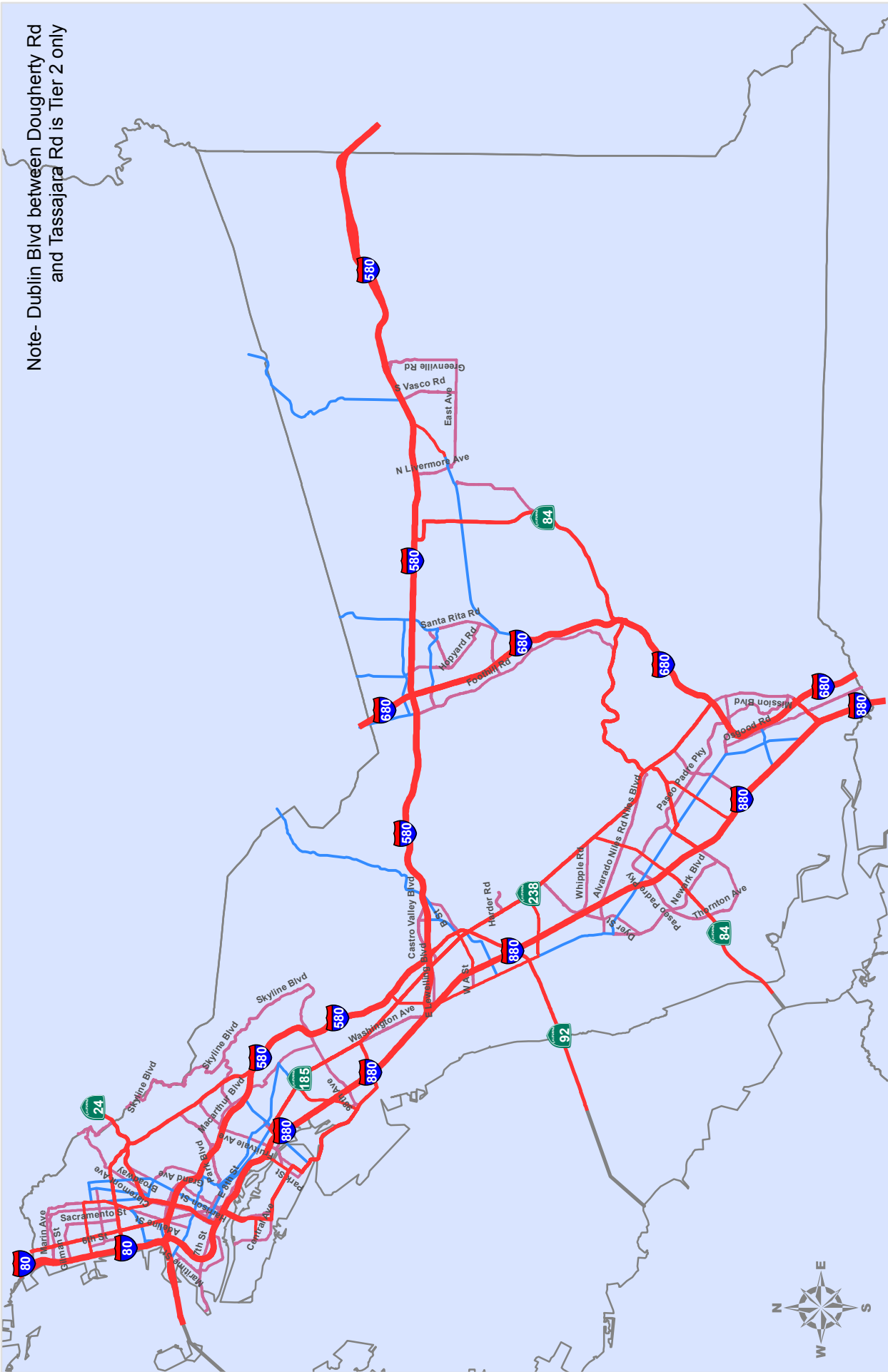
0 1 2 Miles

Source:
 Caltrans California Road System
 Unofficial Functional Classification
<http://www.dot.ca.gov/hq/transportation/Materials/CRS0313.html>



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Note- Dublin Blvd between Dougherty Rd and Tassajara Rd is Tier 2 only



- Legend**
- Interstate/Freeway (CMP - Tier 1 & MTS)
 - State Highway (CMP - Tier 1 & MTS)
 - Principal Arterial (CMP - Tier 1 & MTS)
 - Principal Arterial (CMP - Tier 2 & MTS)
 - MTS Routes

Figure 1 : Designated Countywide System Map



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Memorandum

6.8

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

DATE: February 19, 2015

SUBJECT: 2016 Alameda Countywide Transportation Plan (CTP) and 2016 Plan Bay Area updates

RECOMMENDATION: Receive information on the 2016 CTP and Plan Bay Area updates

Summary

Alameda CTC prepares and updates the Alameda Countywide Transportation Plan (CTP), a long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. It is updated every four years, and the existing CTP was adopted in 2012 and is due for an update in 2016. The 2016 CTP Update process will begin with a Request for Proposal (RFP) release in January 2015 and is expected to be completed with the CTP adoption in the Fall of 2016 (Attachment A). Also, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) began the update to the Regional Transportation Plan/Sustainable Communities Strategy, called Plan Bay Area for the Bay Area Region, and is scheduled to be adopted in the Spring of 2017 (Attachment B). Since the CTP is the basis for and informs the Plan Bay Area regarding long term transportation improvements for Alameda County, Alameda CTC will actively participate in the Plan Bay Area update process and coordinate the CTP development with the Plan Bay Area update.

Discussion

Alameda CTC develops and updates the Countywide Transportation Plan, the long range transportation planning and policy document for the County. This document establishes a vision for Alameda County's multimodal transportation system to support the transportation needs of all users, develops a list of projects, programs and strategies to support the vision, inventories available funding and identifies gaps where funding and needs do not match and where additional sources of funding need to be secured. The existing CTP was adopted in 2012, and it was developed in conjunction with the development of the 2012 and 2014 Transportation Expenditure Plans.

State legislation mandates that the CTPs form the basis for the Regional Transportation Plan/Sustainable Communities Strategy and that the CTPs should consider the most recent RTP/SCS. Alameda CTC coordinated the 2012 CTP update with and provided input into the Plan Bay Area (RTP/SCS) development by MTC and ABAG that occurred during the same

time. Both MTC and ABAG began the update process to the Plan Bay Area recently. Additionally, MTC has updated the Guidelines for the Countywide Transportation Plans in September 2014 to reflect the new legislative requirements that connects the CTPs with the Plan Bay Area since the last update to the guidelines in 2000. As with the previous processes, the Alameda CTC will coordinate the 2016 CTP update process with the Plan Bay Area update and will ensure that the updated CTP conforms to the recently adopted guidelines for the CTP.

The 2016 CTP Update:

The 2016 CTP update will build on the work that was done for the 2012 CTP update, focusing on addressing the changes in the regulatory and financial environment to develop a strategy to guide the long term multimodal transportation improvements for all users in Alameda County. The update will coordinate with all internal planning efforts and existing resources. In that regard, to the extent possible, it will use the work from all the three ongoing Alameda CTC's modal planning efforts, the Countywide Transit Plan, Countywide Multimodal Arterial Plan and Countywide Goods Movement Plan, including the adopted Countywide Bicycle Plan and Countywide Pedestrian Plan, and the Congestion Management Program.

The update will also include components to address climate change responding to the Sustainable Communities and Climate Protection Act (SB 375), land use and transportation integration with emphasis on update to implementing the Priority Development Areas (PDA) and Priority Conservation Areas (PCAs), and Complete Streets policies. Equity analysis and outreach will be important elements of the Plan development. The proposed investment plan for the CTP will include performance based evaluation of projects and programs that will again build off of, to the extent possible, the performance evaluation work from the three modal plans. A strategy to update the existing Community Based Transportation Plans will be included, and an attempt will be made to assess the economic impact or returns from the proposed CTP investment plan investments on the community.

CTP development process and schedule

Similar to the 2012 CTP development, the 2016 CTP update will be a transparent process, with Alameda CTC closely working with the jurisdictions, transit agencies, and key stakeholders including advocacy groups. Public outreach for the Plan will be held at strategic points throughout the Plan development process for easy and effective public participation and to provide input.

The Request for Proposals for the 2016 CTP Update will be released in late January or early February. Attachment A illustrates the CTP update schedule with scheduled adoption of the 2016 CTP in the Fall of 2016.

Plan Bay Area Update

MTC and ABAG began the Plan Bay Area update at the end of 2014 with the release of the Public Participation Plan. The update was formally kicked off at the Regional Advisory Working Group meeting held on January 6, 2015, where the outline and schedule (Attachment B) for the update were presented. The 2017 Plan Bay Area update will be a focused update using the overall framework of the Plan Bay Area adopted in 2013. It will include emphasis on state of good repair and maintaining performance framework, focus on new initiatives and projects, and greater integration of other regional initiatives, including goods movement.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2016 Countywide Transportation Plan Update Schedule
- B. Plan Bay Area Update Schedule

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

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Attachment A

Countywide Transportation Plan (CTP) Development Key Milestones

The following key milestones must be met for Alameda CTC to develop and adopt the 2016 CTP, and to perform activities related to the Comprehensive Investment Plan (CIP) and agency contract requirements.

April 2015

- Hold project kick-off meeting
- Complete final implementation schedule to include:
 - Technical studies' completion timelines
 - Outreach and advisory committee schedules and tasks
 - Key decision milestones identified for Commission approvals
 - Final approval of plan in June 2016
- Initiate performance measures for CIP and contract processes — complete with final Commission approvals by December 2015

May –July 2015

- Initiate and complete project application forms and cost-estimation guides
- Release request for project submissions from June 2015-September 2015
- Conduct technical studies and outreach activities per agreed on implementation timeline

August – December 2015

- Finalize vision and goals for CTP
- Develop and adopt performance measures for CTP
- Adopt performance measures for CIP and contract processes
- Complete policy definitions
- Conduct technical studies and outreach activities per agreed on implementation timeline

January – June 2016

- Conduct technical studies and outreach activities per agreed on implementation timeline
- Adopt policy definitions
- Complete 2016 CTP with adoption by Alameda CTC in June 2016

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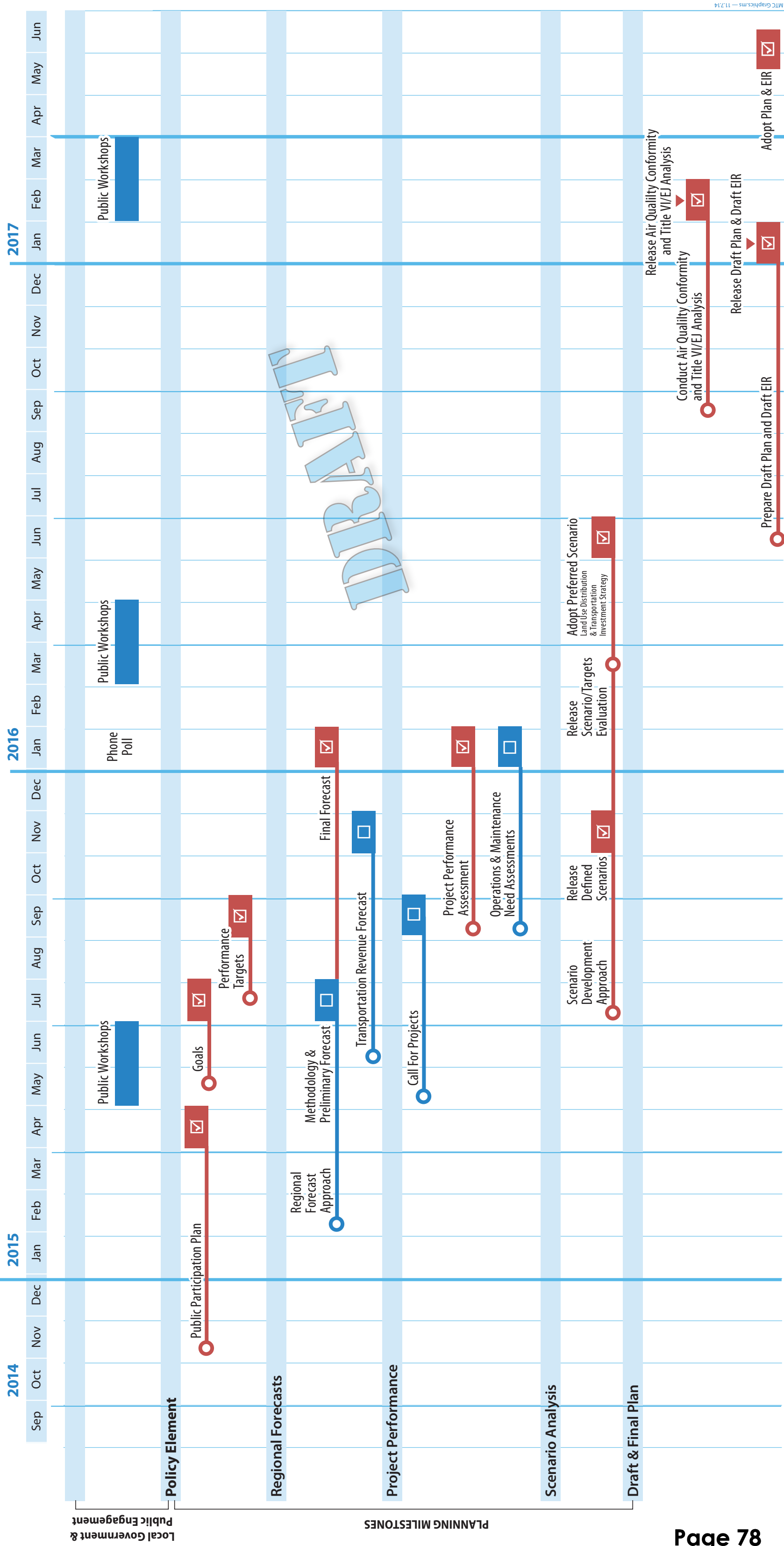
Attachment A

Approach & Tasks: 2017 RTP/SCS

Proposed Approach

Overall	<ul style="list-style-type: none"> • focused update in 2017 <ul style="list-style-type: none"> ○ no RHNA ○ use overall Plan Bay Area framework ○ local input on PDA and PCA revisions • emphasis on state of good repair and maintaining performance framework • focus on new initiatives and projects <ul style="list-style-type: none"> ○ transit core capacity/connectivity ○ goods movement ○ inner bay corridors • greater integration of other regional agency initiatives such as <ul style="list-style-type: none"> ○ sea level rise adaptation planning ○ healthy infill ○ economic development • requirements per settlement agreement(s) including <ul style="list-style-type: none"> ○ PDA assessment ○ Freight Emissions Reduction Action Plan ○ EIR disclosures regarding Express Lanes ○ Healthy Infill Guidelines
Specific Tasks:	
a) Public Outreach	<ul style="list-style-type: none"> • Develop Public Participation Plan • 2 rounds of telephone polls • 3 rounds of open houses (kick-off, scenarios, draft plan) • CBO-hosted focus groups • briefings of elected officials
b) Call For Projects	<ul style="list-style-type: none"> • update of Plan Bay Area project info • new regional projects largely based on new initiatives • incorporate new county projects per county plans and new funding sources/sales tax measures
c) Project Performance Evaluation	<ul style="list-style-type: none"> • preserve strongest performance evaluation elements from Plan Bay Area • integrate state of good repair analysis
d) Job, Population & Housing Forecasts	<ul style="list-style-type: none"> • update job, population & housing forecasts • keep planning horizon at 2040
e) Transportation revenue Forecast	<ul style="list-style-type: none"> • update revenue forecasts with new base year and growth rates • keep planning horizon at 2040
f) Scenario Analysis	<ul style="list-style-type: none"> • one round of scenario analysis • scenarios designed to inform the selection of a preferred scenario • same scenario alternatives revised and carried over into EIR

Plan Bay Area Update: Key Milestones 2014–2017



Attachment B – Responsibilities & Roles: 2017 Plan Bay Area

Major Tasks	Advisory				Decision-Making		
	A	B	E	F	G	H	I
	Partnership Board MTC	Regional Advisory Working Group Joint	Policy Advisory Council MTC	Regional Planning Committee ABAG	MTC Planning Committee & ABAG Administrative Committee Joint	Executive Board ABAG	Commission MTC
1. Policy Element							
Goals		●	●		☑		☑
Performance Targets		●	●		☑		☑
2. Regional Forecasts							
Population/Employment/Housing Forecasts		●	●	●	☑	☑	
Transportation Revenue Forecast		●	●		●		
3. Project Performance	●						
Call For Projects		●	●		●		
Project Performance Assessment		●	●		☑		☑
Operations & Maintenance Needs Assessment		●	●		●		
4. Scenario Analysis	●						
Define & Evaluate Scenarios		●	●	●	☑	☑	☑
Adopt Preferred Scenario [Land Use Distribution+ Transportation Investment Strategy]		●	●	●	☑	☑	☑
5. Draft and Final Plan							
Draft EIR		●	●	●	☑	☑	☑
Draft Plan		●	●	●	☑	☑	☑
Air Quality Conformity Analysis		●	●		☑		☑
Final EIR		●	●	●	☑	☑	☑
Final Plan		●	●	●	☑	☑	☑

- Input/Information
- ☑ Action/Decision

NOTE: Information provided is tentative and subject to change.

Action items presented jointly to MTC’s Planning Committee and ABAG’s Administrative Committee may seek a recommendation from one or both committees.

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Memorandum

6.9

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

DATE: February 19, 2015

SUBJECT: California Transportation Commission January 2015 Meeting Summary

RECOMMENDATION: Receive an update on the January 2015 CTC Meeting.

Summary

The January 2015 California Transportation Commission (CTC) meeting was held in Sacramento, CA. Detailed below is a summary of the four agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the January 2015 CTC meeting.

Background

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

Detailed below is a summary of the four agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the January 2015 CTC meeting (Attachment A).

1. 2016 State Transportation Improvement Program (STIP) Fund Estimate Overview

CTC staff presented an overview of the 2016 STIP Fund Estimate. Over the next several months, the Department of Transportation (Caltrans) will work closely with CTC staff to identify key issues and assumptions, and prepare the 2016 STIP Fund Estimate for adoption in August 2015. The key milestones for the development of the 2016 STIP Fund Estimate are:

- January 2015 – Overview
- March 2015 – Present Draft Assumptions and Key Issues
- May 2015 – Approve Assumptions
(pending changes to the May Revision of the 2015-16 Governor's Budget)
- June 2015 – Present Draft STIP Fund Estimate
- August 2015 – Adopt STIP Fund Estimate

2. Draft 2015 Active Transportation Program (ATP) Fund Estimate

Caltrans requested the CTC to review and comment on the Draft 2015 Active Transportation Program (ATP) Fund Estimate. The Department will work with Commission staff to implement any changes prior to the scheduled adoption of the ATP Fund Estimate on March 25, 2015.

The ATP, as articulated in SB 99 and AB 101, was signed into law on September 26, 2013. It replaced the existing system of small-dedicated grant programs, which funded Safe Routes to Schools, bicycle programs, and Recreational Trails. The ATP Cycle 2 divides approximately \$120 million for active transportation projects between the state and regions, subject to 2015 guidelines. The intent of combining this funding is to improve flexibility and reduce the administrative burden of having several small independent grant programs.

Outcome: Approximately \$10 million ATP funds are estimated to be available for MTC Region; Alameda County share will be determined through MTC's Regional process.

3. Draft Environmental Impact Report / Environmental Assessment for I-680 NB HOV / Express Lane Project

CTC approved staff recommendation and made no comments relative to the alternatives or environmental impacts addressed in the Draft Environmental Impact Report Environmental Assessment (DEIR/EA) for the I-680 NB HOV/ Express Lane project.

Outcome: Final project and environmental approval is expected in fall 2015.

4. Active Transportation Program / East Bay Greenway Project

CTC approved allocation of \$2.6 million ATP funds for the preliminary engineering phase of the East Bay Greenway project.

Outcome: Allocation will fund the Preliminary Engineering phase activities for 15-mile East Bay Greenway.

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

Attachments

- A. January 2015 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

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January 2015 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2016 State Transportation Improvement Program (STIP)	Overview of the 2016 STIP Fund Estimate Assumptions.	Information
Caltrans	2015 Active Transportation Program (ATP)	Review and comment on the Draft 2015 Active Transportation Program (ATP) Fund Estimate.	Information
Alameda CTC	Draft Environmental Impact Report / Environmental Assessment for I-680 NB HOV / Express Lane Project	Approve staff recommendation and provide no comments relative to the alternatives or environmental impacts addressed in the Draft Environmental Impact Report Environmental Assessment (DEIR/EA) for the I-680 NB HOV/ Express Lane project.	Approved
Alameda CTC	2014 Active Transportation Program / East Bay Greenway Project	Approve allocation of \$2.6 Million ATP funds for the preliminary engineering phase of the East Bay Greenway project	Approved

http://www.catc.ca.gov/meetings/agenda/2015Agenda/2015_01/00 ETA.pdf

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Memorandum

6.10

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

DATE: February 19, 2015

SUBJECT: Route 84 Expressway South Segment Project (PN 624.2): Cooperative Agreement with California Department of Transportation (Caltrans) for Construction of the Project

RECOMMENDATION: Authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the construction phase of the Route 84 Expressway South Segment Project.

Summary

The Route 84 Expressway Project widens the existing two lane highway facility, from Jack London Blvd. to Stanley Blvd. to a six lane facility and Stanley Blvd. to Concannon Blvd. to a four lane limited access controlled facility. This project is being delivered as two construction packages: the North Segment, from Jack London Blvd. to Concannon Blvd. and the South Segment, from Concannon Blvd. to Ruby Hill Drive. Construction of the North Segment (PN 624.1) was completed in June 2014. The South Segment (PN 624.2) is in the final stages of design and right-of-way acquisition with Ready to List (RTL) for construction advertisement in February 2015.

The total construction cost for the South Segment is \$56,005,000 which is funded by the State Transportation Improvement Program (STIP); \$47,030,000 million from the Regional Improvement Program (RIP), and \$8,975,000 of Alameda County Measure B and other local funds (as shown in Table 1). Caltrans will advertise, award, and administer (AAA) the construction of the South Segment. The cooperative agreement is required to move the project forward to construction and will establish roles, responsibilities, and funding obligations between Alameda CTC and Caltrans for the construction phase of the project.

Background

The Route 84 Expressway Project is part of the Route 84 Transportation Corridor Improvements between Interstate 580 in Livermore and Interstate 680 in Pleasanton/Sunol. This corridor is being improved as a series of projects along the corridor in partnership with Alameda CTC, Caltrans, and the cities of Livermore and Pleasanton.

The Route 84 Expressway Project is being delivered as two construction packages: the North Segment, from Jack London Blvd. to Concannon Blvd. and the South Segment, from Concannon Blvd. to Ruby Hill Drive.

The North Segment, which cost approximately \$36,600,000, widened Route 84 to six lanes from Jack London Blvd. to Stanley Blvd. and to four lanes from Stanley Blvd. to Concannon Blvd. Caltrans advertised, awarded, and administered the construction contract for the North Segment which was recently completed in June 2014.

The South Segment continues the widening of Route 84 from two lanes to four lanes from Concannon Blvd. to Ruby Hill Drive in the City of Livermore. The project is currently in the final stages of design right-of-way acquisition. Significant future milestones are as follows:

- Ready to List (RTL) - February 2015
- Construction Advertisement - April 2015
- Construction Contract Award - July/August 2015
- Construction Complete - October 2017

Similar to the North Segment, Alameda CTC is the implementing agency for preliminary engineering, environmental studies, design, right-of-way acquisition, and utility relocation and Caltrans will advertise, award, and administer (AAA) the construction contract for the South Segment. The total construction cost for the South Segment is \$56,005,000 which is funded by the State Transportation Improvement Program (STIP); \$47,030,000 million from the Regional Improvement Program (RIP), and \$8,975,000 of Alameda County Measure B and other local funds (as shown in Table 1).

TABLE 1: FUNDING SUMMARY

TABLE 1: FUNDING SUMMARY					
			CALTRANS		
SOURCE	FUNDING PARTNER	FUND TYPE	CONST. SUPPORT	CONST. CAPITAL	TOTAL
State	ALAMEDA CTC	RIP *	\$7,550,000	\$39,480,000	\$47,030,000
Local	ALAMEDA CTC	Measure B, Other	\$455,000	\$8,520,000	\$8,975,000
Total			\$8,005,000	\$48,000,000	\$56,005,000

* This fund type includes federal funds

The proposed Cooperative Agreement, provided as Attachment A, establishes the roles, responsibilities, and funding obligations between Alameda CTC and Caltrans for the construction phase of the project and is required to move the project forward to construction.

Staff recommends that the Commission authorize the Executive Director to enter into the construction phase Cooperative Agreement with Caltrans for the Route 84 Expressway - South Segment Project.

Fiscal Impact: The fiscal impact for approving this item is \$8,975,000. The action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

Attachments

- A. Draft Cooperative Agreement 04-2558

Staff Contact

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

[Susan Chang](#), Project Controls Team

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COOPERATIVE AGREEMENT

This AGREEMENT, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a California joint powers authority, referred to hereinafter as ALAMEDA CTC.

RECITALS

1. PARTNERS are authorized to enter into a cooperative agreement for improvements to the state highway system (SHS) per the California Streets and Highways Code sections 114 and 130.
2. For the purpose of this AGREEMENT, widening and expressway upgrades on Route 84, from Ruby Hill Drive to North of Concannon Boulevard will be referred to hereinafter as PROJECT. This description only serves to identify the PROJECT. The project scope of work is defined in the appropriate authorizing documents for the PROJECT per the Project Development Procedures Manual.
3. All responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENTS will be referred to hereinafter as OBLIGATIONS:
 - CONSTRUCTION SUPPORT
 - CONSTRUCTION CAPITAL
4. This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between PARTNERS regarding the PROJECT.
5. The following work associated with this PROJECT has been completed or is in progress:
 - CALTRANS approved the Project Report on September 4, 2008.
 - CALTRANS approved the Negative Declaration pursuant to CEQA and the Finding of No Significant Impact pursuant to NEPA on August 5, 2008.
 - ALAMEDA CTC is developing the Plans, Specifications and Estimate for completion on January 14, 2015 (Cooperative Agreement No. 04-2041).
 - ALAMEDA CTC is developing the R/W Certification for completion on March 18, 2015 (Cooperative Agreement No. 04-2041).
6. In this AGREEMENT capitalized words represent either defined terms or acronyms.
7. PARTNERS hereby set forth the terms, covenants, and conditions of this AGREEMENT, under which they will accomplish OBLIGATIONS.

RESPONSIBILITIES

Sponsorship

8. ALAMEDA CTC is the SPONSOR for 100% of the PROJECT COMPONENTS included in this AGREEMENT.

Funding

9. FUNDING PARTNERS, funding limits, spending limits, billing, and payment details are documented in the FUNDING SUMMARY. The FUNDING SUMMARY is incorporated and made an express part of this AGREEMENT.

PARTNERS will execute a new FUNDING SUMMARY each time the funding, billing and payment details of the PROJECT change. The FUNDING SUMMARY will be executed by a legally authorized representative of the respective PARTNERS. The most current fully executed FUNDING SUMMARY supersedes any previous FUNDING SUMMARY created for this AGREEMENT.

Replacement of the FUNDING SUMMARY will not require an amendment to the body of this AGREEMENT unless the funding changes require it.

10. All costs incurred for WORK except those that are specifically excluded in this AGREEMENT are OBLIGATIONS COSTS. OBLIGATIONS COSTS are to be paid from the funds shown in the FUNDING SUMMARY. Costs that are not OBLIGATIONS COSTS are to be paid by the PARTNER incurring the costs from funds that are outside the scope of this AGREEMENT.

Implementing Agency

11. CALTRANS is IMPLEMENTING AGENCY for CONSTRUCTION.
12. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will provide a Quality Management Plan (QMP) for that component as part of the PROJECT MANAGEMENT PLAN.
13. Any PARTNER responsible for completing WORK shall make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT including PROJECT COMPONENT work that may occur under separate agreements.

CEQA/NEPA Lead Agency

14. CALTRANS is the CEQA lead agency for the PROJECT.
15. CALTRANS is the NEPA lead agency for the PROJECT.

Environmental Permits, Approvals and Agreements

- 16. PARTNERS will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTNER’s responsibilities in this AGREEMENT.
- 17. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits where the permits are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.
- 18. The PROJECT requires the following environmental requirements/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
404, US Army Corps Of Engineers
401, Regional Water Quality Control Board
1602, California Department of Fish and Wildlife
Federal Endangered Species Act Consultation

When required as NEPA lead agency, CALTRANS will conduct additional consultation and coordination and obtain, renew, or amend approvals pursuant to the Federal Endangered Species Act, and Essential Fish Habitat, as necessary.

When required as NEPA lead agency, CALTRANS will conduct additional consultation and coordination approvals pursuant to Section 106 of the National Historic Preservation Act, as necessary.

Construction

- 19. As IMPLEMENTING AGENCY for CONSTRUCTION, CALTRANS is responsible for all CONSTRUCTION SUPPORT WORK except those CONSTRUCTION SUPPORT activities and responsibilities that are assigned to another PARTNER in this AGREEMENT and those activities that may be specifically excluded.
- 20. Physical and legal possession of right of way must be completed prior to construction advertisement, unless PARTNERS mutually agree to other arrangements in writing. Right of way conveyances must be completed prior to OBLIGATION COMPLETION, unless PARTNERS mutually agree to other arrangements in writing.

21. CALTRANS will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code. By accepting responsibility to advertise and award the construction contract, CALTRANS also accepts responsibility to administer the construction contract.
22. If the lowest responsible construction contract bid is greater than the funding commitment to CONSTRUCTION CAPITAL, PARTNERS must agree in writing on a course of action within fifteen (15) working days. If no agreement is reached within fifteen (15) work days the IMPLEMENTING AGENCY shall not award the construction contract.
23. CALTRANS will provide a landscape architect who will be responsible for all landscaping activities within the SHS.
24. CALTRANS will implement changes to the construction contract through Change Orders. PARTNERS will review and concur on all Change Orders over \$25,000 prior to implementing the change.
25. CALTRANS will require the construction contractor to furnish payment and performance bonds naming CALTRANS as obligee and to carry liability insurance in accordance with CALTRANS Standard Specifications.
26. PARTNERS confirm that upon OBLIGATION COMPLETION, no maintenance agreement will be necessary.
27. Upon OBLIGATION COMPLETION, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the SHS within SHS right of way as part of WORK become the property of CALTRANS.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside SHS right of way.

Schedule

28. PARTNERS will manage the schedule for OBLIGATIONS through the work plan included in the PROJECT MANAGEMENT PLAN.

Additional Provisions

29. PARTNERS will perform all OBLIGATIONS in accordance with federal and California laws, regulations, and standards; FHWA STANDARDS; and CALTRANS STANDARDS.
30. Each PARTNER will ensure that personnel participating in OBLIGATIONS are appropriately qualified or licensed to perform the tasks assigned to them.
31. PARTNERS will invite each other to participate in the selection of any consultants who participate in OBLIGATIONS.

32. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the PROJECT COMPONENT WORK.
33. If any PARTNER discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTNER will notify all PARTNERS within twenty-four (24) hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.
34. PARTNERS will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the PROJECT in confidence to the extent permitted by law and where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that said documents are shared between PARTNERS.

PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the PROJECT without the written consent of the PARTNER authorized to release them, unless required or authorized to do so by law.

35. If a PARTNER receives a public records request pertaining to OBLIGATIONS, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public documents. PARTNERS will consult with each other prior to the release of any public documents related to the PROJECT.
36. If HM-1 or HM-2 is found during a PROJECT COMPONENT, IMPLEMENTING AGENCY for that PROJECT COMPONENT will immediately notify PARTNERS.
37. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing SHS right of way. CALTRANS will undertake, or cause to be undertaken, HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to the PROJECT schedule. The cost for HM MANAGEMENT ACTIVITIES related to HM-1 found within the existing SHS right of way is not an OBLIGATIONS COST and CALTRANS will pay, or cause to be paid, all costs for HM-1 ACTIVITIES.
38. If HM-1 is found within the PROJECT limits and outside the existing SHS right of way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. ALAMEDA CTC, in concert with the local agency having land use jurisdiction over the parcel(s), will ensure that HM MANAGEMENT ACTIVITIES related to HM-1 are undertaken with minimum impact to PROJECT schedule. The costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within the PROJECT limits and outside the existing SHS right of way are not an OBLIGATIONS COST and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

39. If HM-2 is found within the PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.
40. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.
41. IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTNERS with written monthly progress reports during the implementation of OBLIGATIONS in that component.
42. Any PARTNER that is responsible for completing OBLIGATIONS will accept, reject, compromise, settle, or litigate claims arising from those OBLIGATIONS.
43. PARTNERS will confer on any claim that may affect OBLIGATIONS or PARTNERS' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on claim.
44. PARTNERS will maintain, and will ensure that any party hired by PARTNERS to participate in OBLIGATIONS will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and that can properly accumulate and segregate incurred PROJECT costs and billings.
45. If FUNDING PARTNERS fund any part of OBLIGATIONS with state or federal funds, each PARTNER will comply, and will ensure that any party hired to participate in OBLIGATIONS will comply with the federal cost principles of 2 CFR, Part 225, and administrative requirements outlined in 49 CFR, Part 18. These principles and requirements apply to all funding types included in this AGREEMENT.
46. PARTNERS will maintain and make available to each other all OBLIGATIONS-related documents, including financial data, during the term of this AGREEMENT.

PARTNERS will retain all OBLIGATIONS-related records for three (3) years after the final voucher.

47. PARTNERS have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA (if the PROJECT utilizes federal funds), and ALAMEDA CTC will have access to all OBLIGATIONS-related records of each PARTNER, and any party hired by a PARTNER to participate in OBLIGATIONS, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTNER will be permitted to make copies of any OBLIGATIONS-related records needed for the audit.

The audited PARTNER will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTNERS have thirty (30) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTNERS is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.

48. If FUNDING PARTNERS fund any part of the PROJECT with state or federal funds, each FUNDING PARTNER will undergo an annual audit in accordance with the Single Audit Act and the federal Office of Management and Budget (OMB) Circular A-133.
49. If the PROJECT expends federal funds, any PARTNER that hires an A&E consultant to perform WORK on any part of the PROJECT will ensure that the procurement of the consultant and the consultant overhead costs are in accordance with Chapter 10 of the *Local Assistance Procedures Manual*.
50. PARTNERS will not incur costs beyond the funding commitments in this AGREEMENT. If IMPLEMENTING AGENCY anticipates that funding for WORK will be insufficient to complete WORK, IMPLEMENTING AGENCY will promptly notify SPONSOR.
51. If WORK stops for any reason, each PARTNER will continue to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER's responsibilities in this AGREEMENT, in order to keep the PROJECT in environmental compliance until WORK resumes.
52. Unless otherwise documented in the FUNDING SUMMARY, all fund types contributed to a PROJECT COMPONENT will be spent proportionately within that PROJECT COMPONENT.
53. Unless otherwise documented in the FUNDING SUMMARY, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy or law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.
54. If FUNDING PARTNERS fund OBLIGATIONS with American Recovery and Reinvestment Act (ARRA) funds, PARTNERS will adopt the terms, conditions, requirements, and constraints of the American Recovery and Reinvestment Act of 2009.

55. If FUNDING PARTNERS fund OBLIGATIONS with Proposition 1B Bond funds, PARTNERS will meet the requirements of California Government Code Section 8879.20 et al. (Proposition 1 legislation), the governor's Executive Order 2007-S-02-07, and the California Transportation Commission (CTC) program guidelines for the applicable account.

Right of way purchased using Proposition 1B Bond funds will become the property of CALTRANS, and any revenue from the sale of excess lands originally purchased with bond funds will revert to CALTRANS.

56. CALTRANS will administer any federal subvention funds shown in the FUNDING SUMMARY table.
57. The cost of awards, judgments, or settlements generated by OBLIGATIONS is an OBLIGATIONS COST.
58. The cost of legal challenges to the environmental process or documentation is an OBLIGATIONS COSTS.
59. The cost of coordinating, obtaining, complying with, implementing, renewing, and amending resource agency permits, agreements, and approvals is an OBLIGATIONS COST.
60. Fines, interest, or penalties levied against a PARTNER are not an OBLIGATIONS COST and will be paid, independent of OBLIGATIONS COST, by the PARTNER whose actions or lack of action caused the levy.

61. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

62. Travel, per diem, and third-party contract reimbursements are an OBLIGATIONS COST only after those hired by PARTNERS to participate in OBLIGATIONS incur and pay those costs.

Payments for travel and per diem will not exceed the rates paid rank and file state employees under current California Department of Personnel Administration (DPA) rules current at the effective date of this AGREEMENT.

If ALAMEDA CTC invoices for rates in excess of DPA rates, ALAMEDA CTC will fund the cost difference and reimburse CALTRANS for any overpayment.

63. If CALTRANS reimburses ALAMEDA CTC for any costs later determined to be unallowable, ALAMEDA CTC will reimburse those funds.

64. If there are insufficient funds available in this AGREEMENT to place PROJECT right of way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTNERS amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

65. If there are insufficient funds in this AGREEMENT to implement applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTNER accepts responsibility to fund their respective OBLIGATIONS until such time as PARTNERS amend this AGREEMENT.

Each PARTNER may request reimbursement for these costs during the amendment process.

66. After PARTNERS agree that all WORK is complete for a PROJECT COMPONENT, PARTNER(S) will submit a final accounting for all OBLIGATIONS COSTS. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the financial commitments of this AGREEMENT.

GENERAL CONDITIONS

67. PARTNERS understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTNER initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.
68. All OBLIGATIONS of CALTRANS under the terms of this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
69. Neither ALAMEDA CTC nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless ALAMEDA CTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

70. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon ALAMEDA CTC under this AGREEMENT. It is understood and agreed that ALAMEDA CTC, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC, its contractors, sub-contractors, and/or its agents under this AGREEMENT.
71. PARTNERS do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this AGREEMENT. PARTNERS do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling OBLIGATIONS different from the standards imposed by law.
72. PARTNERS will not assign or attempt to assign OBLIGATIONS to parties not signatory to this AGREEMENT without an amendment to this AGREEMENT.
73. ALAMEDA CTC will not interpret any ambiguity contained in this AGREEMENT against CALTRANS. ALAMEDA CTC waives the provisions of California Civil Code section 1654.

A waiver of a PARTNER's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

74. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.
75. If any PARTNER defaults in its OBLIGATIONS, a non-defaulting PARTNER will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.
76. PARTNERS will first attempt to resolve AGREEMENT disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of ALAMEDA CTC will attempt to negotiate a resolution. If PARTNERS do not reach a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of OBLIGATIONS in accordance with the terms of this AGREEMENT. However, if any PARTNER stops fulfilling OBLIGATIONS, any other PARTNER may seek equitable relief to ensure that OBLIGATIONS continue.

Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTNERS will file any civil complaints in the Superior Court of the county in which the CALTRANS district office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located. The prevailing PARTNER will be entitled to an award of all costs, fees, and expenses, including reasonable attorney fees as a result of litigating a dispute under this AGREEMENT or to enforce the provisions of this article including equitable relief.

77. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
78. If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.
79. PARTNERS intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the OBLIGATIONS.
80. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTNERS will amend this AGREEMENT to include completion of those additional tasks.
81. Except as otherwise provided in the AGREEMENT, PARTNERS will execute a formal written amendment if there are any changes to OBLIGATIONS.
82. When WORK performed on the PROJECT is done under contract and falls within the Labor Code section 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code section 1771, PARTNERS shall conform to the provisions of Labor Code sections 1720 through 1815, and all applicable provisions of California Code of Regulations found in Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTNERS shall include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts. Work performed by a PARTNER's own employees is exempt from the Labor Code's Prevailing Wage requirements.
83. If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTNERS shall conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. § 276(a).

When applicable, PARTNERS shall include federal prevailing wage requirements in contracts for public work. WORK performed by a PARTNER's employees is exempt from federal prevailing wage requirements.

84. PARTNERS agree to sign a COOPERATIVE AGREEMENT CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

DEFINITIONS

AGREEMENT – This agreement including any attachments, exhibits, and amendments.

ARRA – The American Recovery and Reinvestment Act of 2009.

CALTRANS STANDARDS – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the Project Development Procedures Manual (PDPM) and the CALTRANS *Workplan Standards Guide for the Delivery of Capital Projects* (WSG) [which contains the CALTRANS Work Breakdown Structure (WBS) and was previously known as the WBS Guide] and is available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

CEQA (California Environmental Quality Act) – The act (California Public Resources Code, sections 21000 et seq.) that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those significant impacts, if feasible.

CFR (Code of Federal Regulations) – The general and permanent rules published in the Federal Register by the executive departments and agencies of the federal government.

CONSTRUCTION – See PROJECT COMPONENT.

CONSTRUCTION CAPITAL – See PROJECT COMPONENT.

CONSTRUCTION SUPPORT – See PROJECT COMPONENT.

COOPERATIVE AGREEMENT CLOSURE STATEMENT – A document signed by PARTNERS that verifies the completion of all OBLIGATIONS included in this AGREEMENT and in all amendments to this AGREEMENT.

FHWA – Federal Highway Administration.

FHWA STANDARDS – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at www.fhwa.dot.gov/topics.htm.

FUNDING PARTNER – A PARTNER, designated in the FUNDING SUMMARY that commits a defined dollar amount to fulfill OBLIGATIONS. Each FUNDING PARTNER accepts responsibility to provide the funds it commits in this AGREEMENT.

FUNDING SUMMARY – An executed document that names FUNDING PARTNER(S), includes a FUNDING TABLE, SPENDING SUMMARY, deposit amounts, and invoicing and payment methods.

FUNDING TABLE – The table that designates funding sources, types of funds, and the PROJECT COMPONENT in which the funds are to be spent. Funds listed on the FUNDING TABLE are “not-to-exceed” amounts for each FUNDING PARTNER.

GAAP (Generally Accepted Accounting Principles) – Uniform minimum standards and guidelines for financial accounting and reporting issued by the Federal Accounting Standards Advisory Board that serve to achieve some level of standardization. See <http://www.fasab.gov/accepted.html>.

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by the PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

IMPLEMENTING AGENCY – The PARTNER responsible for managing the scope, cost, and schedule of a PROJECT COMPONENT to ensure the completion of that component.

NEPA (National Environmental Policy Act of 1969) – This federal act establishes a national policy for the environment and a process to disclose the adverse impacts of projects with a federal nexus.

OBLIGATIONS – All WORK responsibilities and their associated costs.

OBLIGATION COMPLETION – PARTNERS have fulfilled all OBLIGATIONS included in this AGREEMENT and have signed a COOPERATIVE AGREEMENT CLOSURE STATEMENT.

OBLIGATIONS COST(S) – The cost(s) to complete the responsibilities assigned in this AGREEMENT. Costs that are specifically excluded in this AGREEMENT or that are not incurred in the performance of the responsibilities in this AGREEMENT are not OBLIGATIONS COSTS. OBLIGATIONS COSTS are to be paid from the funds shown in the FUNDING SUMMARY. Costs that are not OBLIGATIONS COSTS are to be paid by the party that incurs the cost from funds that are outside the scope of this AGREEMENT.

PARTNER – Any individual signatory party to this AGREEMENT.

PARTNERS – The term that collectively references all of the signatory agencies to this AGREEMENT. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER’s individual actions legally bind the other PARTNER.

PROJECT COMPONENT – A distinct portion of the planning and project development process of a capital project as outlined in California Government Code, section 14529(b).

- **PID (Project Initiation Document)** – The work required to deliver the project initiation document for the PROJECT in accordance with CALTRANS STANDARDS.
- **PA&ED (Project Approval and Environmental Document)** – The work required to deliver the project approval and environmental documentation for the PROJECT in accordance with CALTRANS STANDARDS.
- **PS&E (Plans, Specifications, and Estimate)** – The work required to deliver the plans, specifications, and estimate for the PROJECT in accordance with CALTRANS STANDARDS.
- **R/W (Right of Way)** – The project components for the purpose of acquiring real property interests for the PROJECT in accordance with CALTRANS STANDARDS.
 - **R/W (Right of Way) SUPPORT** – The work required to obtain all property interests for the PROJECT.
 - **R/W (Right of Way) CAPITAL** – The funds for acquisition of property rights for the PROJECT.
- **CONSTRUCTION** – The project components for the purpose of completing the construction of the PROJECT in accordance with CALTRANS STANDARDS.
 - **CONSTRUCTION SUPPORT** – The work required for the administration, acceptance, and final documentation of the construction contract for the PROJECT.
 - **CONSTRUCTION CAPITAL** – The funds for the construction contract.

PROJECT MANAGEMENT PLAN – A group of documents used to guide the PROJECT’s execution and control throughout that project’s lifecycle.

QMP (Quality Management Plan) – An integral part of the PROJECT MANAGEMENT PLAN that describes IMPLEMENTING AGENCY’s quality policy and how it will be used.

RESIDENT ENGINEER – A civil engineer licensed in the State of California who is responsible for construction contract administration activities. The Resident Engineer must be independent of the design engineering company and the construction contractor.

SHS (State Highway System) – All highways, right of way, and related facilities acquired, laid out, constructed, improved, or maintained as a state highway pursuant to constitutional or legislative authorization.

SPENDING SUMMARY – A table that identifies the funds available for expenditure by each PARTNER. The table shows the maximum reimbursable expenditure for each PARTNER in each PROJECT COMPONENT.

SPONSOR – Any PARTNER that accepts the responsibility to establish scope of the PROJECT and the obligation to secure financial resources to fund the PROJECT COMPONENTS in this AGREEMENT. SPONSOR is responsible for adjusting the PROJECT scope to match committed funds or securing additional funds to fully fund the PROJECT COMPONENTS in this AGREEMENT. If this AGREEMENT has more than one SPONSOR, funding adjustments will be made by percentage (as outlined in Responsibilities). Scope adjustments must be developed through the project development process and must be approved by CALTRANS as the owner/operator of the SHS.

WORK – All efforts to complete the OBLIGATIONS included in this AGREEMENT as described by the activities in the CALTRANS Workplan Standards Guide for the Delivery of Capital Projects (WSG).

SIGNATURES

PARTNERS are empowered by California Streets and Highways Code sections 114 and 130 to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

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

Certified as to funds:

Kevin M. Strough
District Budget Manager

**ALAMEDA COUNTY
TRANSPORTATION COMMISSION**

Arthur L. Dao
Executive Director

Recommended for approval:

Stewart D. Ng
Deputy Director of Programming and Projects

Reviewed as to budget/financial controls:

Patricia Reavey
Director of Finance

Approved as to form and legality:

Wendel, Rosen, Black and Dean, LLP
Alameda CTC Legal Counsel

FUNDING SUMMARY

v. 2

		<u>FUNDING TABLE</u>			
		<u>IMPLEMENTING AGENCY →</u>		<u>CALTRANS</u>	
Source	FUNDING PARTNER	Fund Type	CONST. SUPPORT	CONST. CAPITAL	Totals
State	ALAMEDA CTC	RIP *	7,550,000	39,480,000	47,030,000
Local	ALAMEDA CTC	Measure	455,000	8,520,000	8,975,000
		Totals	8,005,000	48,000,000	56,005,000

* This fund type includes federal funds

v. 21

		<u>SPENDING SUMMARY</u>			
		<u>CONST. SUPPORT</u>		<u>CONST. CAPITAL</u>	
Fund Type	CALTRANS	ALAMEDA CTC	CALTRANS	Totals	
State Funds	7,550,000	0	39,480,000	47,030,000	
Local Funds	0	455,000	8,520,000	8,975,000	
Measure					
Totals	7,550,000	455,000	48,000,000	56,005,000	

Invoicing and Payment

1. PARTNERS will invoice for funds where the SPENDING SUMMARY shows that one PARTNER provides funds for use by another PARTNER. PARTNERS will pay invoices within thirty (30) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, ALAMEDA CTC will pay invoices within five (5) calendar days of receipt of invoice.
2. If ALAMEDA CTC has received EFT certification from CALTRANS then ALAMEDA CTC will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
3. CALTRANS will draw from state and federal funds that are provided by ALAMEDA CTC without invoicing ALAMEDA CTC when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible.
4. When a PARTNER is reimbursed for actual costs from funds administered by another PARTNER, invoices will be submitted each month for the prior month's expenditures.

CONSTRUCTION SUPPORT

5. No invoicing or reimbursement will occur for the CONSTRUCTION SUPPORT PROJECT COMPONENT.

CONSTRUCTION CAPITAL

6. CALTRANS will invoice ALAMEDA CTC for a \$125,000 initial deposit after execution of this AGREEMENT and thirty (30) working days prior to the commencement of CONSTRUCTION CAPITAL expenditures. This deposit represents one (1) month's estimated costs.

Thereafter, CALTRANS will invoice and ALAMEDA CTC will reimburse for actual costs.

Signatures

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

Issa Bouri
Regional Project Manager

Date _____

District Budget Manager

HQ Accounting

**ALAMEDA COUNTY
TRANSPORTATION COMMISSION**

Stewart D. Ng
Deputy Director of Programming and Projects

Date _____

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Memorandum

6.11

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

DATE: February 19, 2015

SUBJECT: Draft Master Programs Funding Agreement for Measure BB Direct Local Distribution Funds

RECOMMENDATION: Review of Draft Master Programs Funding Agreement

Summary

On November 4, 2014, Measure BB was approved, authorizing the extension of the existing transportation sales tax and augmenting it by a half percent to fund projects and programs included in the 2014 Transportation Expenditure Plan (2014 TEP). With the passage of Measure BB, revenue collection will begin April 1, 2015 and it is anticipated funds will be available for distribution by July 2015.

The 2014 TEP includes two types of distributions: direct allocations to recipients as a percentage of net revenues and on a reimbursement basis after work is performed. The draft Master Programs Funding Agreement (MPFA), included as attachment A, delineates only the requirements of the direct allocations. These direct allocations, or Direct Local Distribution (DLD) funds, account for 53.55% of the total net revenues. Projects and Programs managed on a reimbursement basis will be addressed in a separate agreement for those funds.

It is requested that the Commission review and provide input on the draft MPFA which will serve as the contract document to distribute DLD funds authorized by Measure BB. The final MPFA will be presented to the Commission for adoption in May 2015 to enable contract execution and flow of funds as soon as funds are received from the State Board of Equalization (BOE).

Background

On November 4, 2014, Alameda County voters approved Measure BB, authorizing the extension of the existing transportation sales tax and augmenting it by a half percent to fund projects and programs included in the 2014 Transportation Expenditure Plan (2014 TEP). With the passage of Measure BB, revenue collection will begin April 1, 2015 and it is anticipated the first distribution from the BOE will begin in the first quarter of the 2015-16 fiscal year. The 2014 TEP, which guides the expenditures of Measure BB, requires that each fund recipient enter into a Master Funding Agreement with the Alameda CTC to define the roles and responsibilities in spending Measure BB sales tax revenues.

The 2014 TEP includes two types of distributions: direct allocations to recipients as a percentage of net revenues, and payments made on a reimbursement basis after work is performed. The draft Master Programs Funding Agreement (MPFA), included as attachment A, delineates only the requirements of the direct allocations. Projects and Programs managed on a reimbursement basis will be addressed in a separate master agreement for those funds.

The direct allocations, or Direct Local Distribution (DLD) funds, account for 53.55% of the total net revenues and will fund the four investment categories summarized in Table A.

TABLE A: MEASURE BB DLD INVESTMENT SUMMARY	
Investment Category	Program
Transit: Operations, Maintenance and Safety Program (OMSP)	AC Transit OMSP (18.8%)
	Altamont Commuter Express (ACE) OMSP (1.0%)
	San Francisco Bay Area Rapid Transit (BART) Maintenance OMSP (0.5%)
	San Francisco Bay Area Water Emergency Transportation Authority (WETA) OMSP(0.5%)
	Livermore Amador Valley Transit Authority (LAVTA) OMSP(0.5%)
	Union City Transit OMSP (0.25%)
Affordable Transit for Seniors and People with Disabilities (Paratransit)	City-based and Locally Mandated (3.0%)
	East Bay Paratransit Consortium– AC Transit (4.5%)
	East Bay Paratransit Consortium – BART (1.5%)
Direct Allocation to Cities and County (Local Streets and Roads)	Local streets maintenance and safety program (20.0%)
Bicycle and Pedestrian Infrastructure & Safety	Bicycle and pedestrian direct allocation to cities and Alameda County (3.0%)
Note: Percentages shown represent percentage of the total net revenues.	

The draft MPFA was developed with the following considerations:

1. The 2014 TEP identifies criteria that will require the development of specific policies and procedures to implement. Examples of these criteria include local contracting, performance based measurements, distribution formulas, and geographical equity formulas. To allow for time to develop the necessary policies and procedures, the

MPFA will authorize distributions of DLD funding collected from April 1, 2015 through June 30, 2016, unless amended or a new MPFA is executed.

2. The implementation guidelines governing the use of Measure B Direct Local Distribution funds were initially approved by the Commission in December 2011. The current Alameda CTC Implementation Guidelines, which have been subjected to periodic reviews, are generally adequate to address the four investment categories of Measure BB DLD funds until refinements required by Measure BB are incorporated. The specific implementation guidelines relevant to Measure BB and exceptions noted are as follows:
 - a. Bicycle and Pedestrian Implementation Guidelines
 - b. Local Streets and Roads Implementation Guidelines- A minimum of 15% of all funds received for this investment category will be spent on project elements directly benefitting bicyclists and pedestrians.
 - c. Mass Transit Implementation Guidelines
 - d. Special Transportation for Seniors and Disabled Implementation Guidelines

3. Policies – the following policies are currently in place for Measure B DLD and are applicable to Measure BB DLD funds:
 - a. Timely Use of Funds/Reserve Fund Policy: Funds may be reserved for specified periods of time, as defined in each reserve program and will be monitored through the annual compliance audit and reporting process.
 - b. Rescission of Funds Policy: If the requirements of the Timely Use of Funds/Reserve Fund Policy are not met, Alameda CTC may determine that these funds are not needed by the jurisdiction and request the funds be returned, including interest. Unless a request for extension of use is submitted and approved, unallocated funds would be returned to the Alameda CTC and placed into an account out of which funding allocations could be made based upon countywide needs.
 - c. Transportation Purposes Only Policy: Funds are required to be used solely for transportation purposes as defined by the authorizing ballot measures. Any jurisdiction that violates this provision must fully reimburse all misspent net revenues, including interest.
 - d. Non-Substitution of Fund Policy: Recipient shall not use Measure BB funds to replace funds previously provided by general funds for transportation purposes. Measure BB funds must be used to supplement existing revenues used for transportation purposes.
 - e. Fund Exchange Policy: Any fund exchanges made using the Measure BB funds must be made for transportation purposes. Exchange proposals will be considered on a case by case basis.
 - f. Staff Cost Limitations Policy: Direct costs associated with the delivery of programs and projects associated with Measure BB programs, including direct staff and consultant costs, are eligible uses of Measure BB. Indirect costs, including general administrative staff costs, are not allowed to be funded with

Measure BB, unless a jurisdiction has an independently audited/approved Indirect Cost Allocation Plan.

It is requested that the Commission review and provide input on the draft MPFA which will serve as the contract document to distribute DLD funds authorized by Measure BB. The final MPFA will be presented for adoption in May 2015 to enable contract execution and flow of funds as soon as funds are received from the California Board of Equalization.

Fiscal Impact: There is no fiscal impact at this time.

Attachments

- A. Draft Master Programs Funding Agreement

Staff Contacts

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

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

MASTER PROGRAMS FUNDING AGREEMENT
between the
ALAMEDA COUNTY TRANSPORTATION COMMISSION
and the
[insert RECIPIENT]

This Master Programs Funding Agreement (“AGREEMENT”), effective the 1st of April 2015, is entered into by and between the Alameda County Transportation Commission (“ALAMEDA CTC”) and the [insert RECIPIENT] (“RECIPIENT”).

RECITALS

A. On November 4, 2014, the voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq., approved Measure BB, thereby authorizing ALAMEDA CTC to administer the proceeds from the extension of an existing one-half of one percent transaction and use tax scheduled to terminate on March 31, 2022, and the augmentation of the tax by one-half of one percent.

B. The duration of the tax will be 30 years from the initial year of collection, which begins April 1, 2015, with said tax to terminate/expire on March 31, 2045. The tax proceeds will be used to pay for the investments outlined in the 2014 Alameda County Transportation Expenditure Plan (“2014 TEP”), as it may be amended.

C. This AGREEMENT delineates the requirements of the Direct Local Distribution (DLD) funds; funds which are directly allocated to local jurisdictions and transit operators, as authorized by Measure BB and detailed in the 2014 TEP. Discretionary funds identified in the 2014 TEP are not the subject of this AGREEMENT and RECIPIENT will be required to enter into a separate agreement for those funds.

D. The DLD funds will be available for distribution once an agreement is executed with the State Board of Equalization (BOE) and the first revenue payment is received from the BOE.

E. This AGREEMENT was originally approved by the governing body of the ALAMEDA CTC on May 28, 2015.

NOW, THEREFORE, it is mutually agreed by and between the parties as follows:

ARTICLE I: FUNDING ALLOCATIONS

This AGREEMENT authorizes the ALAMEDA CTC to allocate the DLD funds derived from Measure BB as described in the 2014 TEP and summarized in Table A: Measure BB DLD Investment Summary. DLD funds shall be allocated from net revenues after BOE and administration expenses.

TABLE A: MEASURE BB DLD INVESTMENT SUMMARY	
Investment Category	Program
Transit: Operations, Maintenance and Safety Program (OMSP)	AC Transit OMSP
	Altamont Commuter Express (ACE) OMSP
	San Francisco Bay Area Rapid Transit District (BART) Maintenance
	San Francisco Bay Area Water Emergency Transportation Authority (WETA) OMSP
	Livermore Amador Valley Transit Authority (LAVTA) OMSP
	Union City Transit OMSP
Affordable Transit for Seniors and People with Disabilities (Paratransit)	City-based and Locally Mandated
	East Bay Paratransit Consortium– AC Transit
	East Bay Paratransit Consortium - BART
Direct Allocation to Cities and County (Local Streets and Roads)	Local streets maintenance and safety program
Bicycle and Pedestrian Infrastructure & Safety	Bicycle and pedestrian direct allocation to cities and Alameda County

A. **Transit (OMSP)** - ALAMEDA CTC will distribute funds based on set percentages detailed in the 2014 TEP. RECIPIENT's percentage fund distribution, if applicable, is detailed in EXHIBIT A - MEASURE BB DIRECT LOCAL DISTRIBUTION SUMMARY, attached hereto and by this reference made a part of this AGREEMENT.

1. RECIPIENT shall use such funds for maintenance and operations of transit services and may include maintenance of transit services, restoration of service cuts, expansion of transit services, and passenger safety and security.

2. The Transit OMSP funds shall be subject to the requirements for "Measure B Mass Transit Pass-through Funds," as detailed in the ALAMEDA CTC Mass Transit Program Implementation Guidelines, and said guidelines are hereby incorporated into this AGREEMENT by reference.

B. **Affordable Transit for Seniors and People with Disabilities (Paratransit)**

1. City and Local Transit Operator

a. ALAMEDA CTC will distribute funds based on the percentage of the population over age 70 in each of four planning areas for city-based and mandated paratransit services of local bus transit providers. Funds may be further distributed to individual cities within each planning area based on a formula refined by ALAMEDA CTC's Paratransit Advisory and Planning Committee ("PAPCO"). RECIPIENT's initial percentage fund distribution, if applicable, is detailed in Exhibit A subject to change based on changes in annual population.

b. Each planning area is defined in Exhibit B attached hereto and by this reference made a part of this AGREEMENT.

c. RECIPIENT shall use such funds for implementation of locally developed solutions to address the mobility challenges of older adults and people with disabilities.

2. East Bay Paratransit Consortium

a. ALAMEDA CTC will distribute funds based on set percentages detailed in the 2014 TEP. RECIPIENT's percentage fund distribution, if applicable, is detailed in Exhibit A.

b. RECIPIENT shall use such funds towards meeting RECIPIENT's responsibilities under the Americans with Disabilities Act (ADA).

3. The ALAMEDA CTC Paratransit Program Implementation Guidelines provide program eligibility and fund usage guidelines, definitions, additional requirements, and guideline adoption details. Said guidelines are hereby incorporated into this AGREEMENT by reference.

C. Local Streets and Roads

1. ALAMEDA CTC will distribute funds pursuant to a formula weighted 50 percent by the population of the jurisdiction within the subarea and 50 percent by the number of road miles within the subarea. RECIPIENT's initial percentage fund distribution, if applicable, is detailed in Exhibit A subject to change based on changes in annual population and road mile projections.

2. RECIPIENT shall spend a minimum of 15% of all funds received on project elements directly benefitting bicyclists and pedestrians.

3. RECIPIENT shall use such funds for any local transportation need based on local priorities, including street maintenance, bicycle and pedestrian projects, bus stops, and traffic calming.

4. Local Streets and Roads funds are subject to the requirements for "Measure B Local Streets and Roads Pass-through Funds" as detailed in the ALAMEDA CTC Local Streets and Roads Program Implementation Guidelines, and said guidelines are hereby incorporated into this AGREEMENT by reference.

D. Bicycle and Pedestrian Paths and Safety

1. ALAMEDA CTC will distribute funds pursuant to a formula weighted 100 percent by the jurisdiction's share of the population. RECIPIENT's initial percentage fund distribution, if applicable, is detailed in Exhibit A subject to change based on changes in annual population.

2. RECIPIENT shall use such funds for planning, construction and maintenance of bicycle and pedestrian projects and programs, with focus on high-priority projects described in RECIPIENT's Bicycle and Pedestrian Master Plans.

3. Bicycle and Pedestrian Paths and Safety funds are subject to the requirements for "Measure B Bicycle and Pedestrian Pass-through Funds" as detailed in the ALAMEDA CTC Bicycle and Pedestrian Safety Program Implementation Guidelines, and said guidelines are hereby incorporated into this

AGREEMENT by reference.

ARTICLE II: PAYMENTS AND EXPENDITURES

A. ALAMEDA CTC's Duties and Obligations

1. Within five working days of actual receipt of the monthly Measure BB sales tax revenues from the BOE, ALAMEDA CTC shall remit to the RECIPIENT its designated amount of DLD funds disbursed on a monthly basis by a set formula for distribution.

2. ALAMEDA CTC shall annually update the Measure BB sales tax revenue projections and the resulting funds allocation formulas to reflect the most current population using the California Department of Finance's annual population estimates (Report E-1 published in May) and maintained road mileage from the Department of Transportation as it is made available. ALAMEDA CTC shall use the updated Measure BB program allocation formulas in the allocations beginning July 1 of each new fiscal year, which is from July 1 to June 30 in the State of California. ALAMEDA CTC shall provide an annual projection of Measure BB DLD estimated to be distributed to each RECIPIENT for each investment category RECIPIENT is eligible to receive before the beginning of each new fiscal year.

3. ALAMEDA CTC shall report monthly the amount of Measure BB revenues distributed to RECIPIENT by each investment category for the fiscal year and for the total program to date.

4. ALAMEDA CTC shall provide for an independent annual audit of its financial statements including revenues and expenditures and also the calculation of the allocation formula for distributing Measure BB DLD funds to various recipients and render an annual report to the ALAMEDA CTC Commission within 180 days following the close of the fiscal year. ALAMEDA CTC shall render an annual report on Measure BB funds to the Citizens Watchdog Committee (Independent Watchdog Committee) as soon thereafter as practical.

5. ALAMEDA CTC shall provide timely notice to RECIPIENT prior to conducting an audit of any expenditure made by RECIPIENT to determine whether such expenditures are in compliance with this AGREEMENT and the 2014 TEP.

B. RECIPIENT's Duties and Obligations

1. RECIPIENT shall expend all Measure BB funds distributed to the RECIPIENT in compliance with the 2014 TEP guidelines, including the ALAMEDA CTC Implementation Guidelines, as they may be adopted or amended by ALAMEDA CTC from time to time.

2. RECIPIENT shall set up and maintain an appropriate system of accounts to report on Measure BB funds received. RECIPIENT must account for Measure BB funds, including any interest accrued, separately from any other funds it receives from ALAMEDA CTC. The accounting system shall provide adequate internal controls and audit trails to facilitate an annual compliance audit for the Measure BB funds and the respective usage and application of said funds. ALAMEDA CTC and its representatives, agents and nominees shall have the absolute right at any reasonable time to inspect and copy any accounting records related to such funds, except to the extent specifically prohibited by applicable law.

3. RECIPIENT hereby agrees to and accepts the formulas used in the allocation of Measure BB revenues as reflected in the ballot measure and the 2014 TEP, and agrees to accept and utilize the California Department of Finance Estimates of Population figures (Report E-1, updated each May) and

the maintained road mileage from the Department of Transportation as it is made available for the annual update of the allocation formulas to begin in each new fiscal year.

ARTICLE III: POLICIES ON USE OF FUNDS

A. **Timely Use of Funds Policy**

1. Except for those funds properly placed into a reserve fund pursuant to **Section B** below, all Measure BB funds received by RECIPIENT shall be spent expeditiously, and no unexpended funds are allowed, unless a written request is submitted to the ALAMEDA CTC and approved by the Commission through the annual compliance audit and reporting process.

B. **Reserve Fund Policy:** RECIPIENT may reserve funds for specified periods of time, as defined in each reserve program, which ALAMEDA CTC will monitor through the annual compliance audit and reporting process described in **Article 4**. RECIPIENT may establish the following separate types of reserve funds:

1. **Capital Fund Reserve:** RECIPIENT may establish a specific capital fund reserve to fund specific large capital project(s) that could not otherwise be funded with a single year's worth of Measure BB DLD funds. If a capital fund reserve is established by RECIPIENT, it must be done as part of the Annual Program Compliance Reporting process as defined in Article IV.B.

a. RECIPIENT may collect capital funds during not more than three fiscal years, and shall expend all reserve funds prior to the end of the third fiscal year immediately following the fiscal year during which the reserve was established (e.g., if a reserve is established at any time during fiscal year 2015-2016 (FY 15-16), RECIPIENT may collect reserve funds during some or all of FY 15-16, FY 16-17 and FY 17-18, and must spend the reserve funds prior to the end of FY 18-19).

b. RECIPIENT shall report implementation schedules and funding plans for each proposed project to be funded from the reserve in RECIPIENT's annual program compliance report.

c. RECIPIENT may seek a single one-year extension for a given reserve fund if RECIPIENT demonstrates that unforeseen and extraordinary circumstances have occurred that would justify the extension. RECIPIENT shall submit a request for such an extension in writing to ALAMEDA CTC's executive director. The ALAMEDA CTC Commission, in its sole discretion, will make a determination as to whether to approve or deny the extension request and will notify RECIPIENT of its action in writing.

2. **Operations Fund Reserve:** RECIPIENT may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations. . This fund may not contain more than 50 percent of annual DLD revenues, unless an exception is requested in writing and approved by the ALAMEDA CTC Commission. This fund may be a revolving fund and is not subject to an expenditure timeframe. If an operations fund reserve is established by RECIPIENT, it must be done as part of the Annual Program Compliance Reporting process as defined in Article IV.B.

3. **Undesignated Fund Reserve:** RECIPIENT may establish and maintain a specific reserve for transportation needs over a fiscal year, such as matching funds for grants, project development work, studies for transportation purposes, or contingency funds for a project or program. This fund may not contain more than 10 percent of annual DLD revenues, unless an exception is requested in writing and

approved by the ALAMEDA CTC Commission. If an undesignated fund reserve is established by RECIPIENT, it must be done as part of the Annual Program Compliance Reporting process as defined in Article IV.A.3.

a. RECIPIENT shall report the range of potential uses for the reserve funds in its annual compliance report.

C. **Rescission of Funds Policy:** If RECIPIENT does not meet the timeliness requirements set forth in Section A and B, ALAMEDA CTC may determine the RECIPIENT does not need the unspent funds. In such case, unless the RECIPIENT requests and ALAMEDA CTC approves an extension to the applicable deadline for the Capital Fund Reserve as described in Article III.B.1, RECIPIENT must return unspent funds and all interest earned thereon to ALAMEDA CTC. All such funds returned to ALAMEDA CTC shall be placed into an account for reallocation to the same programmatic type for transportation improvements in the county.

D. **Other Expenditure Restrictions:**

1. **Transportation Purposes Only:** RECIPIENT shall use all Measure BB funds solely for transportation purposes as defined by the authorizing ballot measure. Any jurisdiction that violates this provision must fully reimburse all misspent funds, including all interest that would have been earned thereon.

2. **Non-Substitution of Funds:** RECIPIENT shall use Measure BB funds, pursuant to Public Utilities Code Section 180000 *et seq.*, to supplement and not replace existing property taxes used for transportation purposes.

3. **Fund Exchange:** Any fund exchanges made using Measure BB must be made for transportation purposes. ALAMEDA CTC will consider exchange proposals on a case-by-case basis.

4. **Staff Cost Limitations:** Direct costs associated with the delivery of programs and projects associated with Measure BB programs, including direct staff costs and consultant costs, are eligible uses of Measure BB funds. ALAMEDA CTC does not allow indirect costs, unless the RECIPIENT submits an independently audited/approved Indirect Cost Allocation Plan.

ARTICLE IV: REPORTING REQUIREMENTS

RECIPIENT shall comply with each of the reporting requirements set forth below. If RECIPIENT fails to comply with one or more of these requirements, ALAMEDA CTC may withhold payment of further Measure BB funds to RECIPIENT until full compliance is achieved.

A. RECIPIENT shall submit to ALAMEDA CTC, on an annual basis and at the RECIPIENT's expense, an independently audited Measure BB financial statements and a compliance opinion of the funds received and used, including plans and reports of expenditures. RECIPIENT shall complete, certify, and provide the annual audited financial statements and compliance opinion to ALAMEDA CTC within 180 days following the close of each fiscal year.

B. RECIPIENT shall, by December 31 of each year, submit to ALAMEDA CTC, at the RECIPIENT's expense, a compliance report on programs and projects on which RECIPIENT expended Measure BB funds. In such report, RECIPIENT shall state how the funds were used and the benefits derived from the funded programs and projects, and establish fund reserves and amounts remaining in reserves and anticipated program and project expenditures. If RECIPIENT's expenditures in a fiscal year are less than the amount received during such year, RECIPIENT shall explain why revenues exceeded expenditures and

RECIPIENT's provide an implementation plan for the unexpended fund balances.

C. To be eligible for receipt of Local Streets and Roads funds, RECIPIENT shall provide ALAMEDA CTC with the certified number of maintained road miles within RECIPIENT's jurisdiction, which shall be consistent with the miles reported to state and federal agencies. RECIPIENT shall provide ALAMEDA CTC with the annual certified number of maintained road miles each fiscal year even if the number of miles for the fiscal year did not change. Road miles reported through the Department of Transportation shall be used in the updated Measure BB sales tax revenue allocation formula for distributing Measure BB funds and the new mileage shall be reflected in the distributions that start on July 1 of each new fiscal year.

D. RECIPIENT shall install or mount signage, such as those identified on the ALAMEDA CTC website (http://www.alamedactc.org/app_pages/view/5269), adjacent to Measure BB funded construction projects and on vehicles funded with Measure BB funds (e.g., RECIPIENT and ALAMEDA CTC logos; "Your Transportation Tax Dollars Help Fund the Operation of This Vehicle!") where practical, so Alameda County taxpayers are informed as to how RECIPIENT is using Measure BB funds. RECIPIENT shall include a description of signage and number of signs posted in the annual compliance report submitted to ALAMEDA CTC.

E. RECIPIENT shall provide current and accurate information on RECIPIENT's website, to inform the public on how RECIPIENT is using Measure BB funds, and shall also provide a link to ALAMEDA CTC's website.

F. RECIPIENT shall, at least annually, publish an article highlighting a project or program in which RECIPIENT has used Measure BB funds.

G. RECIPIENT shall actively participate in a Public Awareness Program, in partnership with ALAMEDA CTC and/or its community advisory committees, as a means of ensuring that the public has access to and has the ability to know which projects and programs are funded through Measure BB.

H. RECIPIENT shall make its administrative officer or designated staff available on request from ALAMEDA CTC to render a report or answer any and all inquiries in regards to RECIPIENT's receipt, usage, and compliance audit findings of its funds before ALAMEDA CTC's governing board and/or the Citizens Watchdog Committee (Independent Watchdog Committee) or community advisory committees, as applicable.

I. RECIPIENT agrees that ALAMEDA CTC may review and/or evaluate the project(s) or program(s) funded pursuant to this AGREEMENT. This may include visits by representatives, agents or nominees of ALAMEDA CTC to observe RECIPIENT's project or program operations, to review project or program data and financial records, and to discuss the project with RECIPIENT's staff or governing board.

ARTICLE V: OTHER PROVISIONS

A. **Indemnity by RECIPIENT.** Neither ALAMEDA CTC, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof, shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT in connection with Measure BB funds distributed to RECIPIENT pursuant to this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, RECIPIENT shall fully defend, indemnify and hold harmless ALAMEDA CTC, its governing body, and all its officers, agents, and employees, from any liability imposed on ALAMEDA CTC for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by RECIPIENT in connection with Measure BB funds distributed to RECIPIENT pursuant to this AGREEMENT.

B. **Indemnity by ALAMEDA CTC.** Neither RECIPIENT, nor its governing body, elected officials, any officer, consultant, agent, or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is also understood and agreed, pursuant to Government Code Section 895.4, ALAMEDA CTC shall fully defend, indemnify, and hold harmless RECIPIENT, and its governing body, elected officials, all its officers, agents, and employees from any liability imposed on RECIPIENT for injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT.

C. **Jurisdiction and Venue:** The laws of the State of California will govern the validity of this AGREEMENT, its interpretation and performance, and any other claims related to it. All legal actions arising out of this AGREEMENT shall be brought in a court of competent jurisdiction in Alameda County, California and the parties hereto hereby waive inconvenience of forum as an objection or defense to such venue.

D. **Attorneys' Fees:** Should it become necessary to enforce the terms of this AGREEMENT, the prevailing party shall be entitled to recover reasonable expenses and attorneys' fees from the other party.

E. **Term:** The term of this AGREEMENT shall be from April 1, 2015 to June 30, 2016, unless amended or a new Master Programs Funding Agreement is executed with RECIPIENT, whichever date is earlier.

F. **Severability:** If any provision of this AGREEMENT is found by a court of competent jurisdiction or, if applicable, an arbitrator, to be unenforceable, such provision shall not affect the other provisions of the AGREEMENT, but such unenforceable provisions shall be deemed modified to the extent necessary to render it enforceable, preserving to the fullest extent permissible the intent of the parties set forth in this AGREEMENT.

G. **Modification:** This AGREEMENT, and its Exhibits, as well as the referenced ALAMEDA CTC Implementation Guidelines, constitutes the entire AGREEMENT. This AGREEMENT may only be changed by a written amendment executed by both parties. Notwithstanding the foregoing, the Implementation Guidelines may be changed from time to time by ALAMEDA CTC.

[Signatures on next page]

IN WITNESS WHEREOF, the parties have executed this AGREEMENT by their duly authorized officers as of the date first written below.

_____ (RECIPIENT)

**ALAMEDA COUNTY TRANSPORTATION
COMMISSION (ALAMEDA CTC)**

By:

Name Date
Title

By:

Arthur L. Dao Date
Executive Director

Recommended

By:

Name Date
Title

By:

Stewart D. Ng Date
Deputy Director of Programming and
Projects

Reviewed as to Budget/Financial Controls:

By:

Patricia Reavey Date
Director of Finance and Administration

Approved as to Legal Form:

By:

Wendel, Rosen, Black & Dean LLP Date
Legal Counsel to ALAMEDA CTC

EXHIBIT A

MEASURE BB DIRECT LOCAL DISTRIBUTION SUMMARY

Recipient	Investment Category - Program	Recipient's Percentage of Measure BB Total ¹
AC Transit	Paratransit - East Bay Paratransit Consortium	4.50 %
AC Transit	Transit: Operations, Maintenance and Safety Program	18.80 %
ACE	Transit: Operations, Maintenance and Safety Program	1.00 %
Alameda	Bicycle and Pedestrian Infrastructure & Safety	*
Alameda	Paratransit	*
Alameda	Local Streets and Roads	*
Albany	Bicycle and Pedestrian Infrastructure & Safety	*
Albany	Paratransit	*
Albany	Local Streets and Roads	*
BART	Paratransit - East Bay Paratransit Consortium	1.50 %
BART	Transit: Operations, Maintenance and Safety Program	0.50 %
Berkeley	Bicycle and Pedestrian Infrastructure & Safety	*
Berkeley	Paratransit	*
Berkeley	Local Streets and Roads	*
County of Alameda	Bicycle and Pedestrian Infrastructure & Safety	*
County of Alameda	Local Streets and Roads	*
Dublin	Bicycle and Pedestrian Infrastructure & Safety	*
Dublin	Local Streets and Roads	*
Emeryville	Bicycle and Pedestrian Infrastructure & Safety	*
Emeryville	Paratransit	*
Emeryville	Local Streets and Roads	*
Fremont	Bicycle and Pedestrian Infrastructure & Safety	*
Fremont	Paratransit	*
Fremont	Local Streets and Roads	*
Hayward	Bicycle and Pedestrian Infrastructure & Safety	*
Hayward	Paratransit	*
Hayward	Local Streets and Roads	*
LAVTA	Paratransit	*
LAVTA	Transit: Operations, Maintenance and Safety Program	0.50 %
Livermore	Bicycle and Pedestrian Infrastructure & Safety	*
Livermore	Local Streets and Roads	*
Newark	Bicycle and Pedestrian Infrastructure & Safety	*
Newark	Paratransit	*
Newark	Local Streets and Roads	*
Oakland	Bicycle and Pedestrian Infrastructure & Safety	*
Oakland	Paratransit	*
Oakland	Local Streets and Roads	*
Piedmont	Bicycle and Pedestrian Infrastructure & Safety	*
Piedmont	Local Streets and Roads	*
Pleasanton	Bicycle and Pedestrian Infrastructure & Safety	*
Pleasanton	Paratransit	*
Pleasanton	Local Streets and Roads	*
San Leandro	Bicycle and Pedestrian Infrastructure & Safety	*
San Leandro	Paratransit	*
San Leandro	Local Streets and Roads	*
Union City	Transit: Operations, Maintenance and Safety Program	0.25 %
Union City	Bicycle and Pedestrian Infrastructure & Safety	*
Union City	Paratransit	*
Union City	Local Streets and Roads	*
WETA	Transit: Operations, Maintenance and Safety Program	0.50 %

Note:

1. Pursuant to Article II.A.2, RECIPIENT's percentage may change based upon current annual population and/or road mile projections.

EXHIBIT B

**PLANNING AREAS FOR
CITY AND LOCAL TRANSIT OPERATOR FUNDING
(PARATRANSIT)**

Planning Area	Description
North County	Cities of Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont
Central County ¹	Cities of Hayward and San Leandro, and the unincorporated area of Castro Valley, as well as other unincorporated lands governed by Alameda County in the Central Area.
South County	Cities of Fremont, Newark, Union City, as well as Union City Transit.
East County ²	Cities of Livermore, Dublin, and Pleasanton, and all unincorporated lands governed by Alameda County in the East Area, and LAVTA.
<ol style="list-style-type: none"> 1. Funding for Livermore and Dublin will be assigned to LAVTA for their ADA-mandated paratransit program. 2. Funding will be assigned to Hayward to serve the unincorporated areas. 	

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Memorandum

6.12

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

DATE: February 19, 2015

SUBJECT: Special Transportation for Seniors and People with Disabilities (Paratransit) Program: Revised Funding Formula and Guidelines

RECOMMENDATION: Approve (1) PAPCO-recommended Funding Formula, (2) PAPCO-recommended Implementation Guidelines and (3) a 1-year extension to the Cycle 5 Gap Grant Program

Summary

The 2000 Transportation Expenditure Plan (TEP) allocates 10.45 percent of net revenues to the Special Transportation for Seniors and People with Disabilities (Paratransit) program. The Paratransit Advisory and Planning Committee (PAPCO) provides recommendations to the Commission for items related to Paratransit funding. For FY 2015-16, PAPCO is recommending revisions to both the Paratransit funding formula (Attachment A) and Implementation Guidelines (Attachment B). Additionally, staff recommends a 1-year extension of the Cycle 5 Gap Grant program. The Commission is recommended to approve the following items for the Paratransit program:

- (1) PAPCO-recommended Funding Formula,
- (2) PAPCO-recommended Implementation Guidelines, and
- (3) a 1-year extension to the Cycle 5 Gap Grant program.

Each of these items is detailed further in the memo and related attachments.

Background

The 2000 Transportation Expenditure Plan (TEP) allocates 10.45 percent of net revenues to the Paratransit program. These revenues fund operations for Americans with Disabilities Act (ADA)-mandated services and city-based paratransit programs. The revenues also fund the Gap Grant program which funds projects intended to reduce the difference in special transportation services available to individuals in different geographic areas of Alameda County.

PAPCO, an all-consumer community advisory committee, provides recommendations to the Commission for items related to Paratransit funding. PAPCO is supported by the Paratransit Technical Advisory Committee (ParaTAC), composed of city and transit operator staff.

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Items\6.12_Paratransit_Program\6.12_paratransit_program_memo_20150209.docx

Funding Formula

Through the 2000 TEP, PAPCO is tasked with developing a funding formula for the allocation of Measure B Direct Local Program Distribution (DLD) funding to cities within each of four Alameda County planning areas for Paratransit services. The 2014 TEP allows for this formula to be used for the distribution of Measure BB Paratransit funding. In 2012, the Commission adopted the current funding formula, based on PAPCO's recommendation, for a period of five years, July 1 2012 - June 30, 2017. The formula included the following three factors:

- Seniors age 70-79 (2010 Census);
- Seniors age 80+ (weighted x 1.5); and
- Low-income households earning less than or equal to 30% of Area Median Income (American Community Survey; currently less than \$20,000 annually).

PAPCO's recommendation also included incorporating disability data should it become available before 2017. In November 2014, PAPCO recommended the following updates be made to the Paratransit funding formula for FY 2015-16:

- Add a new disability factor to the formula based on American Community Survey (ACS) data;
- Change the source for the population data used in the formula from the 2010 Census to the ACS;
- Use the same formula for the allocation of both Measure B and Measure BB Paratransit funds within planning areas; and
- Use the same population data source that is used in the funding formula for allocating Measure BB Paratransit DLD funds to the four planning areas (population 70+).

Attachment A summarizes the proposed formula and compares FY 2014-15 Measure B Paratransit DLD funding projections with the current funding formula and FY 2015-16 projections with the proposed funding formula. The FY 2015-16 projections include both Measure B and Measure BB funds. The table shows that within each planning area each city's percentage of funding remains fairly consistent. The last column in the table identifies the overall increase in the projections from FY 2014-15 to 2015-16. Staff recommends the formula for a period of two years, through June 30, 2017.

Implementation Guidelines

The Implementation Guidelines (Guidelines) for the Paratransit program identify the eligibility requirements for services that can be funded, partially or in their entirety, with Alameda CTC DLD funds and discretionary grant funds. Overall, all programs should be designed to enhance quality of life for seniors and people with disabilities by offering accessible, affordable, and convenient transportation options to reach major medical facilities, grocery stores and other important destinations to meet life needs.

The Guidelines are incorporated by reference into the Alameda CTC's Master Program Funding Agreement (MPFA). The Guidelines were originally adopted by the Commission on December 16, 2011 and minor revisions to the Guidelines were subsequently adopted on January 24, 2013 and January 23, 2014. The revised Guidelines are proposed to replace the referenced Guidelines in the current MPFA starting July 1, 2015 through the effective period of the MPFA. A separate one-year MPFA for Measure BB is under development that will also apply the Guidelines to Measure BB revenues.

The final draft Guidelines are included as Attachment B and reflect the input received to date from both ParaTAC and PAPCO. ParaTAC reviewed and discussed the Guidelines on December 9, 2014 and January 13, 2015. PAPCO reviewed draft revisions to the Guidelines on January 26, 2015. The attached version of the Guidelines will be reviewed at the next Joint PAPCO and ParaTAC meeting on February 23, 2015. Any further recommended changes will be provided at the February 26, 2015 Commission meeting.

The proposed revisions are limited to the City-based programs (non-ADA mandated service) and grant funded programs. Key revisions/clarifications are as follows:

- Capital expenditures in support of the eligible service types are allowable, subject to review by Alameda CTC staff.
- Door-to-Door programs can provide service any five days of the week and do not have to accept reservations on holidays. Additionally, programs may propose trip limitations based on trip purpose due to budgetary constraints, but must submit the proposed limitations to Alameda CTC staff for review prior to implementation. Language has been added to emphasize that the importance of a destination should be determined by the consumer.
- Door-to-Door and Taxi programs can choose to serve people with disabilities under the age of 18, can choose how to determine eligibility due to disability (ADA-mandated eligible or medical form) and have discretion in establishing temporary eligibility.
- Taxi programs should accommodate same-day accessible trips, where possible.
- City-based Specialized Accessible Van programs should prioritize same-day accessible trips, where possible.
- Scholarship/Subsidized Fare programs can subsidize any service eligible for paratransit funding and/or fixed-route transit. Additionally, the limit for household income has been raised to up to 50 percent of Area Median Income (from 30 percent).
- Volunteer Driver programs that provide mileage reimbursement cannot exceed the federal mileage reimbursement rate. Additionally, the eligible escort component of these programs can be used on any service eligible for paratransit funding.

In April 2015, Paratransit DLD recipients will submit FY 2015-16 Paratransit DLD program plans, based on the approved Guidelines, for review by staff and PAPCO. The PAPCO-

reviewed Paratransit plans are scheduled to be brought to the Commission for review in June 2015.

Cycle 5 Gap grants

The Paratransit Gap Grant program funds projects that are intended to reduce the difference in special transportation services available to individuals in different geographic areas of Alameda County. Gap funds are programmed on a discretionary basis and are recommended by PAPCO. The Cycle 5 Gap Program was approved by the Commission in May 2013. It included a total of \$2.1 million of Gap funds for 12 projects and a two-year funding period, July 1 2013 – June 30, 2015. Due to the recent passage of Measure BB and the development of the Alameda CTC's Comprehensive Investment Plan, staff recommends extending the Cycle 5 Gap program for one year, through June 30, 2016. In March 2015, Cycle 5 project sponsors will be given an opportunity to apply for one-year extensions and a programming recommendation will be developed based on demonstrated funding need, performance and PAPCO's input. A PAPCO-recommended program of projects for the Cycle 5 extension is scheduled to be considered by the Commission in June 2015.

Fiscal Impact: There is no fiscal impact at this time. The projects and funding approved for the Cycle 5 extension will be included in the Alameda CTC's FY 2015-16 budget.

Attachments

- A. PAPCO-recommended Funding Formula
- B. PAPCO-recommended Implementation Guidelines
- C. Summary of Cycle 5 Gap Grants

Staff Contacts

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

[Jacki Taylor](#), Program Analyst

[Naomi Armenta](#), Paratransit Coordinator

Proposed Paratransit Funding Formula:**Factors:**

- 1) Seniors age 70-79
- 2) Seniors age 80+ (weighted at x 1.5)
- 3) Low-income households earning less than or equal to 30% of Area Median Income
(Currently less than \$20,000 annually)
- 4) Population with a disability, all ages (new factor)

Data Source:

The source for all data used in the formula is the American Community Survey (ACS)

Time Period:

Two years: July 1, 2015 - June 30, 2017.

City/Location by Planning Area	FY 14-15 Projection ¹	FY 14-15 % of Planning Area Funding	FY 15-16 Projection ¹ (MB and MBB \$ with Revised Formula)	FY 15-16 % of Planning Area Funding	FY 15-16 Projected Increase ¹
Alameda	\$165,155	11.2%	\$346,667	11.1%	\$181,512
Albany	\$33,031	2.2%	\$63,383	2.0%	\$30,352
Berkeley	\$268,121	18.2%	\$531,478	17.1%	\$263,357
Emeryville	\$24,035	1.6%	\$57,595	1.8%	\$33,560
<i>Oakland</i>					
<i>Piedmont</i>					
Oakland Total	\$981,767	66.7%	\$2,115,832	67.9%	\$1,134,065
NORTH TOTAL	\$1,472,109	100%	\$3,114,954	100%	\$1,642,845
<i>Hayward</i>					
<i>Ashland</i>					
<i>Cherryland</i>					
<i>Castro Valley</i>					
<i>Fairview</i>					
<i>San Lorenzo</i>					
Hayward Total	\$752,132	72.0%	\$1,542,779	74.9%	\$790,647
San Leandro	\$292,591	28.0%	\$516,795	25.1%	\$224,204
CENTRAL TOTAL	\$1,044,723	100%	\$2,059,574	100%	\$1,014,851
Fremont	\$812,503	64.6%	\$1,336,359	63.3%	\$523,856
Newark	\$161,828	12.9%	\$287,633	13.6%	\$125,805
Union City	\$284,084	22.6%	\$487,318	23.1%	\$203,234
SOUTH TOTAL	\$1,258,415	100%	\$2,111,310	100%	\$852,895
<i>Sunol</i>					
<i>Pleasanton</i>					
Pleasanton Total	\$97,294	39.0%	\$263,273	37.8%	\$165,979
<i>Dublin</i>					
<i>Livermore</i>					
LAVTA Total	\$152,015	61.0%	\$433,005	62.2%	\$280,990
EAST TOTAL	\$249,309	100%	\$696,278	100%	\$446,969

Notes:

1. The Measure B and Measure BB amounts shown are estimated projections that were provided to ParaTAC members in January 2015 for informational/planning purposes.

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

These guidelines lay out the service types that are eligible to be funded with Alameda County Measure B (2000) and Vehicle Registration Fee (VRF, 2010) revenues under the Special Transportation for Seniors and People with Disabilities Program (Paratransit). All programs funded partially or in their entirety through these sources, including ADA-mandated paratransit services, city-based non-mandated programs, and discretionary grant funded projects, must abide by the following requirements for each type of paratransit service.

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

Ultimately, whether a destination is important should be determined by the consumer.

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

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

Service	Timing	Accessibility	Origins/ Destinations	Eligible Population
Mobility Management and/or Travel Training	N/A	N/A	N/A	Seniors and people with disabilities
Scholarship/ Subsidized Fare Programs	N/A	N/A	N/A	Seniors and people with disabilities
Capital Expenditures	N/A	Accessible	N/A	Seniors and people with disabilities

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

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

Note on Capital Expenditures: Any capital expenditures within the eligible service categories must be consistent with the objectives of the Alameda CTC Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Program described above and are subject to review by Alameda CTC staff.

City-based Door-to-Door Service Guidelines	
Service Description	<p>City-based door-to-door services provide pre-scheduled, accessible, door-to-door trips. Some programs allow same day reservations on a space-available basis. They provide a similar level of service to mandated ADA services. These services are designed to fill gaps that are not met by ADA-mandated providers and/or relieve ADA-mandated providers of some trips.</p> <p>This service type does not include taxi subsidies which are discussed below.</p>
Eligible Population	<p>Eligible Populations include:</p> <ol style="list-style-type: none"> 1. People 18 and above with disabilities who are unable to use fixed route services. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and 2. Seniors 80 years or older without proof of a disability. Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old. <p><i>Cities may continue to offer "grandfathered" eligibility to program registrants below 70 years old who have used the program regularly in FY 11/12, as long as it does not impinge on the City's ability to meet the minimum requirements of the Implementation Guidelines.</i></p> <p><i>Program sponsors may use either ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit) or the Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability. Program sponsors may, at their discretion, also offer temporary eligibility due to disability.</i></p>
Time & Days of Service	<p>At a minimum, service must be available any five days per week between the hours of 8 am and 5 pm (excluding holidays).</p> <p>At a minimum, programs must accept reservations between the hours of 9 am and 5 pm Monday – Friday (excluding holidays).</p>
Fare (Cost to Customer)	<p>Fares for pre-scheduled service should not exceed local ADA paratransit fares, but can be lower, and can be equated to distance. Higher fares can be charged for "premium" same-day service.</p>
Other	<p>Door-to-Door programs must demonstrate that they are providing trips at an equal or lower cost than the ADA-mandated provider on a cost per trip and cost per hour basis.</p> <p>Programs may impose per person trip limits to due to budgetary constraints, but any proposed trip limitations that are based on trip purpose must be submitted to Alameda CTC staff for review prior to implementation.</p>

Taxi Subsidy Program Guidelines	
Service Description	<p>Taxis provide curb-to-curb service that can be scheduled on a same-day basis. They charge riders on a distance/time basis using a meter. Taxi subsidy programs allow eligible consumers to use taxis at a reduced fare by reimbursing consumers a percentage of the fare or by providing some fare medium, e.g. scrip or vouchers, which can be used to cover a portion of the fare. These programs are intended for situations when consumers cannot make their trip on a pre-scheduled basis.</p> <p>The availability of accessible taxi cabs varies by geographical area and taxi provider, but programs should expand availability of accessible taxi cabs where possible in order to fulfill requests for same-day accessible trips.</p>
Eligible Population	<p>Eligible Populations include:</p> <ol style="list-style-type: none"> 1. People 18 and above with disabilities who are unable to use fixed route services. Cities may, at their discretion, also provide services to consumers with disabilities under the age of 18, and 2. Seniors 80 years or older without proof of a disability. Cities may provide services to consumers who are younger than age 80, but not younger than 70 years old. <p><i>Cities may continue to offer "grandfathered" eligibility to program registrants below 70 years old who have used the program regularly in FY 11/12, as long as it does not impinge on the City's ability to meet the minimum requirements of the Implementation Guidelines.</i></p> <p><i>Program sponsors may use either ADA eligibility, as established by ADA-mandated providers (incl. East Bay Paratransit, LAVTA, Union City Transit) or the Alameda County City-Based Paratransit Services Medical Statement Form, as proof of disability. Program sponsors may, at their discretion, also offer temporary eligibility due to disability.</i></p>
Time & Days of Service	24 hours per day/7 days per week
Fare (Cost to Customer)	<p>Programs must subsidize at least 50% of the taxi fare.</p> <p>Programs can impose a cap on total subsidy per person. This can be accomplished through a maximum subsidy per trip, a limit on the number of vouchers/scrip (or other fare medium) per person, and/or a total monetary subsidy per person per year.</p>

City-based Specialized Accessible Van Service Guidelines

Service Description	<p>Specialized Accessible van service provides accessible, door-to-door trips on a pre-scheduled or same-day basis. This service category is not intended to be as comprehensive as primary services (i.e. ADA-mandated, City-based Door-to-Door, or Taxi programs), but should be a complementary supplement in communities where critical needs for accessible trips are not being adequately met by the existing primary services. Examples of unmet needs might be a taxi program without accessible vehicles, medical trips for riders with dementia unable to safely take an ADA-mandated trip, or trips outside of the ADA-mandated service area. When possible, a priority for this service should be fulfilling requests for same-day accessible trips.</p> <p>This service may make use of fare mediums such as scrip and vouchers to allow consumers to pay for rides.</p>
Eligible Population	At discretion of program sponsor with local consumer input.
Time & Days of Service	At discretion of program sponsor with local consumer input.
Fare (Cost to Customer)	At discretion of program sponsor with local consumer input.
Other	Specialized Accessible van programs must demonstrate that they are providing trips at an equal or lower cost to the provider than the ADA-mandated provider on a cost per trip and cost per hour basis.

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

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

Volunteer Driver Service Guidelines	
Service Description	<p>Volunteer driver services are pre-scheduled, door-through-door services that are typically not accessible. These programs rely on volunteers to drive eligible consumers for critical trip needs, such as medical trips. This service meets a key mobility gap by serving more vulnerable populations and should complement existing primary services (i.e. ADA-mandated, City-based Door-to-Door, or Taxi).</p> <p>Volunteer driver programs may also have an escort component where volunteers accompany consumers on any service eligible for paratransit funding, when they are unable to travel in a private vehicle.</p>
Eligible Population	At discretion of program sponsor.
Time and Days of Service	At discretion of program sponsor.
Fare (Cost to Customer)	At discretion of program sponsor.
Other	Program sponsors can use funds for administrative purposes and/or to pay for volunteer mileage reimbursement purposes (not to exceed Federal General Services Administration (Privately Owned Vehicle) Mileage Reimbursement Rates) or an equivalent financial incentive for volunteers.

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

Scholarship/Subsidized Fare Program Guidelines	
Service Description	Scholarship or Subsidized Fare Programs can subsidize any service eligible for paratransit funding and/or fixed-route transit for customers who are low-income and can demonstrate financial need.
Eligible Population	Subsidies can be offered to low-income consumers with demonstrated financial need who are currently eligible for an Alameda County ADA-mandated or city-based paratransit program. Low income requirements are at discretion of program sponsors, but the requirement for household income should be between 0-50% AMI (area median income).
Time and Days of Service	N/A
Fare (Cost to Customer)	N/A
Other	Program sponsors must describe their low-income requirements and how they will determine and verify eligibility. If program sponsors include subsidized East Bay Paratransit (EBP) tickets in this program, no more than 3% of a program sponsor's Alameda CTC distributed funding may be used for the ticket subsidy. Other services or purposes proposed for scholarship and/or fare subsidy must be submitted to Alameda CTC staff for review prior to implementation.

Meal Delivery Funding Guidelines	
Service Description	Meal Delivery Funding programs provide funding to programs that deliver meals to the homes of individuals who are generally too frail to travel outside to congregate meal sites. Although this provides access to life sustaining needs for seniors and people with disabilities, it is not a direct transportation expense.
Eligible Population	For currently operating programs, at discretion of program sponsor.
Time and Days of Service	For currently operating programs, at discretion of program sponsor.
Fare (Cost to Customer)	For currently operating programs, at discretion of program sponsor.
Other	Currently operating funding programs may continue, but new meal delivery funding programs may not be established.

Projects approved for Gap Grant Cycle 5, July 1, 2013 - June 30, 2015

Sponsor	Program/Project Title	Total Cost	Requested Funding	Approved Funding
Countywide/ Multiple Planning Areas				
Bay Area Outreach & Recreation Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$340,200	\$272,000	\$272,000
Center for Independent Living, Inc.	Mobility Matters Project	\$833,560	\$500,000	\$350,000
Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia (North, Central and South Planning Areas)	\$837,318	\$300,000	\$200,000
North County				
City of Emeryville	8-To-Go: A Demand Response, Door to Door Shuttle	\$186,200	\$106,000	\$106,000
Senior Helpline Services	Rides for Seniors	\$231,580	\$220,000	\$150,000
City of Oakland/Department of Human Services	Taxi-Up & Go Project	\$248,468	\$248,468	\$185,000
Central County				
Central County Taxi Program / City of Hayward	Central County Taxi Program	\$144,500	\$52,100	\$52,100
East County				
Senior Support Program of The Tri Valley	Volunteer Assisted Senior Transportation Program	\$165,000	\$150,000	\$150,000
City of Pleasanton	Downtown Route Shuttle (DTR)	\$105,777	\$85,544	\$85,544
South County				
City of Fremont/Human Services Department	Tri-City Mobility Management and Travel Training Program	\$269,982	\$233,982	\$200,000
City of Fremont/Human Services Department	Tri-City Volunteer Driver Programs	\$285,626	\$285,626	\$200,000
City of Fremont/Human Services Department	Tri-City Taxi Voucher Program	\$228,188	\$228,188	\$200,000
	TOTALS	\$3,876,399	\$2,681,908	\$2,150,644

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Memorandum

6.13

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

DATE: February 19, 2015

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2015-16 Expenditure Plan Application

RECOMMENDATION: Approve Resolution 15-005 regarding the submittal of the TFCA FY 2015-16 Expenditure Plan Application

Summary

It is recommended the Commission approve Resolution 15-005, regarding the submittal of the FY 2015-16 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Expenditure Plan Application to the Bay Area Air Quality Management District (Air District). The attached Alameda CTC Resolution and TFCA Expenditure Plan Application are due to the Air District by March 3, 2015, prior to a detailed program of projects. For FY 2015-16, the TFCA Expenditure Plan Application includes approximately \$2 million available for projects.

Background

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

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

FY 2015-16 Revenue

The FY 2015-16 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for FY 2015-16 and is based on the Air District's DMV revenue estimates for the same period. Additionally, previously programmed TFCA funds from cancelled or completed projects are returned to the Alameda CTC's fund estimate for reprogramming. For funds that were initially programmed from the 70 percent cities/county portion of the fund estimate, the project sponsor's share is credited. As summarized below, the estimated total amount of funds available for projects is the sum of the new allocation (projected revenue), project funds to reprogram, and earned interest, less five percent of the new projected revenue, which is reserved for the Alameda CTC's administration of the TFCA program.

Estimated new allocation for FY 2015-16:	\$1,985,706.50
Earned interest for calendar year 2014:	\$8,057.98
<u>Project funds to reprogram, as of 12/31/14:</u>	<u>\$143,872.70</u>
Total available TFCA funding:	\$2,137,637.18
Less 5% for TFCA administration:	- \$99,285.33
Total TFCA funding for projects:	\$2,038,351.85

Approval Process

The TFCA Expenditure Plan Application is to be signed by the Executive Director and submitted to the Air District by March 3, 2015. Following approval of the application by the Air District Board, the Alameda CTC will have six months to submit a Commission-approved program of eligible projects. Staff is currently reviewing how TFCA funding can be incorporated into the Alameda CTC's Comprehensive Investment Plan (CIP) process. Because all available TFCA funds are required to be programmed annually, if eligible TFCA projects cannot be identified through the CIP a separate call for projects may need to be released in late spring or early summer 2015.

Fiscal Impact: This action has no financial impact to the Alameda CTC. TFCA funding is made available by the Air District and will be included in the Alameda CTC's 2015-16 budget.

Attachments

- A. Alameda CTC Resolution 15-005
- B. FY 2015-16 TFCA Expenditure Plan Application

Staff Contacts

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

[Jacki Taylor](#), Program Analyst



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION 15-005**

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

City of Alameda
TBD

City of Albany
Vice Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
TBD

City of Emeryville
Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Larry Reid

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
TBD

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

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

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2015/16 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 3, 2015.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission will program an estimated \$2,038,351.85 to projects, consistent with the attached FY 2015/16 TFCA County Program Manager Fund Expenditure Plan Application; and

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

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

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 26, 2015 in Oakland, California, by the following vote:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the
Commission

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SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

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

PART A: NEW TFCA FUNDS

1. Estimated FYE 2016 DMV revenues (based on projected CY2014 revenues):	Line 1:	<u>\$1,915,247.69</u>
2. Difference between prior-year estimate and actual revenue:	Line 2:	<u>\$70,458.50</u>
a. Actual FYE 2014 DMV revenues (based on CY2013):		<u>\$1,894,606.50</u>
b. Estimated FYE 2014 DMV revenues (based on CY2013):		<u>\$1,824,148.00</u>
<i>('a' minus 'b' equals Line 2.)</i>		
3. Estimated New Allocation (Sum of Lines 1 and 2):	Line 3:	<u>\$1,985,706.50</u>
4. Interest income. List interest earned on TFCA funds in calendar year 2014.	Line 4:	<u>\$8,057.98</u>
5. Estimated TFCA funds budgeted for administration: ¹	Line 5:	<u>\$99,285.33</u>
<i>(Note: This amount may not exceed 5% of Line 3.)</i>		
6. Total new TFCA funds available in FYE 2016 for projects and administration	Line 6:	<u>\$1,993,764.48</u>
<i>(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)</i>		

PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

7. Total amount from previously funded projects available for reprogramming to other projects. <i>(Enter zero (0) if none.)</i>	Line 7:	<u>\$143,872.70</u>
<i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i>		

PART C: TOTAL AVAILABLE TFCA FUNDS

8. Total Available TFCA Funds <i>(Sum of Lines 6 and 7)</i>	Line 8:	<u>\$2,137,637.18</u>
9. Estimated Total TFCA funds available for projects <i>(Line 8 minus Line 5)</i>	Line 9:	<u>\$2,038,351.85</u>

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

Executive Director Signature: _____

Date: _____

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

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
09ALA07	AC Transit	Easy Pass Transit Incentive Program	\$350,000	\$335,702.54	\$14,297.46	
11ALA04	CSUEB	CSUEB -2nd Campus BART Shuttle	\$194,000	\$193,999.21	\$ 0.79	
11ALA06	Fremont	North Fremont Arterial Management	\$256,000	\$171,829.67	\$84,170.33	
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program	\$245,000	\$234,095.88	\$10,904.12	
15ALA11	LAVTA	Route 8 Operations	\$66,000	\$55,000	\$11,000.00	Note 1
15ALA12	LAVTA	Route 12 Operations	\$112,000	\$101,500	\$10,500.00	Note 1
15ALA13	LAVTA	Route 15 Operations	\$109,000	\$96,000	\$13,000.00	Note 1

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING
\$143,872.70
(Enter this amount in Part B, Line 7 of Summary Information form)

* Enter UB (for projects that were completed under budget) and CP (for cancelled project).

Notes:

- The Board-approved programmed amounts for these three LAVTA projects reflected an extra hour of operations per day above the peak hours eligible for reimbursement by TFCA per the FYE15 TFCA CPM Policies. The initial Board-approved amounts are shown in the "allocated" column and the adjusted programmed amounts are shown in the "expended" column (have yet to be expended). The \$34,500 difference is to be reallocated to FYE 16.



Memorandum

6.14

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

DATE: February 19, 2015

SUBJECT: Alameda County Three Year Project Initiation Document Work Plan

RECOMMENDATION: Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.

Summary

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2015-16, 2016-17 and 2017-18).

Background

A Project Study Report / Project Initiation Document (PSR/PID) is a document that details a scope, cost, and schedule of a proposed project and is required to be completed prior to receiving programming in the STIP. Caltrans may act as the lead agency or provide quality assurance / oversight services for projects wherein local agencies act as the lead agency.

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2015-16, 2016-17 and 2017-18) (Attachment A). Per Caltrans' Non-SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three-year Work Plan.

Similar to prior years, local agencies that wish to complete a PSR/PID document would need to execute a cooperative agreement and reimburse Caltrans for their oversight services. The only exception is if the proposed project is entirely funded using state resources.

In addition to new projects, the FY 2015-16 list also includes projects carried over from FY 2014-15. Project sponsors would be provided an opportunity to re-prioritize projects when this list is revisited in the upcoming fiscal years.

A final list will be transmitted to Caltrans upon approval by the Commission.

Fiscal Impact: There is no fiscal impact at this time.

Attachments:

- A. Draft Alameda County Three-Year PID Work Plan

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2015/16, 16/17, 17/18)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2015/16 WORK PLAN (includes Prior Years)																		
1	Reim	Y	04-2516	IQA	880	30.9	31.5	Bike Ped	Lake Merritt Channel Bicycle Pedestrian Bridge	In Oakland, below I880 between the San Francisco Bay Trail and Laney College	240227	TBD	06/2014	18.0	4.0	PEER	City of Oakland	City of Oakland
2	Reim	N	04-2465	IQA	580	13.5	19.9	Improve traffic operations	BART to Livermore	From Dublin BART Station to Isabel I/C in Livermore	240196	TBD	06/2016	1200.0	360.0	PSR-PDS	BART	BART
3	Reim	N	TBD	IQA	SR-61 SR-77 238 SR-92	Var	Var	Improve bicycle and pedestrian safety and mobility	15-mile Class I bicycle/pedestrian facility generally in BART alignment that crosses various state route facilities	BART alignment from Fruitvale BART to Hayward BART	240347	7/1/2015	06/2016	35.0	10.0	PSR-PDS	ACTC	ACTC
4	Reim	N	TBD	IQA	84 680	18.0	19.0	Improve traffic operations	Improve interchange for better operations	In Sunol SR-84 at I-680	240062	TBD	06/2016	80.0	10.0	PSR-PDS	ACTC	ACTC
5	Reim	N	TBD	IQA	580	20.0	21.0	Improve traffic operations	I580 /680 Interchange Improvements	Tri Valley	22765	TBD	06/2017	150.0	20.0	PSR-PDS	ACTC	ACTC
6	Reim	N	TBD	IQA	580	39.8	39.8	Bike Ped	Laurel, Mills, Maxwell Park and Seminary (LAMMPS) Active Transportation Project - reconf/signal alt. @ freeway off ramp	MacArthur Blvd. from High street to Richards Road, undercrossing I-580 freeway.	240381	TBD	06/2016	3.6	0.6	PSR-PDS	City of Oakland	City of Oakland

Note: Projects **NOT** Listed in order of Priority

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2015/16, 16/17, 17/18)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2016/17 WORK PLAN																		
7	Reim	N	TBD	IQA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C	TBD	TBD	06/2017	7.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
8	Reim	N	TBD	IQA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	TBD	TBD	06/2017	6.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
9	Reim	N	TBD	IQA	262	0.0	1.1	Improve traffic operations	I-680 I/C Improvement. Rt 262 roadway iprovement, and Rt 262/Warm Sprongs Blvd Intersection Improvement	Rte 262 (Mission Blvd)	230110	TBD	06/2017	10.0	2.0	PSR-PDS	ACTC	ACTC
10	Reim	N	TBD	IQA	580	Var	Var	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley	TBD	TBD	06/2017	3.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
11	Reim	N	TBD	IQA	238 580 880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	230091	TBD	06/2017	12.0	3.0	PSR-PDS	ACTC	ACTC
12	Reim	N	TBD	IQA	80	Var	Var	Improve traffic operations	Conversion of HOV lanes to Express Lanes	SFOBB approach on I-80, I-880 & I-580; SFOBB Direct Connector in Oakland to SR-4;	230656 230657 240741	01/2016	01/2018	70.2	19.7	PSR-PDS	ACTC MTC CCTA	ACTC MTC CCTA

Note: Projects NOT Listed in order of Priority

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2015/16, 16/17, 17/18)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2017/18 WORK PLAN																		
13	Reim	N	TBD	IQA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	TBD	06/2018	3.0	1.0	PSR-PDS	City of Emeryville	City of Emeryville
14	Reim	N	TBD	IQA	80	4.6	4.6	Improve multi-modal traffic operations	Reconstruct Ashby Avenue Interchange on I-80	Emeryville	240318	TBD	01/2018	46.3	5.6	PSR-PDS	City of Emeryville	City of Emeryville
15	Reim	N	TBD	IQA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward	TBD	TBD	06/2018	4.5	1.5	PSR-PDS	City of Hayward	City of Hayward
16	Reim	N	TBD	IQA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093	TBD	06/2018	45.0	7.0	PSR-PDS	City of Hayward	City of Hayward
17	Reim	N	TBD	IQA	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the East West Connector Project)	94506	TBD	06/2018	12.0	3.0	PSR-PDS	ACTC	ACTC
18	Reim	N	TBD	IQA	238	16.3	16.7	Improve traffic operations	Widen connector to NB 880	San Leandro	TBD	TBD	06/2018	100.0	22.0	PSR-PDS	ACTC	ACTC
19	Reim	N	TBD	IQA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier	Along I-580 Between 106th Ave. and Peralta Oaks Ct. - Westbound traffic side	230094	TBD	06/2018	10.0	2.0	NBSSR	City of Oakland	City of Oakland
20	Reim	N	TBD	IQA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier	Along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	230094	TBD	06/2017	10.0	2.0	NBSSR	City of Oakland	City of Oakland
21	Reim	N	TBD	IQA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	TBD	06/2018	27.5	5.0	PSR-PDS	City of Livermore	City of Livermore
22	Reim	N	TBD	IQA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strobbridge/Castro Valley I/C	Strobbridge/Castro Valley	TBD	TBD	06/2018	20.0	2.0	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
23	Reim	N	TBD	IQA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683	TBD	06/2018	310.0	50.0	PSR-PDS	ACTC	ACTC
24	Reim	N	TBD	IQA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	230053	TBD	06/2018	36.0	5.0	PSR-PDS	City of Hayward	City of Hayward

Note: Projects NOT Listed in order of Priority

DRAFT - ALAMEDA COUNTY Three-Year PID Work Plan(FY2015/16, 16/17, 17/18)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2017/18 WORK PLAN (continued)																		
25	Reim	N	TBD	IQA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052	TBD	06/2018	27.5	5.0	PSR-PDS	ACTC	ACTC
26	Reim	N	TBD	IQA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054	TBD	06/2018	15.0	4.5	PSR-PDS	ACTC	ACTC
27	Reim	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	230052	TBD	06/2018	34.0	5.0	PSR-PDS	City of Hayward	City of Hayward
28	Reim	N	TBD	IQA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange	Union City	TBD	TBD	06/2018	34.0	5.0	PSR-PDS	Union City/ Hayward	Union City/ Hayward
29	Reim	N	TBD	IQA	880	20.3	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Alameda County	230088 240741	07/2016	06/2018	170.0	45.0	PSR-PDS	ACTC MTC	ACTC MTC
30	Reim	N	TBD	IQA	880	20.2	20.8	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro	TBD	TBD	06/2018	34.0	5.0	PSR-PDS	ACTC	ACTC
31	Reim	N	TBD	IQA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	TBD	06/2018	22.0	5.0	PSR-PDS	ACTC	ACTC
32	Reim	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City	TBD	TBD	06/2018	20.0	5.0	PSR-PDS	ACTC Caltrans	ACTC Caltrans
33	SHA	N	TBD	IQA	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Gilman St I/C in Berkeley -Pedestrian Bridge	21144	TBD	06/2018	8.0	2.2	PSR-PDS	City of Berkeley ACTC	City of Berkeley ACTC
34	Reim	N	TBD	IQA	680	15.3	15.3	Improve traffic operations	I/C reconfiguration	Sunol Boulevard I/C in Pleasanton	TBD	TBD	05/2018	4.5	1.5	PSR-PDS	City of Pleasanton	City of Pleasanton
35	Reim	N	TBD	IQA	580	18.0	18.0	Improve traffic operations	I/C reconfiguration upgrade	Fallon Road / El Charo Road I/C @ I-580	TBD	TBD	06/2018	18.0	4.0	PSR-PDS	City of Dublin /Pleasanton /Livermore	City of Dublin

Note: Projects NOT Listed in order of Priority



Memorandum

6.15

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DATE: February 19, 2015

SUBJECT: CMATIP Programming Actions

RECOMMENDATION: Approve reprogramming \$4.9 million from the \$8 million of CMATIP funding currently programmed for the Infrastructure Bond Projects Backfill (Various Projects) (CMATIP Project No. 0104.4) to five projects.

Summary

The recommended actions involve reprogramming \$4.9 million from the \$8 million of CMATIP funds currently programmed for the Infrastructure Bond Projects Backfill (Various Projects) (CMATIP Project No. 0104.4) to five projects as follows:

- a. \$1.05 million to the I-880 North Safety and Operational Improvements at 23rd and 29th Project (CMATIP Project No. 0101.7);
- b. \$1.75 million to the I-880 Southbound HOV Project (CMATIP Project No. 0102.7);
- c. \$1.40 million to the I-580 Express Lanes – Eastbound & Westbound Projects (project to be added to the CMATIP – CMATIP Project No. TBD pending approval of this item);
- d. \$0.25 million to the I-580 Westbound HOV Project (project to be added to the CMATIP as CMATIP Project No. TBD pending approval of this item); and
- e. \$0.45 million to CMATIP Program-Wide Activities (project to be added to the CMATIP as CMATIP Project No. TBD pending approval of this item).

Background

The Infrastructure Bond Projects Backfill (Various Projects) (CMATIP Project No. 0104.4) was adopted into the CMATIP with a programmed amount of \$8 million as part of the 2014 STIP Exchange approved on December 5, 2013. At the time the exchange was approved, the specific capital projects to receive the \$8 million had not been identified.

The recommended actions involve three projects currently included in the CMATIP with a combined total CMATIP Programmed Amount of \$24,119,378.

The three projects, and the CMATIP Programmed Amount for each, are shown in Table 1 below.

Table 1: Existing CMATIP Programmed Amounts		
CMATIP Proj. No.	CMATIP Project Title	Current CMATIP Amount
0101.7	I-880 North Safety and Operational Improvements at 23rd and 29th	\$ 3,042,378
0102.7	I-880 SB HOV Project Development (& Landscaping)	\$ 13,077,000
0104.4	Infrastructure Bond Projects Backfill (Various Projects)	\$ 8,000,000
Total (3 Projects)		\$ 24,119,378

Table 2 shows the proposed CMATIP Programmed Amount for each of the three existing CMATIP projects along with three projects being added to the CMATIP (pending approval of this item). The net change in the total CMATIP Programmed Amount for the projects involved is zero.

Table 2: Proposed CMATIP Programmed Amounts		
CMATIP Proj. No.	CMATIP Project Title	Proposed CMATIP Amount
0101.7	I-880 North Safety and Operational Improvements at 23rd and 29th	\$ 4,092,378
0102.7	I-880 SB HOV Project Development (& Landscaping)	\$ 14,827,000
0104.4	Infrastructure Bond Projects Backfill (Various Projects)	\$ 3,100,000
TBD	I-580 Express Lanes - Eastbound & Westbound Projects	\$ 1,400,000
TBD	I-580 Westbound HOV Lane Project	\$ 250,000
TBD	CMATIP Program-Wide Activities	\$ 450,000
Total (6 Projects)		\$ 24,119,378

Once CMATIP funds are programmed to specific projects, they are made available for encumbrance in funding agreements with project sponsors or for eligible costs via contracts and/or staff time for projects implemented directly by the Alameda CTC.

Fiscal Impact: The fiscal impact of the recommended actions is the CMATIP funding being made available during the current fiscal year for encumbrance and subsequent expenditure for eligible project expenses for the projects listed in Table 2.

Staff Contact

[James O'Brien](#), Project Controls Team

[Vivek Bhat](#), Senior Transportation Engineer

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Memorandum

6.16

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DATE: February 19, 2015

SUBJECT: Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds

RECOMMENDATION: (1) Adopt Resolution No. 15-003 which authorizes the execution of Grant Assurance documents for the TSSSDRA Program and appoints the Executive Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance. (2) Authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2014-15 TSSSDRA funds.

Summary

Section 8879.23 of the California Government Code creates the Highway Safety, Traffic Reduction, Air Quality and Port Security Fund of 2006 (Proposition 1B) in the State Treasury. Section 8879.23(h) directs that \$1 billion be deposited in the Transit System Safety, Security and Disaster Response Account (TSSSDRA). The State Controller's Office has recently released a list of allocations for eligible agencies for the Proposition 1B TSSSDRA program. The Alameda CTC's FY 2014-15 allocation from this program is \$38,826 and will be allocated for the Altamont Commuter Express (ACE) service within Alameda County. The allocations for ACE are made available through the Alameda CTC, whereas agencies such as AC Transit and BART receive their allocations directly.

Background

Proposition 1B, approved by the voters on November 7, 2006, includes a program of funding in the amount of \$1 billion to be deposited in the Transit System Safety, Security and Disaster Response Account (TSSSDRA). The State Controller's Office has recently released a list of allocations for eligible agencies for the Proposition 1B TSSSDRA program administered by the California Governor's Office of Emergency Services (Cal OES). The Alameda CTC's FY 2014-15 allocation from this program is \$38,826 and will be allocated for the Altamont Commuter Express (ACE) service within Alameda County. The allocations for ACE are made available through the Alameda CTC, whereas agencies such as AC Transit and BART receive their allocations directly.

Eligible project types include transit capital projects that provide increased protection against a security or safety threat and projects that increase the capacity of transit operators to prepare for disaster response transportation systems that can move people, goods, emergency personnel and equipment in the aftermath of a disaster.

The program guidelines released by Cal OES state that "Applications to Cal OES for projects seeking funds pursuant to GC Section 8879.58(a)(2) and 8879.58(a)(3) must be submitted through and approved by the appropriate County transportation commission". Projects submitted for funding will be reviewed and approved in two phases.

Phase I

Eligible applicants are required to submit Investment Justifications (IJ) to Cal OES.

Phase II

Cal OES shall review the information submitted by project sponsors to determine if projects are compliant with the program requirements. Upon final project approval, sponsors shall be issued a Notice of Project Eligibility (NOPE) letter. The NOPE will include project milestones, audit requirements, program monitoring requirements, reporting requirements and directions to complete the Cal OES Financial Management Forms Workbook (FMFW). Upon receipt of the NOPE the agency has up to six weeks to complete and submit all supporting application documents. The supporting documents include the FMFW, a certified copy of the Alameda CTC Resolution No. 15-003 (Attachment A) and the signed original Grant Assurances (Attachment B).

San Joaquin Regional Rail Commission (SJRRC) staff has proposed FY 2014-15 funds (\$38,826) be assigned to the ACE Electronic Fare Collection (eTicketing) project. The eTicketing will require registered users and provide a real-time passenger manifest for active trains able to be accessed remotely, in real-time, by both SJRRC staff, law enforcement, and first responders. SJRRC had assigned the FY 2012-13 and FY 2013-14 TSSSDRA funds to the eTicketing project.

It is recommended the Commission authorize the Executive Director, or his designee, to submit Investment Justifications and project applications requesting allocations for FY 2014-15 TSSSDRA funds.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Draft Alameda CTC Resolution No.15-003
- B. Grant Assurances

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
RESOLUTION # 15-003**

Commission Chair

Supervisor Scott Haggerty, District 1

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

Director Elsa Ortiz

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

Director Thomas Blalock

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Mayor Trish Spencer

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Mayor Margaret Fujjoka

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Mayor Jerry Thome

City of San Leandro

Mayor Pauline Cutter

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Authorization for Execution of the Grant Assurances Documents for the Transit System Safety, Security & Disaster Response Account Bond Program (FY2014/15 – ACE Electronic Fare Collection Project)

WHEREAS, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 authorizes the issuance of general obligation bonds for specified purposes, including, but not limited to, funding made available for capital projects that provide increased protection against security and safety threats, and for capital expenditures to increase the capacity of transit operators to develop disaster response transportation systems; and

WHEREAS, the California Governor's Office of Emergency Services (Cal OES) administers such funds deposited in the Transit System Safety, Security, and Disaster Response Account under the California Transit Security Grant Program (CTSGP); and

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is eligible to receive CTSGP funds; and

WHEREAS, the Alameda CTC will apply for FY 2014/15 CTSGP funds in an amount up to \$38,826 for the Electronic Fare Collection Project to enhance and expand the functionality and reliability of the San Joaquin Regional Rail Commission's fare collection system; and

WHEREAS, Alameda CTC recognizes that it is responsible for compliance with all Cal OES CTSGP grant assurances, and state and federal laws, including, but not limited to, laws governing the use of bond funds; and

WHEREAS, Cal OES requires Alameda CTC to complete and submit a Governing Body Resolution for the purposes of identifying agent(s) authorized to act on behalf of Alameda CTC to execute actions necessary to obtain CTSGP funds from Cal OES and ensure continued compliance with Cal OES CTSGP assurances, and state and federal laws.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Alameda CTC that the Executive Director, and/or his Designee, is hereby authorized to execute for and on behalf of Alameda CTC, a public entity established under the laws of the State of California, any actions necessary for the purpose of obtaining financial assistance provided by the California Governor's Office of Emergency Services under the CTSGP.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, February 26, 2015 in Oakland, California, by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Supervisor Scott Haggerty
Chair

Vanessa Lee
Clerk of the Commission

**Transit System Safety, Security and
Disaster Response Account Program**

Name of Applicant: Alameda County Transportation Commission

Grant Cycle: _____ Grant Number: _____

Address: 1111 Broadway Suite 800

City: OAKLAND State: CA Zip Code: 94607

Telephone: (510) 208-7400 E-Mail: contact@alamedactc.org

As the duly authorized representative of the Applicant, I certify that the Applicant named above:

1. Has the legal authority to apply for CTSGP-CTAF funds, and has the institutional, managerial, and financial capability to ensure proper planning, management, and completion of the grant provided by the State of California and administered by the California Governor's Office of Emergency Services (Cal OES).
2. Assures that the grant funds will only be used for allowable, fair, and reasonable costs.
3. Recognizes the importance of accountability for the use of CTSGP-CTAF funds, and will give the State of California generally, and Cal OES in particular, through any representative authorized by Cal OES, access to and the right to examine all paper and electronic records, books, and other documents related to the award.
4. Will establish and maintain a proper accounting system for CTSGP-CTAF funds, in accordance with applicable laws, generally accepted accounting standards, and Cal OES directives.
5. Will provide reports and documentation related to this grant to Cal OES, in accordance with applicable laws and Cal OES grant guidance, including but not limited to: progress reports, closeout documentation, authorized agent forms, governing body resolutions, and other information as may be required by Cal OES.
6. Will initiate and complete approved project work within applicable timeframes, after Cal OES approves the project.
7. Will comply with Standardized Emergency Management System requirements as stated in the California Emergency Services Act (California Gov Code Section 8607 *et seq.*) and Title 19 of the California Code of Regulations, Sections 2445, 2446, 2447, and 2448.
8. Will promptly return to the State of California all funds received which exceed the actual expenditures approved by Cal OES.

9. If the approved amount of the grant is reduced, will promptly return to the State of California funds equal to the amount of this reduction.
10. Will keep CTSGP-CTAF funds in a separate interest bearing account. Any interest that is accrued must be accounted for and used for the project approved by Cal OES.
11. Agrees that equipment acquired or obtained with CTSGP-CTAF funds:
 - a. Will be made available under the California Disaster and Civil Defense Master Mutual Aid Agreement in consultation with representatives of the various fire, emergency medical, hazardous materials response services, and law enforcement agencies within the jurisdiction of the applicant; and
 - b. Will be made available pursuant to applicable terms of the California Disaster and Civil Defense Master Mutual Aid Agreement and deployed with personnel trained in the use of such equipment in a manner consistent with the California Law Enforcement Mutual Aid Plan, the California Fire Services and Rescue Mutual Aid Plan, and the State Emergency Plan.
12. Will comply with all applicable federal, state, and local laws, executive orders, regulations, program and administrative requirements, policies, and any other requirements governing this program.
13. Understands that failure to comply with applicable state and federal laws governing general obligation, tax-exempt, and Build America bonds may result in penalties administered by the Internal Revenue Service or a loss of tax-exempt bond status.
14. Will retain records for thirty-five years after notification of grant closeout by the State, and ensure that any subcontractors, subgrantees, or entities to which project responsibilities are transferred, retain records in accordance with state, federal, and local record retention requirements.
15. Grantees and subgrantees will use their own procurement and contracting procedures, which comply with applicable state and local laws and regulations, or with the California Public Contract Code, whichever is more restrictive.
16. Will maintain and abide by procedures to minimize the time between the award of funds and the disbursement of funds.
17. Will abide by Cal OES CTSGP-CTAF guidelines.
18. Will submit to Cal OES a CTSGP-CTAF Program Investment Justification, listing all projects to be funded for the life of the bond, including the amount for each project and the year in which the funds will be requested.

19. Will submit to Cal OES a signed Authorized Agent form designating the representative who can submit documents on behalf of the Applicant and an original, certified copy, or e-signed and verified copy, subject to approval by Cal OES, of the board resolution appointing the Authorized Agent. Should a new agent be authorized by the Applicant's governing board, the Applicant will submit to Cal OES a new, signed Authorized Agent form designating the representative who can submit documents on behalf of the Applicant, and an original, certified copy, or e-signed and verified copy, subject to approval by Cal OES, of the board resolution appointing that Authorized Agent.
20. Will ensure that CTSGP-CTAF funds will be used only for the approved capital project and that this approved project will be completed within applicable timeframes and remain in operation for its useful life, in accordance with state and federal laws, including, but not limited to applicable laws governing the CTSGP-CTAF Program, state general obligation bond laws, and federal laws governing tax-exempt and Build America bonds.
21. Will promptly notify Cal OES of pending litigation, bankruptcy proceedings, and negative audit findings related to the project.
22. Will maintain continuing control over the use of project equipment and facilities, and will maintain project equipment and facilities for the useful life of the project, in accordance with state and federal laws, including, but not limited to the laws governing the CTSGP-CTAF Program, state general obligation bond laws, and federal tax-exempt and Build America bond laws.
23. The project sponsor must notify Cal OES of any changes to the approved project and obtain Cal OES approval to these changes prior to their implementation.
24. Funds must be encumbered and liquidated within the time allowed in the applicable budget act and in accordance with grant guidelines.
25. Understands that all of Applicant's contractors and subcontractors shall comply with all applicable federal, state and local laws. Applicant assures that its contractors and subcontractors will be obligated to agree to comply with all applicable federal, state, and local laws.
26. That any project cost for which the Applicant received funds that is determined by subsequent audit to be unallowable under applicable federal, state, or local laws, are subject to repayment by the Applicant to the State of California. Should the Applicant fail to reimburse the moneys due to the State within thirty (30) days of demand, or within another time period mutually agreed to in writing between Cal OES and the Applicant, the State is authorized to withhold future payments due to the Applicant from the State.
27. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain for themselves or others, particularly those with whom they have familial, business, or other ties.

28. Will comply with all California and federal statutes relating to nondiscrimination, including, but not limited to:
- a. Title VI of the Civil Rights Act of 1964 (P.L. 88-352), as amended, which prohibits discrimination on the basis of race, color or national origin; and
 - b. Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; and
 - c. Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) which prohibits discrimination on the basis of disabilities; and
 - d. The Americans with Disabilities Act of 1990 (42 U.S.C. Chapter 126), as amended, which prohibits discrimination on the basis of disabilities; and
 - e. The Unruh Civil Rights Act (California Civil Code §54, *et seq.*) and California Government Code §11135, which prohibit discrimination on the basis of disabilities; and
 - f. The Age Discrimination Act of 1975, as amended (42 U.S.C. §6101-6107) which prohibits discrimination on the basis of age; and
 - g. The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255) as amended, relating to nondiscrimination on the basis of drug abuse; and
 - h. The Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; and
 - i. Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §290dd-2), as amended, relating to confidentiality of alcohol and drug abuse patient records; and
 - j. Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §3601, *et seq.*), as amended, relating to nondiscrimination in the sale, rental or financing of housing; and
 - k. Any other nondiscrimination provisions in the specific statute(s) under which application for assistance is being made; and
 - l. The requirements of any other nondiscrimination statute(s) that may apply to the application or to the Applicant.
29. Will comply, if applicable, with the flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
30. Will complete required environmental documentation before requesting an allocation of CTS GP-CTAF funds. The Applicant certifies that projects approved for CTS GP-CTAF funds will comply with all applicable federal and state environmental laws. These may include, but are not limited to:
- a. California Environmental Quality Act. California Public Resources Code Sections 21080-21098. California Code of Regulations, Title 14, Chapter 3 Sections 15000-15007; and

- b. Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO)11514; and
- c. Notification of violating facilities pursuant to EO 11738; and
- d. Protection of wetlands pursuant to EO 11990; and
- e. Evaluation of flood hazards in floodplains in accordance with EO 11988; and
- f. Assurance of project consistency with the approved state management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §1451 et seq.); and
- g. Conformity of federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §7401, *et seq.*); and
- h. Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended, (P.L. 93-523); and
- i. Protection of endangered species under the Endangered Species Act of 1973, as amended, (P.L. 93-205); and
- j. Wild and Scenic Rivers Act of 1968 (16 U.S.C. §1271, *et. seq.*) related to protecting components or potential components of the national wild and scenic rivers system.
- k. Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and preservation of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §469a-1, *et seq.*).

31. The Applicant and its principals:

- a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, sentenced to a denial of federal benefits by a state or federal court, or voluntarily excluded from covered transactions by any federal department or agency; and
- b. Have not within a three-year period preceding this application been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state, or local) transaction or contract under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property; and
- c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and (d) have not within a three-year period preceding this application had one or more public transactions (federal, state, or local) terminated for cause or default; and where the

applicant is unable to certify to any of the statements in this certification, he or she shall attach an explanation to this application.

32. Will comply with the audit requirements set forth in the Office of Management and Budget (OMB) Circular A-133, "Audit of States, Local Governments and Non-Profit Organizations."

33. Agrees that the noncompliance with these assurances, Cal OES CTSGP-CTAF Program guidelines, and applicable laws, may be taken into consideration by Cal OES when considering future allocation applications from Applicant.

34. Understands that failure to comply with any of the above assurances may result in suspension, reduction, or termination of grant funds.

As the duly authorized representative of the Applicant, I hereby certify that the Applicant will comply with the above certifications.

The undersigned represents that he/she is authorized by the above named Applicant to enter into this agreement for and on behalf of the said Applicant.

Signature of Authorized Agent: _____

Printed Name of Authorized Agent: Arthur L. Dao

Title: Executive Director Date: _____



Memorandum

6.17

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: February 19, 2015

SUBJECT: Alameda CTC FY2014-15 Second Quarter Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2014-15 Second Quarter Investment Report

Summary

The Quarterly Investment Report (Attachment A) provides balance and average return on investment information for all cash and investments held by the Alameda CTC as of December 31, 2014. The report also shows balances as of June 30, 2014 for comparison purposes. The *Portfolio Review for Quarter Ending December 31, 2014* (Attachment B) prepared by GenSpring Family Offices provides a review and outlook of current market conditions, an investment strategy to maximize return without compromising safety and liquidity, and an overview of the strategy used to develop the bond proceeds portfolio. Alameda CTC investments are in compliance with the adopted investment policy as of December 31, 2014. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

The following are key highlights of cash and investment information as of December 31, 2014:

- As of December 31, 2014, total cash and investments held by the Alameda CTC was \$354.8 million with bond proceeds accounting for \$62.5M or 17.6% of the total.
- The ACTA investment balance decreased \$0.5 million or 0.4% from the prior year-end balance due to capital projects expenditures. The ACTIA investment balance decreased \$35.2 million or 15.3% also due to capital project expenditures. The ACCMA investment balance decreased \$1.5 million or 4.0% primarily due to an increase in reimbursable capital project expenditures which had not yet been recovered as of December 31, 2014.
- Investment yields have increased slightly with the average return on investments for the first quarter at 0.28% compared to the prior year's average return of 0.24%.

Return on investments were projected for the FY2014-15 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of December 31, 2014
- B. Portfolio Review for Quarter Ending December 31, 2014 (provided by GenSpring Family Offices)
- C. Fixed Income Portfolio and CDARS Investment Statements as of December 31, 2014

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

Alameda CTC Consolidated Investment Report As of December 31, 2014							
ACTA	Un-Audited	Interest Earned		FY 2013-2014			
	Investment Balance	Interest earned	As of December 31, 2014 Approx. ROI	Budget	Difference	Investment Balance June 30, 2014	Interest earned FY 2013-2014
Bank Accounts	\$ 5,264,307	\$ 1,027	0.04%			\$ 454,248	6
State Treasurer Pool (LAIF) ⁽⁴⁾	42,898,669	50,194	0.23%			38,053,968	105,048
Investment Advisor ^{(1) (4)}	65,922,491	156,552	0.47%			76,075,126	329,264
Loan to ACCMA	10,000,000	-	-			10,000,000	-
ACTA Total	\$ 124,085,467	\$ 207,773	0.33%	\$ 217,500	\$ (9,727)	\$ 124,583,342	\$ 434,317 <i>Approx. ROI 0.35%</i>
ACTIA	Un-Audited	Interest Earned		FY 2013-2014			
	Investment Balance	Interest earned	As of December 31, 2014 Approx. ROI	Budget	Difference	Investment Balance June 30, 2014	Interest earned FY 2013-2014
Bank Accounts	\$ 12,861,980	\$ 1,760	0.03%			\$ 6,352,690	175
State Treasurer Pool (LAIF) ⁽⁴⁾	45,791,169	49,101	0.21%			49,937,806	97,936
Investment Advisor ^{(1) (4)}	69,828,788	73,791	0.21%			57,357,303	84,785
2014 Series A Bond Project Fund	45,002,999	57,914	0.26%			96,414,733	45,733
2014 Series A Bond Interest Fund	17,532,056	52,114	0.59%			20,283,310	32,586
Project Deferred Revenue ⁽²⁾	4,149,589	5,926	0.29%			-	-
ACTIA Total	\$ 195,166,581	\$ 240,606	0.25%	\$ 215,000	\$ 25,606	\$ 230,345,842	\$ 261,215 <i>Approx. ROI 0.18%</i>
ACOMA	Un-Audited	Interest Earned		FY 2013-2014			
	Investment Balance	Interest earned	As of December 31, 2014 Approx. ROI	Budget	Difference	Investment Balance June 30, 2014	Interest earned FY 2013-2014
Bank Accounts	\$ 5,052,785	\$ 705	0.03%			\$ 2,582,126	-
State Treasurer Pool (LAIF) ⁽⁴⁾	24,171,409	32,324	0.27%			29,059,283	45,312
Project Deferred Revenue ⁽³⁾	16,373,382	21,787	0.27%			15,439,924	35,606
Loan from ACTA	(10,000,000)	-	-			(10,000,000)	-
ACOMA Total	\$ 35,597,576	\$ 54,816	0.31%	\$ -	\$ 54,816	\$ 37,081,333	\$ 80,918 <i>Approx. ROI 0.22%</i>
Alameda CTC TOTAL	\$ 354,849,624	\$ 503,195	0.28%	\$ 432,500	\$ 70,695	\$ 392,010,517	\$ 776,450

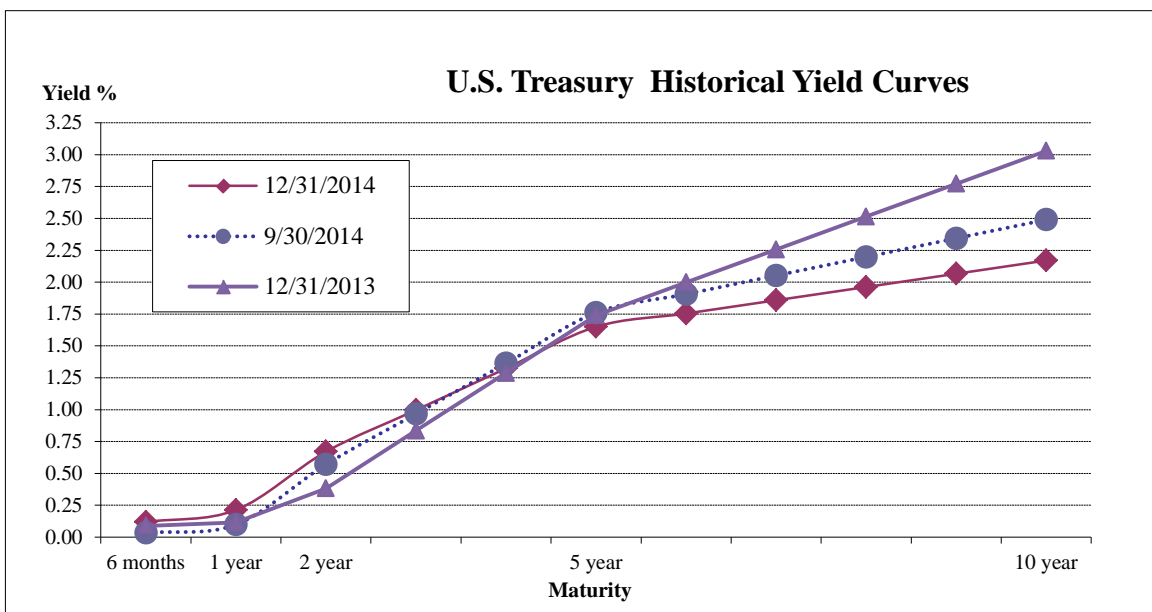
Notes:
 (1) See attachments for detail of investment holdings managed by Investment Advisor.
 (2) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which includes TVTC funds.
 (3) Project funds in deferred revenue are invested in LAIF with interest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

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***Alameda County Transportation Commission
Portfolio Review for the Quarter Ending
December 31, 2014***

Fixed Income Market Review and Outlook

Interest rates were mixed in the fourth quarter of 2014 as the demand for U.S. Government bonds from foreign investors pulled longer-term rates lower while a stronger economy and robust labor market here in the United States pushed shorter-term rates higher. This dynamic of competing foreign and domestic influences is likely to be the dominant driver of interest rates as we move forward through 2015. Although our predilection remains towards interest rates moving higher, recent developments in the bond market have been causing the rate to bounce up and down.



Source: Bloomberg Finance L.P.

On the domestic front the news on the economy and labor market has been quite strong. GDP growth in the third quarter of the year was revised to an exceptionally strong annualized pace of 5.0%. The outlook for the quarter just past and all of 2015 remains anchored well above a 3.0% pace of growth. In the labor markets, payroll growth has averaged roughly 250,000 new jobs for the past six months and the unemployment rate, as of this writing, had fallen to 5.8%. Of particular importance, recent measures of wage growth have begun to pick up.

Given the recent strength in the economy, it is widely expected the Federal Reserve (Fed) will begin to raise the level of short-term interest rates shortly. Indeed, if the

strength continues, some believe the Fed could begin to hike interest rates as early as March. Supporting this notion, the Fed's most recent statement from the Federal Open Market Committee (FOMC) dropped the language that they would leave interest rates at their current levels for "a considerable period of time" and replaced it with the far more flexible language that the Fed would be "patient" in raising rates.

There are other factors, however, that may delay a hike in rates. These include a notable division among the ranks of the voting members of the FOMC and exceptionally low expectations for inflation. Traditionally the Fed has operated with a minimum amount of dissent between its voting members. The most recent statement by the FOMC included three dissents (one arguing in favor of easier policy and two in favor of more restrictive policy). This level of policy dissent is practically unheard of and may indicate it will take more time before there is a consensus for a change in policy. Regarding inflation, thanks in large part to the recent decline in oil prices, the expectations for inflation over the next year have fallen well below the Fed's 2 percent target. Some, including the President of the Federal Reserve Bank of Minneapolis, Narayana Kocherlakta, have gone so far as to argue for additional stimulus to maintain the Fed's credibility of the 2 percent inflation target and to combat the costs associated with even the possibility of deflation.

Whatever ones' view of the likely timing of a rate hike by the Fed, the evidence is clear that absent an exogenous shock to the system the Fed will begin to hike rates in 2015. It is also the case that given the recent strength in our domestic economy, in isolation U.S. interest rates would likely be higher than they are today. As we have noted before, however, financial markets have become increasingly globalized and investors need to consider all factors, including the demand for U.S. Government Bonds by foreign investors.

The recent declines in longer-term interest rates were influenced by continued inflows into the U.S. bond market as a result of a stronger dollar and lack of attractive options among the bond markets of other developed nations. To put some figures to these observations, as of the end of the year, 10-year government notes in Germany, France and Japan yielded 0.54%, 0.82% and 0.32% respectively. These figures are well below the current U.S. 10-year rate of 2.17%. Furthermore, 2-year government yields in Germany, France and Japan were all negative as of the end of the year.

The dollar has also continued to strengthen. In the last quarter of the year, the U.S. dollar rose by 4.2% against the Euro and by 8.5% against the Yen. Over the past year, the dollar has risen by over 12% against both the Euro and the Yen.

For foreign investors, the prospects of both higher yields and a strengthening currency have proven too potent a mixture to pass up. As long as investors believe the dollar will continue to strengthen and as long as U.S. interest rates remain relatively attractive it is

unlikely the tide of foreign capital rushing into our bond market will subside. One note of caution - tides that rush in can also rush out.

What we are left with is an uneasy equilibrium with domestic issues trying to move rates higher and foreign issues trying to move them lower. On top of that, 2015 is likely to bring with it a fair amount of uncertainty as investors grapple with issues such as possible quantitative easing in the Eurozone, the success or failure of the recently enacted economic policies of Japan (also known as Abenomics) and the interrelated outlooks for the price of oil and the Russian economy. For now at least, it is unlikely interest rates are going anywhere in a hurry. In time, however, we expect our domestic issues to dominate and interest rates to move modestly higher.

Strategy

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

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

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

As of the end of the quarter, the consolidated Alameda CTC ACTA/ACTIA portfolio consisted of 49.9% US Government Agency securities, 20.8% US Treasury securities, 23.9% High Grade Corporate Bonds, 0% Certificates of Deposit, 4.5% Commercial Paper and 0.9% of cash and cash equivalents.

Compliance with Investment Policy

For the quarter ending December 31, 2014, the Alameda CTC portfolio was in compliance with the adopted investment policy.

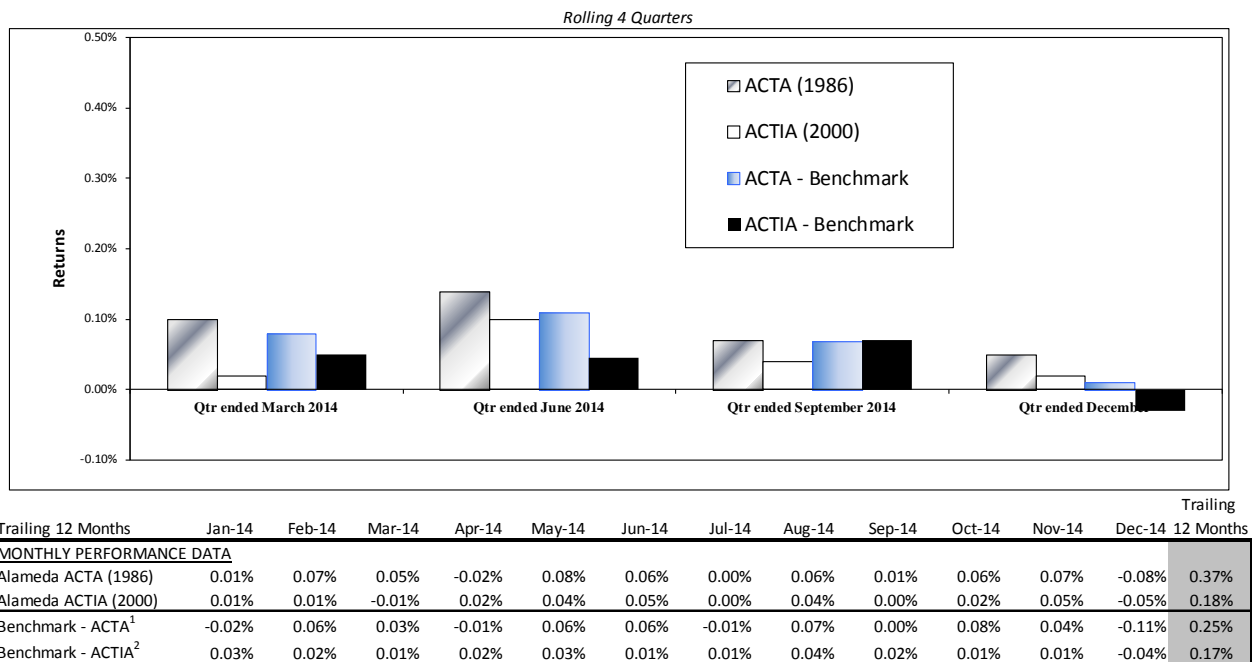
Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses), but does not include the deduction of management fees. For the quarter ending December 31, the ACTA (1986 Measure B) portfolio returned **0.05%**. This compares to the benchmark return of **0.01%**. For the quarter ending December 31, the ACTIA (2000 Measure B) portfolio returned **0.02%**. This compares to the benchmark return of **-0.02%**. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending December 31, the ACTA (1986 Measure B) portfolio's yield to maturity or call was **0.33%**. The benchmark's yield to maturity was **0.32%**. For the quarter ending December 31, the ACTIA (2000 Measure B) portfolio's yield to maturity or call was **0.27%**. The benchmark's yield to maturity was **0.17%**.

Alameda CTC

Quarterly Review - Account vs. Benchmark



Note: This data contains performance prior to July 1, 2014 which was generated by SunTrust Bank. From July 1, 2014 performance was generated by GenSpring Family Offices. Past performance is not an indication of future results. Performance is presented prior to the deduction of investment management fees.

¹ ACTA Benchmark is a customized benchmark comprised of 25% ML 1 -3 year Tsy index, 25% ML 6mo. Tsy index and 50% ML 1 year Tsy index

² ACTIA Benchmark is currently a customized benchmark comprised of 50% ML 6mo. Tsy index and 50% ML 1 year Tsy index. Prior to March 1, 2014 the Benchmark was comprised of 100% ML 6mo. Tsy index

Bond Proceeds Portfolios

On March 4, 2014, in conjunction with the issuance of the Alameda County Transportation Commission Sales Tax Revenue Bonds, Series 2014, (the Series 2014 Bonds), Alameda CTC established both an **Interest Fund** and **Project Fund** at Union Bank of California, the Series 2014 Bond trustee. These portfolios were initially funded with \$108,944,688 in the Project Fund and \$20,335,886 in the Interest Fund, which was an amount net of the initial drawdown for bond related project costs incurred prior to closing.

As of December 31, 2014, \$63,919,066.87 had been distributed from the Project Fund and \$2,803,163.75 had been distributed from the Interest Fund. The quarter end values of the Interest and Project Funds, including unrealized gains and losses, were \$17,615,552.80 and \$45,133,700.15 respectively.

The portfolios were invested by buying allowable high grade fixed income securities whose maturities matched the anticipated cash outlays. As of December 31, 2014 the average life of the cash flows for the Interest Fund was roughly **1.4** years while the average life of the cash flows of the Project Fund was anticipated to be approximately **3.0** months.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. For the quarter ending December 31, the Interest Fund portfolio's yield to maturity was **0.60%** and the Project Fund portfolio's yield to maturity was **0.22%**. By comparison, an investment in a U.S. Treasury note of comparable average maturity at the end of the quarter would yield **0.41%** and **0.02%** respectively.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the Interest Fund portfolio's rate of return on investments, at cost, was **0.58%** and the Project Fund portfolio's rate of return on investments, at cost, was **0.19%**. Over time, as the shorter-term securities roll off and the higher yielding longer-term securities remain, the yield of the portfolio at original cost should rise.

For the quarter ending December 31, 2014, the Alameda CTC Series 2014 Bonds Interest Fund and Project Fund portfolios were invested in compliance with the Bond Indenture dated February 1, 2014.

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FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
 December 31, 2014

Quantity	Security Symbol	Security	Moody S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
CASH	61747c70s	MORGAN STANLEY GOVERNMENT INST			671,348.49		671,348.49		671,348.49	1.05		0.0
CORPORATE BONDS												
3,500,000.0000	94974b6e5	WELLS FARGO CO MTN BE 1.500% Due 07-01-15	A2	101.28	3,544,660.00	100.54	3,518,791.50	26,250.00	3,545,041.50	5.50	0.42	0.5
500,000.0000	931142c18	WAL-MART STORES INC 2.250% Due 07-08-15	AA2	101.11	505,565.00	100.95	504,743.00	5,406.25	510,149.25	0.79	0.42	0.5
3,500,000.0000	46623ejr1	J P MORGAN CHASE & CO MTN BE 1.100% Due 10-15-15	A3	100.03	3,500,875.00	100.18	3,506,293.00	8,127.78	3,514,420.78	5.48	0.87	0.8
3,500,000.0000	36962g448	GENERAL ELEC CAP CORP MTN BE 2.250% Due 11-09-15	A1	102.62	3,591,700.00	101.37	3,548,020.00	11,375.00	3,559,395.00	5.55	0.64	0.9
1,000,000.0000	437076ap7	HOME DEPOT INC 5.400% Due 03-01-16	A2	106.61	1,066,080.00	105.53	1,055,310.00	18,000.00	1,073,310.00	1.65	0.63	1.1
1,600,000.0000	06406hcg2	BANK NEW YORK MTN BK ENT 0.700% Due 03-04-16	A1	99.83	1,597,200.00	99.90	1,598,444.80	3,640.00	1,602,084.80	2.50	0.78	1.2
900,000.0000	064159bv7	BANK OF NOVA SCOTIA 0.950% Due 03-15-16	AA2	100.21	901,854.00	100.08	900,745.20	2,517.50	903,262.70	1.41	0.88	1.2
800,000.0000	713448bt4	PEPSICO INC 2.500% Due 05-10-16	A1	103.03	824,232.00	102.17	817,326.40	2,833.33	820,159.73	1.28	0.89	1.3
					15,532,166.00		15,449,673.90	78,149.86	15,527,823.76	24.16	0.68	0.8
COMMERCIAL PAPER												
3,500,000.0000	89233hss4	TOYOTA MOTOR CREDIT CORP COML PAPER 0.000% Due 05-26-15	P-1	A-1+	3,495,529.72	99.92	3,497,200.00	0.00	3,497,200.00	5.47	0.20	0.4
GOVERNMENT BONDS												
2,000,000.0000	313588br5	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 02-09-15	AAA	AA+	1,999,728.46	100.00	1,999,948.00	0.00	1,999,948.00	3.13	0.02	0.1
2,500,000.0000	313384ca5	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 02-18-15	AAA	AA+	2,499,187.50	100.00	2,499,917.50	0.00	2,499,917.50	3.91	0.02	0.1
3,500,000.0000	313396gy3	FEDL HOME LN MTG CORP DISC NT 0.000% Due 06-16-15	AAA	AA+	3,497,107.64	99.95	3,498,397.00	0.00	3,498,397.00	5.47	0.10	0.5
9,500,000.0000	313588gz2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 06-17-15	AAA	AA+	9,491,175.56	99.95	9,495,620.50	0.00	9,495,620.50	14.85	0.10	0.5
2,000,000.0000	3130a0pe4	FEDERAL HOME LOAN BANKS 0.260% Due 07-23-15	AAA	AA+	2,001,280.00	100.03	2,000,500.00	2,282.22	2,002,782.22	3.13	0.21	0.6
1,500,000.0000	313384jv2	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 07-31-15	AAA	AA+	1,498,559.16	99.93	1,498,993.50	0.00	1,498,993.50	2.34	0.12	0.6
700,000.0000	3135g0nv1	FEDERAL NATL MTG ASSN 0.500% Due 09-28-15	AAA	AA+	702,814.00	100.18	701,260.70	904.17	702,164.87	1.10	0.26	0.7
5,000,000.0000	313396ph0	FEDL HOME LN MTG CORP DISC NT 0.000% Due 11-16-15	AAA	AA+	4,990,878.47	99.85	4,992,270.00	0.00	4,992,270.00	7.81	0.18	0.9
3,000,000.0000	912828k41	UNITED STATES TREAS NTS 0.375% Due 01-31-16	AAA	AAA	3,004,570.32	100.05	3,001,407.00	4,707.88	3,006,114.88	4.69	0.33	1.1
11,000,000.0000	912828nw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA	AA+	10,951,875.00	99.84	10,982,818.00	5,892.86	10,988,710.86	17.17	0.37	1.3
3,000,000.0000	912828vc1	UNITED STATES TREAS NTS 0.250% Due 05-15-16	AAA	AA+	2,990,859.36	99.79	2,993,673.00	973.76	2,994,646.76	4.68	0.40	1.4

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTA 1986 Measure B
Account # N001
 December 31, 2014

Quantity	Security Symbol	Security	Moody	S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
675.000.0000	3133834+9	FEDERAL HOME LOAN BANKS 0.375% Due 06-24-16	AAA	AA+	99.69	672,934.50	99.76	673,350.30	49.22	673,399.52	1.05	0.54	1.5
						44,300,969.97		44,338,155.50	14,810.10	44,352,965.60	69.33	0.22	0.8
	TOTAL PORTFOLIO					64,000,014.18		63,956,377.89	92,959.96	64,049,337.85	100.00	0.33	0.8

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
 December 31, 2014

Quantity	Security Symbol	Security	Moody S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
	CASH				562,695.48		562,695.48		562,695.48	0.83		0.0
	CORPORATE BONDS											
2,000,000.0000	911159hgu8	MORGAN STANLEY GOVERNMENT INST										
2,500,000.0000	94974bfe5	U S BANCORP MTNS BK ENT 3.150% Due 03-04-15	A1	102.70	2,053,980.00	100.49	2,009,760.00	20,475.00	2,030,235.00	2.96	0.35	0.2
2,400,000.0000	36962g5z3	WELLS FARGO CO MTN BE 1.500% Due 07-01-15	A2	101.27	2,531,750.00	100.54	2,513,422.50	18,750.00	2,532,172.50	3.71	0.42	0.5
2,230,000.0000	931142c48	GENERAL ELEC CAP CORP MTN BE 1.625% Due 07-02-15	A1	101.44	2,434,488.00	100.63	2,415,081.60	19,391.67	2,434,473.27	3.56	0.37	0.5
1,000,000.0000	17275rac6	WAL-MART STORES INC 2.250% Due 07-08-15	AA2	101.11	2,254,819.90	100.95	2,251,153.78	24,111.88	2,275,265.66	3.32	0.42	0.5
2,000,000.0000	437076ap7	CISCO SYS INC 5.500% Due 02-22-16	A1	106.60	1,066,000.00	105.50	1,055,018.00	19,708.33	1,074,726.33	1.56	0.65	1.1
2,500,000.0000	46625hxx1	HOME DEPOT INC 5.400% Due 03-01-16	A2	106.61	2,132,160.00	105.53	2,110,620.00	36,000.00	2,146,620.00	3.11	0.63	1.1
825,000.0000	05531fat0	JPMORGAN CHASE & CO 3.450% Due 03-01-16	AA3	103.73	2,593,300.00	102.64	2,566,007.50	28,750.00	2,594,757.50	3.78	1.16	1.1
		BB&T CORPORATION 3.950% Due 04-29-16	A2	104.92	865,617.50	103.52	854,054.03	5,612.29	859,666.32	1.26	1.26	1.3
					15,932,115.40		15,775,117.41	172,799.17	15,947,916.57	23.26	0.61	0.7
	COMMERCIAL PAPER											
2,500,000.0000	89233hms9	TOYOTA MOTOR CREDIT CORP COML PAPER 0.000% Due 01-26-15	P-1	A-1+	2,497,337.50	99.99	2,499,750.00	0.00	2,499,750.00	3.69	0.14	0.1
	GOVERNMENT BONDS											
8,500,000.0000	313384ch0	FEDL HOME LOAN BK CONS DISC NT 0.000% Due 02-25-15	AAA	AA+	8,495,940.07	100.00	8,499,677.00	0.00	8,499,677.00	12.53	0.02	0.2
5,000,000.0000	3135g0hg1	FEDERAL NATL MTG ASSN 0.375% Due 03-16-15	AAA	AA+	5,010,850.00	100.04	5,002,200.00	5,468.75	5,007,668.75	7.38	0.16	0.2
1,500,000.0000	3134g36g0	FEDERAL HOME LN MTG CORP 0.350% Due 03-18-15	AAA	AA+	1,502,806.50	100.03	1,500,519.00	1,502.08	1,502,021.08	2.21	0.19	0.2
1,000,000.0000	313588ej0	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 04-15-15	AAA	AA+	999,211.67	99.98	999,751.00	0.00	999,751.00	1.47	0.09	0.3
1,000,000.0000	3137eadd8	FEDERAL HOME LN MTG CORP 0.500% Due 04-17-15	AAA	AA+	1,003,600.00	100.10	1,000,950.00	1,027.78	1,001,977.78	1.48	0.18	0.3
3,000,000.0000	313312fv7	FEDL FARM CRED BK CONS DISC NT 0.000% Due 05-20-15	AAA	AA+	2,998,569.17	99.97	2,998,953.00	0.00	2,998,953.00	4.42	0.09	0.4
1,500,000.0000	3130a2av8	FEDERAL HOME LOAN BANKS 0.125% Due 06-04-15	AAA	AA+	1,499,865.00	99.96	1,499,404.50	140.63	1,499,545.13	2.21	0.22	0.4
2,500,000.0000	313588gz2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 06-17-15	AAA	AA+	2,497,677.78	99.95	2,498,847.50	0.00	2,498,847.50	3.68	0.10	0.5
3,500,000.0000	3130a0pe4	FEDERAL HOME LOAN BANKS 0.260% Due 07-23-15	AAA	AA+	3,502,240.00	100.03	3,500,875.00	3,993.89	3,504,868.89	5.16	0.21	0.6
5,500,000.0000	313588jy2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 08-03-15	AAA	AA+	5,496,186.69	99.92	5,495,704.50	0.00	5,495,704.50	8.10	0.13	0.6
5,500,000.0000	313396jp6	FEDL HOME LN MTG CORP DISC NT 0.000% Due 09-11-15	AAA	AA+	5,492,760.63	99.90	5,494,379.00	0.00	5,494,379.00	8.10	0.15	0.7

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
ACTIA 2000 Measure B
Account # N001UNBI
December 31, 2014

Quantity	Security Symbol	Security	Moody S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Dur-ation
10,000,000.0000	912828uw8	UNITED STATES TREAS NTS 0.250% Due 04-15-16	AAA AA+	99.57	9,957,048.00	99.84	9,984,380.00	5,357.14	9,989,737.14	14.72	0.37	1.3
					48,456,755.51		48,475,640.50	17,490.27	48,493,130.77	71.48	0.17	0.6
					499,884.99	100.00	499,984.50	0.00	499,984.50	0.74	0.02	0.2
TREASURY BILLS												
500,000	912796ew5	UNITED STATES TREAS BILLS 0.000% Due 02-26-15	AAA AA+	99.98	499,884.99	100.00	499,984.50	0.00	499,984.50	0.74	0.02	0.2
TOTAL PORTFOLIO					67,948,788.88		67,813,187.88	190,289.43	68,003,477.32	100.00	0.27	0.6

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Project Fund
Account # N00IUNB3
 December 31, 2014

Quantity	Security Symbol	Security	Moody S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
	CASH				953,830.81		953,830.81		953,830.81	2.12		0.0
	CORPORATE BONDS											
4,000,000.0000	46625hhp8	MORGAN STANLEY GOVERNMENT INST 3.700% Due 01-20-15	A3 A	102.83	4,113,080.00	100.17	4,006,720.00	66,188.89	4,072,908.89	8.90	0.48	0.1
4,000,000.0000	94974beu0	WELLS FARGO CO MTN BE 3.625% Due 04-15-15	A2 A+	103.58	4,143,280.00	100.89	4,035,636.00	30,611.11	4,066,247.11	8.97	0.53	0.3
					8,256,360.00		8,042,356.00	96,800.00	8,139,156.00	17.87	0.50	0.2
	COMMERCIAL PAPER											
2,000,000.0000	36959itb9	GENERAL ELEC CAP CORP COMML PAPER 0.000% Due 06-11-15	P-1 A-1+	99.88	1,997,687.22	99.90	1,998,000.00	0.00	1,998,000.00	4.44	0.22	0.4
	GOVERNMENT BONDS											
10,000,000.0000	912828rz5	UNITED STATES TREAS NTS 0.250% Due 01-15-15	AAA AA+	100.11	10,010,742.19	100.00	10,000,000.00	11,548.91	10,011,548.91	22.22	0.25	0.0
12,000,000.0000	912828sp6	UNITED STATES TREAS NTS 0.375% Due 04-15-15	AAA AA+	100.24	12,028,593.75	100.08	12,009,372.00	9,642.86	12,019,014.86	26.68	0.10	0.3
4,000,000.0000	313588gz2	FEDERAL NATL MTG ASSN DISC NT 0.000% Due 06-17-15	AAA AA+	99.91	3,996,284.44	99.95	3,998,156.00	0.00	3,998,156.00	8.88	0.10	0.5
8,000,000.0000	912828vn7	UNITED STATES TREAS NTS 0.250% Due 07-31-15	AAA AA+	100.08	8,006,562.50	100.07	8,005,624.00	8,369.57	8,013,993.57	17.79	0.13	0.6
					34,042,182.88		34,013,152.00	29,561.34	34,042,713.34	75.57	0.15	0.3
	TOTAL PORTFOLIO				45,250,060.91		45,007,338.81	126,361.34	45,133,700.15	100.00	0.22	0.3

FIXED INCOME PORTFOLIO
Alameda County Transportation Commission
Interest Fund
Account # N001UNB2
 December 31, 2014

Quantity	Security Symbol	Security	Moody S & P	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Total Market Value	Pct Assets	Yield To Mat	Duration
	CASH				199,946.68		199,946.68		199,946.68	1.14		0.0
CORPORATE BONDS												
1,000,000.0000	46625hhp8	MORGAN STANLEY GOVERNMENT INST		102.83	1,028,270.00	100.17	1,001,680.00	16,547.22	1,018,227.22	5.71	0.48	0.1
1,000,000.0000	713448ca4	JP MORGAN CHASE & CO 3.700% Due 01-20-15	A3	100.48	1,004,800.00	100.19	1,001,881.00	2,683.33	1,004,564.33	5.72	0.39	0.6
950,000.0000	17275rac6	PEPSICO INC 0.700% Due 08-13-15	A1	109.62	1,041,409.00	105.50	1,002,267.10	18,722.92	1,020,990.02	5.72	0.65	1.1
1,000,000.0000	084664bx8	CISCO SYS INC 5.500% Due 02-22-16	AA2	100.76	1,007,570.00	100.33	1,003,293.00	3,588.89	1,006,881.89	5.72	0.74	1.6
1,000,000.0000	69353reg1	BERKSHIRE HATHAWAY FIN CORP 0.950% Due 08-15-16	A2	100.06	1,000,550.00	99.95	999,473.00	4,812.50	1,004,285.50	5.70	1.15	2.0
950,000.0000	478160aq7	PNC BK N A PITTSBURGH PA 1.125% Due 01-27-17	AAA	115.02	1,092,709.00	111.33	1,057,590.35	19,918.33	1,077,508.68	6.03	1.15	2.4
		JOHNSON & JOHNSON 5.550% Due 08-15-17			6,175,308.00		6,066,184.45	66,273.19	6,132,457.64	34.60	0.77	1.3
GOVERNMENT BONDS												
1,800,000.0000	912828se1	UNITED STATES TREAS NTS 0.250% Due 02-15-15	AAA	100.10	1,801,804.69	100.02	1,800,342.00	1,699.73	1,802,041.73	10.27	0.10	0.1
1,800,000.0000	912828vu1	UNITED STATES TREAS NTS 0.375% Due 08-31-15	AAA	100.21	1,803,796.88	100.13	1,802,390.40	2,293.51	1,804,683.91	10.28	0.17	0.7
1,800,000.0000	912828882	UNITED STATES TREAS NTS 0.250% Due 02-29-16	AAA	99.82	1,796,695.31	99.88	1,797,750.00	1,529.01	1,799,279.01	10.26	0.36	1.2
1,800,000.0000	912828vr8	UNITED STATES TREAS NTS 0.625% Due 08-15-16	AAA	100.15	1,802,671.88	100.16	1,802,953.80	4,249.32	1,807,203.12	10.28	0.52	1.6
1,800,000.0000	912828874	UNITED STATES TREAS NTS 0.625% Due 02-15-17	AAA	99.75	1,795,429.67	99.75	1,795,500.00	4,249.32	1,799,749.32	10.24	0.74	2.1
1,540,000.0000	912828tm2	UNITED STATES TREAS NTS 0.625% Due 08-31-17	AAA	98.58	1,518,163.28	99.05	1,525,322.26	3,270.37	1,528,592.63	8.70	0.99	2.6
750,000.0000	912828ur9	UNITED STATES TREAS NTS 0.750% Due 02-28-18	AAA	98.00	734,970.70	98.63	739,687.50	1,911.26	741,598.76	4.22	1.19	3.1
					11,253,532.41		11,263,945.96	19,202.51	11,283,148.47	64.25	0.52	1.5
TOTAL PORTFOLIO					17,628,787.09		17,530,077.09	85,475.71	17,615,552.80	100.00	0.60	1.4

ALAMEDA COUNTY TRANSPORTATION COMMISSION
1986 MEASURE B
ATTN: LILY BALINTON
1111 BROADWAY, SUITE 800
OAKLAND, CA 94607

Subject: CDARS® Customer Statement

Legal Account Title: ALAMEDA COUNTY TRANSPORTATION COMMISSION
1986 MEASURE B

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at **510-723-5855**, send an email to privatebanking@fremontbank.com, or visit our website at <http://www.fremontbank.com/>.

Summary of Accounts Reflecting Placements Through CDARS

Account ID	Effective Date	Maturity Date	Interest Rate	Opening Balance	Ending Balance
1016779551	06/26/14	06/23/16	0.55%	\$2,000,000.00	\$2,005,703.78
TOTAL				\$2,000,000.00	\$2,005,703.78

ACCOUNT OVERVIEW

Account ID: 1016779551
Product Name: 2-YEAR PUBLIC FUND CD
Interest Rate: 0.55%
Account Balance: \$2,005,703.78
 The Annual Percentage Yield Earned is 0.55%.

Effective Date: 06/26/14
Maturity Date: 06/23/16
YTD Interest Paid: \$5,703.78
Int Earned Since Last Stmt: \$936.74

CD Issued by BB&T

YTD Interest Paid:	\$664.49	11/29/14	OPENING BALANCE	\$233,000.00
Int Earned Since Last Stmt:	\$109.13	12/31/14	Interest Payment	664.49
		12/31/14	ENDING BALANCE	\$233,664.49

CD Issued by East West Bank

YTD Interest Paid:	\$664.49	11/29/14	OPENING BALANCE	\$233,000.00
Int Earned Since Last Stmt:	\$109.13	12/31/14	Interest Payment	664.49
		12/31/14	ENDING BALANCE	\$233,664.49

CD Issued by EverBank

YTD Interest Paid:	\$664.49	11/29/14	OPENING BALANCE	\$233,000.00
Int Earned Since Last Stmt:	\$109.13	12/31/14	Interest Payment	664.49
		12/31/14	ENDING BALANCE	\$233,664.49

CD Issued by Grandpoint Bank

YTD Interest Paid:	\$458.67	11/29/14	OPENING BALANCE	\$160,830.65
Int Earned Since Last Stmt:	\$75.33	12/31/14	Interest Payment	458.67
		12/31/14	ENDING BALANCE	\$161,289.32

CD Issued by Mutual of Omaha Bank

YTD Interest Paid:	\$664.49	11/29/14	OPENING BALANCE	\$233,000.00
Int Earned Since Last Stmt:	\$109.13	12/31/14	Interest Payment	664.49
		12/31/14	ENDING BALANCE	\$233,664.49

CD Issued by The Park National Bank

YTD Interest Paid:	\$593.68	11/29/14	OPENING BALANCE	\$208,169.35
Int Earned Since Last Stmt:	\$97.50	12/31/14	Interest Payment	593.68
		12/31/14	ENDING BALANCE	\$208,763.03

CD Issued by Wallis State Bank

YTD Interest Paid:	\$664.49	11/29/14	OPENING BALANCE	\$233,000.00
Int Earned Since Last Stmt:	\$109.13	12/31/14	Interest Payment	664.49
		12/31/14	ENDING BALANCE	\$233,664.49

CD Issued by Western Alliance Bank

YTD Interest Paid:	\$664.49	11/29/14	OPENING BALANCE	\$233,000.00
Int Earned Since Last Stmt:	\$109.13	12/31/14	Interest Payment	664.49
		12/31/14	ENDING BALANCE	\$233,664.49

CD Issued by WesBanco Bank, Inc.

YTD Interest Paid:	\$664.49	11/29/14	OPENING BALANCE	\$233,000.00
Int Earned Since Last Stmt:	\$109.13	12/31/14	Interest Payment	664.49
		12/31/14	ENDING BALANCE	\$233,664.49

Thank you for your business.

ALAMEDA COUNTY TRANSPORTATION COMMISSION
2000 MEASURE B
ATTN: LILY BALINTON
1111 BROADWAY, SUITE 800
OAKLAND, CA 94607

Subject: CDARS® Customer Statement

Legal Account Title: ALAMEDA COUNTY TRANSPORTATION COMMISSION
2000 MEASURE B

Below is a summary of your certificate(s) of deposit, which we are holding for you as your custodian. These certificate(s) of deposit have been issued through CDARS by one or more FDIC-insured depository institutions. Should you have any questions, please contact us at **510-723-5855**, send an email to privatebanking@fremontbank.com, or visit our website at <http://www.fremontbank.com/>.

Summary of Accounts Reflecting Placements Through CDARS

Account ID	Effective Date	Maturity Date	Interest Rate	Opening Balance	Ending Balance
1016779683	06/26/14	06/25/15	0.55%	\$2,000,000.00	\$2,000,000.00
TOTAL				\$2,000,000.00	\$2,000,000.00

ACCOUNT OVERVIEW

Account ID: 1016779683
Product Name: 52-WEEK PUBLIC FUND CD
Interest Rate: 0.55%
Account Balance: \$2,000,000.00

Effective Date: 06/26/14
Maturity Date: 06/25/15
YTD Interest Paid: \$0.00
Interest Accrued: \$5,703.73
Int Earned Since Last Stmt: \$936.67

The Annual Percentage Yield Earned is 0.55%.

CD Issued by Bank 7

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$52,000.00
Interest Accrued:	\$148.29	12/31/14	ENDING BALANCE	\$52,000.00
Int Earned Since Last Stmt:	\$24.35			

CD Issued by First Independence Bank

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$694.43	12/31/14	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$114.04			

CD Issued by John Marshall Bank

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$694.43	12/31/14	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$114.04			

CD Issued by RepublicBankAz, N.A.

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$694.43	12/31/14	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$114.04			

CD Issued by S&T Bank

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$694.43	12/31/14	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$114.04			

CD Issued by Sierra Vista Bank

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$694.43	12/31/14	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$114.04			

CD Issued by The PrivateBank and Trust Company

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$694.43	12/31/14	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$114.04			

CD Issued by Tri-State Bank of Memphis

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$694.43	12/31/14	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$114.04			

CD Issued by United Bank

YTD Interest Paid:	\$0.00	11/29/14	OPENING BALANCE	\$243,500.00
Interest Accrued:	\$694.43	12/31/14	ENDING BALANCE	\$243,500.00
Int Earned Since Last Stmt:	\$114.04			

Thank you for your business.



Memorandum

6.18

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

DATE: February 19, 2014

SUBJECT: Alameda CTC Contracting and Procurement Policy and Procedures, Local Business Contract Equity Program, and Summary of Active Administrative, Professional Services and Construction Contracts

RECOMMENDATION: Receive presentation on the Alameda CTC's Contracting and Procurement Policy and Procedures, Local Business Contract Equity Program, and Summary of Active Administrative, Professional Services and Construction Contracts.

Summary

Staff will present a brief review of Alameda CTC's contracting and procurement policy and procedures, Local Business Contract Equity (LBCE) Program, and a summary of active administrative, professional services and construction contracts.

Background

The purpose of Alameda CTC's agency-wide procurement policies is to establish policies, guidelines, and procedures to govern the procurement of goods and services, including administrative, engineering, professional, construction, and other services and to deliver effective and efficient transportation investments while supporting businesses in Alameda County. To most effectively deliver transportation investments and optimize delivery of projects, programs, and administrative services related to transportation, Alameda CTC utilizes a mixture of funding sources, including local sales tax revenues, vehicle registration fees, and other local, regional, state, and federal funding.

The procurement method used by Alameda CTC is dictated by the type of funding utilized to fund each contract. For contracts funded with federal funds, Alameda CTC adheres to the federal procurement process and complies with the U.S. Department of Transportation's Disadvantaged Business Enterprise (DBE) Program which was adopted in accordance with federal regulations contained in 49 C.F.R. Part 26. For contracts funded with Measure B funds or a combination of Measure B and local funds, Alameda CTC follows a procurement process similar to the federal process, but applies its own contract equity program, the LBCE Program, to the contract in place of the federally required DBE Program.

The LBCE Program, which originally began as a minority and women-owned businesses and local preference program with the inception of the first Measure B in 1986, was modified over the years to reflect changes in statutes and court rulings associated with contract equity issues at both the state and federal levels. Alameda CTC adopted the current version of the program in September 2013, with the same purpose of encouraging businesses of all sizes to locate and remain in Alameda County and to spend its funds for goods and services within Alameda County. The current adopted version was created through an extensive public process and addressed the concerns of the public and the ACTIA board at the time. The participation of local and small local businesses in Alameda CTC-led locally funded contracts is consistent with the voter-approved mandate outlined in the 2000 Measure B Transportation Expenditure Plan, generates various economic benefits for the residents of Alameda County, and adds to the sales tax revenues for Alameda CTC.

Alameda CTC currently has 66 active administrative, professional services and construction contracts valued at approximately \$198.2 million. Of these contracts, 12 contracts totaling \$14.9 million were in the administrative professional services contract category, 47 contracts totaling \$158.1 million were in the technical professional services contract category, and 7 contracts totaling \$25.2 million were in the construction contract category. The LBCE Program was applied to 23 of the 66 active contracts totaling \$60.9 million.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Consultant Procurement Flow Chart
- B. Summary of Active Professional Services and Construction Contracts

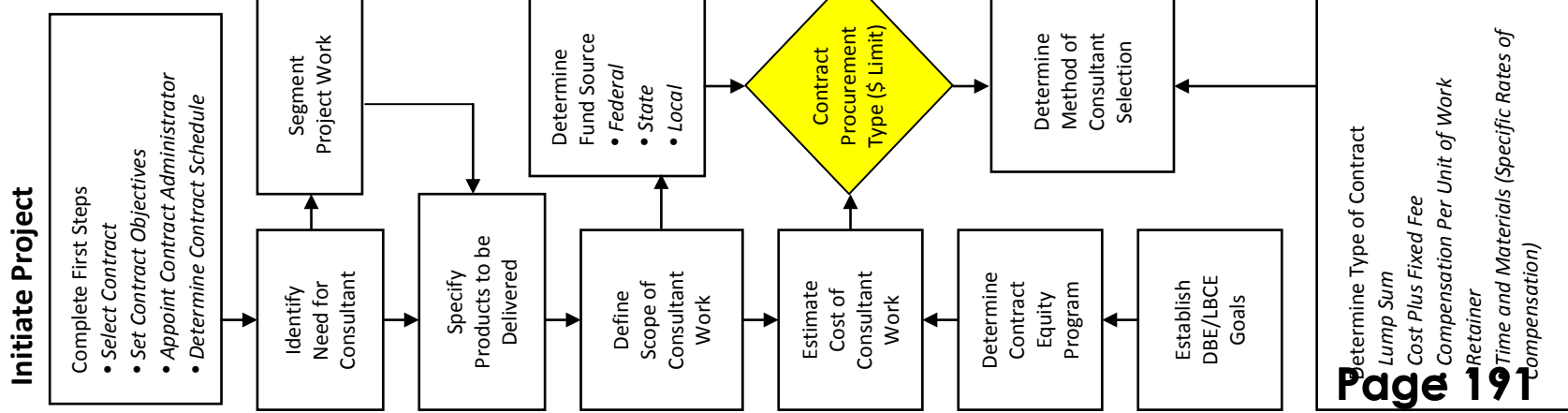
Staff Contact

[Patricia Reavey](#), Director of Finance

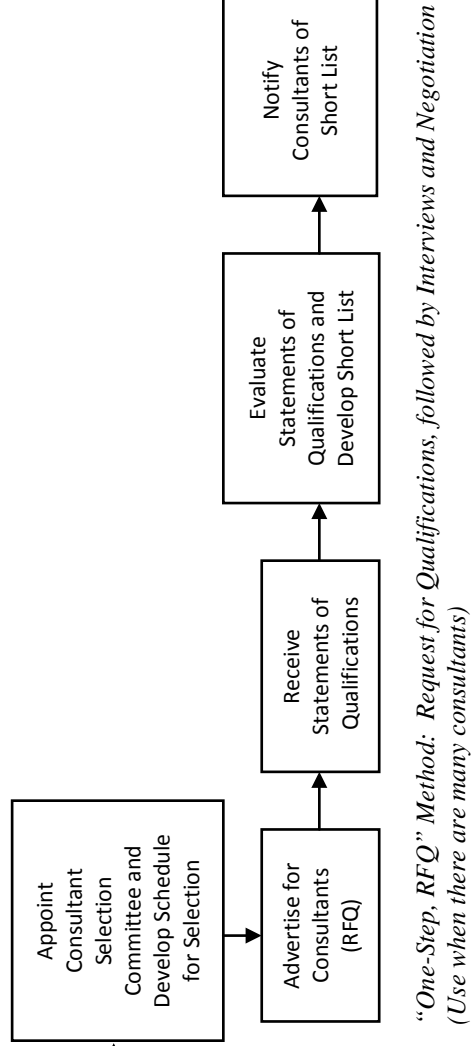
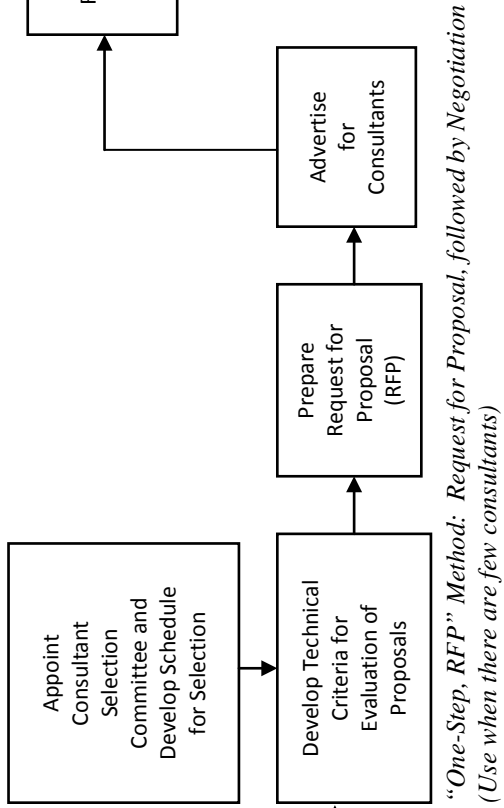
[Seung Cho](#), Contracting, Administration, and Fiscal Resource Manager

CONSULTANT PROCUREMENT FLOW CHART

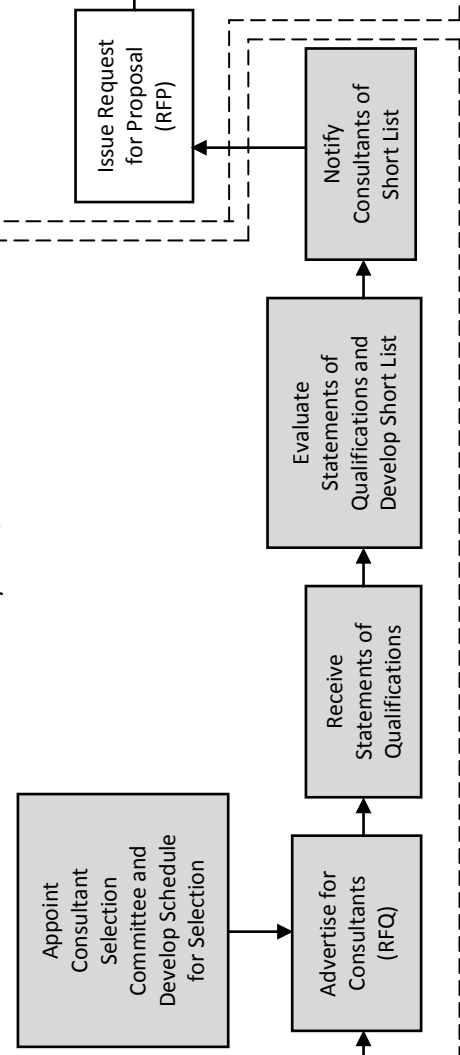
CONSULTANT SELECTION PROCESS



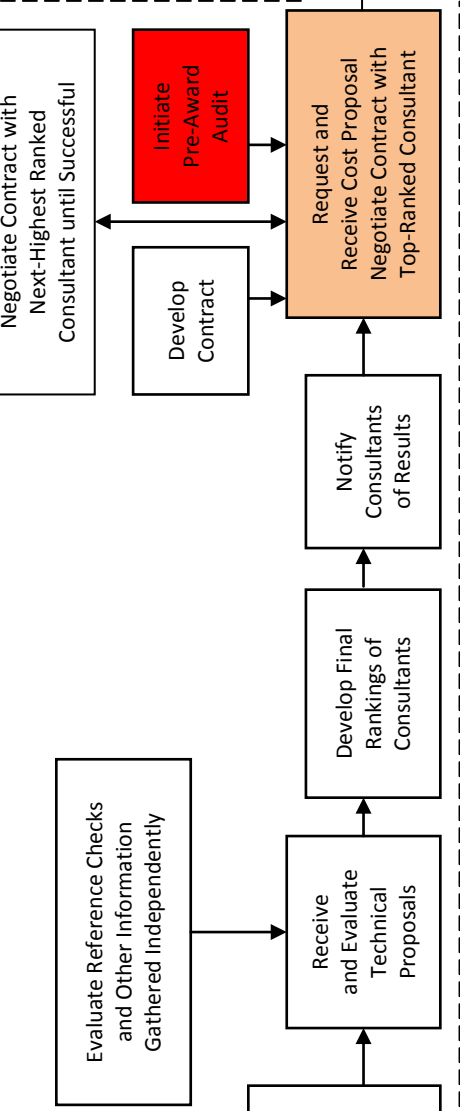
Select Consultants



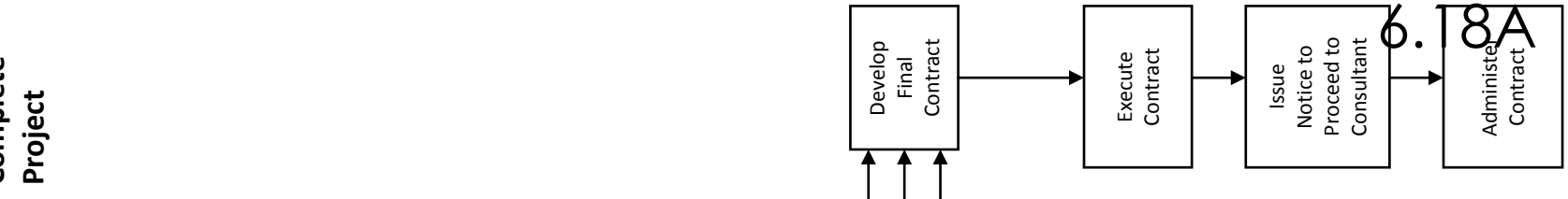
Same as “One-Step RFQ” Method



Same as “One-Step RFP” Method



Complete Project



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Summary of Active Professional Services and Construction Contracts (as of February 2, 2015)

Contract Type	Contract No.	Firm	Project/Scope	Contract Start	Contract Expiration	Current Contract Amount	Contract Equity Program	Last RFP Issuance Date	No. of Bids
Professional Services (Administrative) (Contracts renewed annually)	A12-0031	Hatch Mott MacDonald	Program Management / Project Controls	1/1/2013	6/30/2015	\$10,602,181	DBE	8/31/2012	2
	A12-0035	The PFM Group	Financial Advisory Services	1/2/2013	1/1/2015	\$300,000	LBCE	10/17/2012	6
	A13-0004	SunTrust Bank	Investment Advisory Services	7/1/2013	6/30/2015	\$170,000	LBCE	4/8/2013	8
	A13-0016	Platinum Advisors, LLC	State Legislative Advocacy Services	7/1/2013	6/30/2015	\$120,000	LBCE	3/21/2013	1
	A13-0017	CJ Lake, LLC	Federal Legislative Advocacy Services	7/1/2013	6/30/2015	\$126,000	LBCE	3/21/2013	2
	A13-0088	Acumen Building Enterprise, Inc.	Planning, Policy and Legislation and Outreach Services	1/1/2014	6/30/2015	\$2,120,948	DBE	9/30/2013	1
	A14-0014	Wendel, Rosen, Black & Dean LLP	General Counsel	7/1/2014	6/30/2015	\$700,000	DBE	3/12/2012	1
	A14-0016	Moore Iacofano Goltsman, Inc.	Media and Public Relations Services	7/1/2014	6/30/2015	\$149,112	DBE	3/1/2011	3
	A14-0017	Novani, LLC	IT Support Services	7/1/2014	6/30/2015	\$115,100	DBE	3/1/2011	5
	A14-0018	L. Luster & Associates	LBCE Program Support Services	7/1/2014	6/30/2015	\$75,000	LBCE	8/8/2008	5
	A14-0023	Nelson/Nygaard Consulting Associates	Paratransit coordination services	7/1/2014	6/30/2015	\$360,500	LBCE	1/23/2009	1
	A14-0024	Koff & Associates Inc	Human Resource Services	7/1/2014	6/30/2015	\$60,000	LBCE	8/21/2009	7
	A14-0002	MV Transportation, Inc.	Emergency Wheelchair and Hospital Discharge Services	4/15/2014	6/30/2015	\$70,000	LBCE	2/14/2014	2
	A05-0004	URS Corporation Americas	Route 84 Expressway South Segment	7/26/2007	6/30/2018	\$14,750,000	LBCE	9/1/2004	6
	A05-0045	Mark Thomas & Company, Inc.	Design Services for the I-580/Redwood Road Interchange Project in Castro Valley	9/15/2005	6/30/2015 ²	\$3,905,000	LBCE	10/24/2001	5
	A07-0001	T.Y. Lin International CCS	East-West Connector (Preliminary Engineering, Environmental, and Design Services)	6/1/2007	8/31/2013 ¹	\$15,857,490	LBCE	1/16/2007	4
	A07-007.PH3	Kimley-Horn and Associates, Inc.	Design Services for the I-80 Integrated Corridor Mobility Project (ICM)	10/21/2008	6/30/2015	\$10,807,923	DBE	5/18/2007	1
A07-011.BKF.PH2	BKF	Design Services for the I-580 WB HOV Lane-Widening Project Phase 2	7/11/2007	12/31/2015	\$15,000,780	DBE	4/30/2007	9	
A08-001	Electronic Transaction Consultants	System Integrator for the Electronic Toll System on the I-680 Express Lane	7/1/2008	6/30/2016	\$9,364,219	DBE	7/16/2008	3	
A08-017.RM(NS)	Rajappan & Meyer Consulting Engineer	Design Services for the I-880 Southbound HOV Lane	4/1/2009	12/31/2015	\$4,797,924	DBE	7/16/2008	11	
A08-017.TYLIN	T.Y. Lin International CCS	Design Services for the I-580 EB Auxiliary Lanes	9/1/2008	12/31/2015	\$3,508,972	DBE	7/16/2008	11	
A08-017.WMH	WMH Corporation	Design Services for the I-880 SB HOV Lane Project (Davis St. to Marina Blvd)	1/14/2009	12/31/2016	\$6,777,319	DBE	7/16/2008	11	
A08-018	URS Corporation	Design Services for the I-580 Eastbound Express (HOT) Lanes	8/1/2008	6/30/2016	\$2,606,286	DBE	4/30/2007	9	
A09-006	TJKM	Design Services for the Webster Street SMART Corridor Construction	6/1/2009	12/31/2015	\$438,196	Exempt	4/23/2009	3	
A09-007	Electronic Transaction Consultants	I-580 Eastbound Express (HOT) Lanes	5/1/2010	11/30/2016 ²	\$12,492,086	DBE	11/1/2009	2	
A09-028	Novani, LLC	Design review of the networking, security and system architecture for I-680 HOT Project	1/1/2010	6/30/2015	\$293,900	DBE	12/14/2009	1	
A10-0008	S&C Engineers	Construction Management Services for the I-80 Integrated Corridor Mobility	3/1/2011	12/31/2015	\$1,890,750	Exempt	11/30/2010	4	
A10-0026	HQE, Inc.	East Bay Greenway Environmental Review and Implementation Strategy	9/1/2010	3/31/2015	\$1,030,659	LBCE	5/28/2010	3	
A10-010	Harris & Associates	CM Webster Street SMART Corridors	8/16/2010	12/31/2015	\$197,000	Exempt	3/17/2010	3	
A10-012	PB Americas	PSR for I-80/Gilman Street Interchange Improvements	11/10/2010	12/31/2014	\$679,028	DBE	4/29/2010	5	
A10-013	RBF Consulting	I-880 23rd & 29th Avenue Interchange PS&E	6/29/2010	6/30/2018	\$10,110,100	DBE	6/2/2010	4	
A11-0024	URS Corporation	PSR for I-580 Westbound Express Lane Project	7/1/2011	6/30/2016	\$2,918,942	DBE	4/14/2011	1	
A11-0033	CDM Smith	System Manager Express Lanes	12/15/2011	8/28/2015	\$1,433,934	DBE	5/9/2011	2	
A11-0034	WMH Corporation	PSR/PR for I-680 NB Express Lane	8/9/2011	6/30/2016	\$6,611,366	LBCE	5/6/2011	5	
A11-0039	Kimley-Horn and Associates, Inc.	System Manager Services for I-80 ICM Project	9/15/2011	6/30/2015	\$1,996,870	Exempt	5/18/2007	1	

Contract Type	Contract No.	Firm	Project/Scope	Contract Start	Contract Expiration	Current Contract Amount	Contract Equity Program	Last RFP Issuance Date	No. of Bids
Professional Services (Technical) (Multi-year contracts)	A11-0058	Vavrinek, Trine, Day & Co., LLP	Independent Financial Audit	4/1/2012	6/30/2015	\$220,500	LBCE	12/9/2011	5
	A12-0020	Alliant Insurance Services	Insurance Brokerage Services	8/1/2012	7/31/2017	\$466,897	Exempt	5/25/2012	2
	A12-0027	Nelson/Nygaard Consulting Associates	Guaranteed Ride Home (GRH) Program Operations Services	11/1/2012	11/30/2015	\$278,353	Exempt	8/1/2012	1
	A12-0028	Aegis	East Bay SMART Corridor Operations and Maintenance	6/28/2012	9/30/2015	\$700,000	Exempt	4/8/2010	3
	A13-0001	Alta Planning + Design	Safe Routes to Schools	11/1/2013	6/30/2016	\$4,441,096	DBE	3/18/2013	1
	A13-0020	Ghirardelli & Associates	Construction Management East Bay Greenway	11/1/2012	3/31/2015	\$535,800	DBE	9/26/2012	2
	A13-0024	Community Design & Architecture	Transportation & Land Use Work Program	10/1/2013	3/30/2015	\$144,983	LBCE	7/17/2013	3
	A13-0026	Cambridge Systematics	Development of an Alameda Countywide Collaborative and Goods Movement Plan	10/29/2013	12/31/2015	\$1,400,000	LBCE	7/1/2013	2
	A13-0089	Parsons Brinckerhoff	Development of an Alameda Countywide Transit Plan	3/3/2014	6/30/2016	\$1,500,000	LBCE	10/8/2013	3
	A13-0092	Electronic Transaction Consultants	System Integrator Services for the Electronic Toll System for the I-580 WB Express Lane Project	11/20/2013	11/30/2016 ²	\$3,299,405	DBE	11/1/2009	2
	A13-0095	Iteris, Inc.	Preparation of the 2014 Level of Service Monitoring Study	3/3/2014	2/28/2015	\$199,983	DBE	12/30/2013	3
	A14-0001	Frank Wilson & Associates, Inc.	I-580 Eastbound Express (HOT) Lanes Education and Outreach	4/1/2014	3/31/2017	\$999,519	Exempt	1/14/2014	2
	A14-0011	Fehr & Peers Associates	Development of an Alameda Countywide Multimodal Arterial Plan	8/1/2014	6/30/2016	\$799,999	LBCE	3/6/2014	4
	A14-0027	Fehr & Peers Associates	Preparation of a Feasibility Study for the Iron Horse Trail Connectivity to BART Project	11/5/2014	3/31/2016	\$328,222	DBE	5/5/2014	3
	A14-0031	Kittelson & Associates, Inc.	Preparation of a Complete Street Corridor Concept Plan for the City of Alameda's Clement Avenue	11/1/2014	6/30/2015	\$124,998	DBE	5/29/2014	5
	A14-0034	Kittelson & Associates, Inc.	Downtown Oakland Comprehensive Circulation Study	2/1/2015	6/30/2016	\$900,000	DBE	6/10/2014	2
	A14-0036	Dyett & Bhatia Urban and Regional Planners	Preparation of a Downtown Specific Plan for the City of Hayward	2/1/2015	2/1/2017	\$990,000	DBE	7/2/2014	6
	A14-0021	Kittelson & Associates, Inc.	Development of an Alameda Countywide Collaborative and Goods Movement Plan	6/1/2014	6/30/2015	\$75,000	LBCE	4/21/2014	2
	A14-0051	HNTB	PA/ED for the I-880/Broadway-Jackson Project	12/4/2014	3/31/2018	\$4,900,000	LBCE	6/30/2014	7
	A14-0056	National Data and Surveying Services, Inc.	Bike to Work Day Project	9/1/2014	2/28/2015	\$13,110	Exempt	8/1/2014	1
	A14-0059	Convey	Media relations assistance in support of Alameda CTC's communications, public outreach/education program	9/15/2014	12/15/2014	\$25,000	Exempt	8/1/2015	1
	A14-0060	Fehr & Peers Associates	Development of the Bicycle Plan Guideline Supporting Tools	10/27/2014	5/31/2015	\$14,900	Exempt	10/14/2014	1
	A14-0077	ComputerWorks NFP Solutions	New accounting software implementation services	1/15/2015	1/14/2016	\$73,000	LBCE	6/21/2014	4
A99-0003	PBQD, Inc.	I-880/Mission Boulevard (Route 262) Interchange Completion	4/22/1999	6/30/2015	\$8,090,000	LBCE	1/3/1997	6	
A11-0026	Steiny & Company, Inc.	I-80 ICM San Pablo Corridor Arterial and Transit Improvements	8/23/2011	12/31/2015 ²	\$10,280,128	Exempt	4/14/2011	4	
A11-0030	Bortolussi & Watkin, Inc.	Planting and Irrigation of I-580 Landscaping Project	10/29/2012	12/31/2015 ²	\$251,920	DBE	7/6/2012	1	
A11-0036	Forster and Kroeger, Inc.	Landscaping Maintenance for the I-580 Castro Valley I/C Project	7/28/2011	12/31/2015 ²	\$231,820	LBCE	6/30/2011	2	
A11-0038	Delcan Corporation	I-80 ICM Project #6 - Traffic Light Synchronization Plan (TLSP)	12/21/2012	12/31/2015	\$7,375,523	Exempt	9/30/2011	2	
A11-0062	Amland Corp.	Construction of Webster Street SMART Corridor Project	11/26/2012	6/30/2015 ²	\$652,226	DBE	8/17/2012	4	
A12-0019	Telegra, Inc.	Equipment Procurement for I-80 ICM Project	10/31/2012	6/30/2015	\$4,521,546	Exempt	6/1/2012	1	
A12-0023	GradeTech, Inc.	East Bay Greenway Environmental Review and Implementation Strategy	7/23/2013	6/30/2015	\$1,889,071	DBE	4/1/2014	4	
Construction									

Notes

Reflects estimated completion of tasks at time of suspension in April 2012.
Date reflects estimated work completion.

Application for the Alameda CTC Citizens Watchdog Committee (CWC)



Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets quarterly on the second Monday of the month from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name: MURPHY MCCALLET

Home Address: _____

Mailing Address (if different): _____

Phone: (home) : _____

Email: _____

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume :** Please include your current biography or resume.

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

Signature: [Handwritten Signature] Date: JAN. 18, 2014

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

Appointing Party:
Signature: [Handwritten Signature]
Date: 2/17/15

Murphy McCalley Application for the Alameda CTC Citizen Watchdog Committee (CWC)

1. Commission/Committee Experience:

In my more that 30 years of work experience in the public transit/transportation industry I have served on a number of committees and have worked for and with various Transportation Commissions. Below is a brief list of my relevant committee experience:

American Public Transit Association (APTA) - Financial Management Committee. I have been an active member of this committee and served as Chair from 1992-1996.

Caltrans Application Streamlining Committee. I was a member of a statewide committee of transportation professionals to help to devise a streamlined application and process for State transportation funding.

California Transit Finance Corporation (CTFC). Sponsored by the California Transit Association, I served on an ad hoc committee to explore the implementation of a transit finance corporation. Upon our findings, I was appointed as the first Chair of the CTFC.

2. Statement of Qualifications:

Throughout my 30 plus years of experience in the transportation/transit industry, I have managed funding similar to Measure BB. I started my career at the Los Angeles County Transportation Commission (LACTC), managing a program funded from a ½ sales tax in Los Angeles County (Proposition A). I was responsible for establishing the administrative procedures and management of the Local Return Program that provided 25 percent of the Proposition A funds to local jurisdictions within Los Angeles County. I established and oversaw the fiscal management of the program. This effort entailed approving projects for funding, reviewing quarterly progress reports and conducting annual compliance audits. I later served as the Manager of Finance and Administration (CFO) for the agency that levied the ½ transportation sales tax.

As Director of Finance and Administration (CFO) for the San Diego Metropolitan Transit Development Board (currently San Diego MTS) I was responsible for the fiscal management of the agency, which included the funding from a local transportation sales tax provided by the San Diego Association of Governments (SANDAG). I was also responsible for the fiscal/grant management of capital projects for the agency. This required close coordination with project managers, engineers and planners. A key component of our project oversight was the development of a project budget/funding monitoring system.

Murphy McCalley Application for the Alameda CTC Citizen Watchdog Committee (CWC)

In addition, in my role of as a transportation consultant, I have worked for a number of transportation agencies similar to the Alameda CTC, developing and implementing financial strategies.

3. Relevant Work or Volunteer Experience:

My entire work career has been in the public transportation field. I have worked as a CFO for two major California transit systems (San Diego Metropolitan Transit Development Board and the Los Angeles County Transportation Commission). Additionally, as a consultant and an investment banker, I have had the opportunity to have worked for most transit systems within the United States.

In my role as CFO for the MTDB, I was responsible for monitoring the funding and budgets for capital projects that were funded with Federal, State and Local (transportation sales tax funds).

Volunteer experience would include serving on the boards of a number of local non-profit organizations, such as the San Diego Urban League, the San Diego Police Athletic League, and San Diego Girl Scouts, to name a few.

In addition, I contributed to and volunteered in support of Measure BB. On several occasions I walked precincts in the Hayward, Castro Valley and San Leandro areas distributing materials in support of Measure BB.

4. Bio or Resume:

See attached.

Murphy McCalley Application for the Alameda CTC Citizen Watchdog Committee (CWC)

RESUME MURPHY McCALLEY



Qualifications Summary

Combined thirty plus years of increasing responsibility in public transportation and investment banking industry at Chief Financial Officer (CFO) and Vice President/Director level positions, respectively. Responsibilities have included, structuring and issuing tax-exempt debt, client marketing, proposal development, financial analysis, budget development (operating and capital), risk management, management information systems, administrative support, accounting, grants management, joint development, lease advisory, and strategic financial planning.

Accomplishments

- Developed and implemented innovative lease finance which leveraged Federal transit grant funds
- Completed the first cross border sale/leaseback transaction which involved Federal funding
- Formed the California Transit Finance Corporation (CTFC)
- Served on a statewide task force to streamline the state transportation funding grant process
- Successfully implemented financial management systems for transportation agencies
- Developed strategic transportation financial plans
- Assisted with the successful delivery of major transportation capital programs
- Developed and managed transportation capital and operating budgets

Professional Experience

Bank of America Merrill Lynch ("BAML"), San Francisco, CA

2010-2013

Director

- Responsible for client development, and structuring of tax-exempt securities for public/non-profit clients.
- Member of the BAML National Transportation Group.

Murphy McCalley Application for the Alameda CTC Citizen Watchdog Committee (CWC)

MURPHY McCALLEY

Page 2

Professional Experience

McCALLEY CONSULTING LLC, Castro Valley, CA **1995-Present**

Principal

Responsible for overall management of firm. Firm provides financial consulting to transportation, transit and municipal clients.

- Consultant to UBS Financial Services (formally, PaineWebber); member of the UBS National Transportation Group.
- Provide consulting services to various municipal clients related to execution of U.S. and crossborder lease transactions
- Provide financial consulting services to various public transit agencies. Such as developing strategic financial plans ar

UBS Securities LLC, San Francisco, CA **2006-2008**

Director

• Responsible for client development, and structuring of tax exempt securities for public/non-profit clients.

- Member of the UBS National Transportation Group.

CS FIRST BOSTON CORPORATION, San Francisco, CA **1993-1995**

Vice President - Public Finance - Western Region

Responsible for client development, and structuring of tax exempt securities for public/non-profit clients.

- Member of the CS First Boston National Transportation Group.
- In addition to other financings, executed the first Federal grant lease financing outside of California and successfully executed forward float contracts and debt reserve fund put agreements.

SAN DIEGO METROPOLITAN TRANSIT DEVELOPMENT BOARD (MTDB), San Diego, CA **1986-1993**

Director of Finance and Administration

Reported to the General Manager. Responsible for the financial management for the overall agency, including accounting, cash management/treasurer, human resources, purchasing, insurance/risk management grant, administration, budgeting, data processing and general administration. Managed staff of 18 (professional and clerical).

- Issued over \$250 million in tax exempt bonds; Awarded Urban Mass Transportation Administration Administrator's Award for Excellence in Innovative Financing 1991; managed annual operating and capital budget of \$300 million.

Murphy McCalley Application for the Alameda CTC Citizen Watchdog Committee (CWC)

MURPHY McCALLEY

Page 3

Professional Experience

LOS ANGELES COUNTY TRANSPORTATION COMMISSION, San Francisco, CA **1984-1986**
Acting Director, Finance and Administration

Manager, Finance and Administration

Reported to the Executive Director. Responsible for the financial management and administration for the overall agency, including such functions as: accounting, budgeting, debt management, cash management (treasurer), personnel, purchasing, and administrative services. Managed staff of 10 (professional).

- Issued over \$700 million in tax-exempt bonds; managed \$250 million in revenue and annual budget of \$200 million; computerized accounting system.

LOS ANGELES COUNTY TRANSPORTATION COMMISSION, Los Angeles, CA **1982-1984**
Analyst, Local Assistance Programs

Administered portion of Proposition A (½ cent sales tax) allocated to Los Angeles County cities for transit. Developed administrative policies and procedures. Reviewed and approved transit projects. Managed contracts for audits of 84 local jurisdictions. Developed management system via microcomputer for monitoring projects, revenues, and expenditures. Performed policy and financial analysis. Prepared reports and correspondence.

CITY OF CARSON, Carson, CA **1980-1982**
Administrative Analyst

Responsible for budgeting and expenditure control. Involved in purchasing; RFP and bid specification preparation; contract administration; financial, cost/benefit and productivity analysis; prepared reports and council agenda items; monitored department expenditures, prepared department budget.

Murphy McCalley Application for the Alameda CTC Citizen Watchdog Committee (CWC)

MURPHY McCALLEY

Page 4

Education

CALIFORNIA STATE UNIVERSITY, Long Beach, CA **1981**
Masters in Public Administration

Emphasis: Budgeting/Finance

Published Article in "Critique" Magazine 1981, Volume 5

Distinguished Alumni 1989

CALIFORNIA STATE POLYTECHNIC UNIVERSITY, Pomona, CA **1977**
Bachelor of Science Degree

Major: Public Administration

Minor: Recreation Administration

Honors: President, Dean's Honor List

Professional Affiliations

- Past Board Member and Treasurer - San Diego Urban League, Inc.
- Past Member, Technical Advisory Committee - California Debt Advisory Commission
- Past President - California Transit Finance Corporation (CTFC)
- Past Chairman - American Public Transit Association (APTA) - Financial Management Committee

Licenses

Financial Industry Regulatory Authority (FINRA) Series 7 and 63 License

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**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.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	2
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
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 Supervisor Richard Valle, District 2				

7.1

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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	1
4	Ms.	Hamlat	Sandra	Oakland	Bike East Bay	Apr-13		N/A	0
5	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
6	Ms.	Hawley	Miriam	Berkeley	League of Women Voters	Apr-14		N/A	1
7	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	Jan-17	0
8	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13		Sep-15	3
9	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Sep-13	Sep-15	0
10	Mr.	McCalley	Murphy	Castro Valley	Pending Commission Approval 02/26/15 Alameda County Supervisor Nate Miley, D-4	Feb-15		Feb-17	0
11	Mr.	Nate	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		Jan-17	0
12	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		Jan-17	0
13	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16	0
14	Mr.	Tucknoff	Robert A.	Pleasanton	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	0
15	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	1

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

16	Vacancy				Alameda County Taxpayers Association				
17	Vacancy				Alameda Labor Council AFL-CIO				



Paratransit Advisory and Planning Committee Meeting Minutes

Monday, November 24, 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

A Will Scott,
Vice-Chair

A Larry Bunn

P Shawn Costello

P Herb Hastings

A Joyce
Jacobson

P Sandra
Johnson-Simon

P Jonah Markowitz

P Rev. Carolyn Orr

P Suzanne Ortt

A Thomas Perez

P Sharon Powers

P Vanessa Proee

A 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 Cathleen Sullivan, Paratransit Coordination Team

P Terra Curtis, Paratransit Coordination Team

Guests:

Ken Bukowski, Public Member; Jennifer Cullen, Senior Support Program of the Tri-Valley; Sarah Dawn-Smith, Bay Area Outreach and Recreation Program (BORP); Rashida Kamara, East Bay Paratransit; Kim Ridgeway, AC Transit; Laura Timothy, BART; Elena Vanloo, BART

MEETING MINUTES

1. Welcome and Introductions

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

2. Public Comment

Ken Bukowski, a member of the public, noted that he recently posted the video of the Goods Movement Roundtable that happened on Saturday, November 15th onto his website: www.regional-video.com.

3. Administration

3.1. October 27, 2014 PAPCO Meeting Minutes

Herb Hastings moved to approve the October 27, 2014 PAPCO Meeting minutes as written. Esther Waltz seconded the motion. The motion passed (10-0-0). Members Herb Hastings, Sandra Johnson-Simon, Carolyn Orr, Suzanne Ortt, Sharon Powers, Vanessa Proee, Harriette Saunders, Sylvia Stadmire, Esther Waltz, and Hale Zukas were present.

3.2. October 27, 2014 Joint PAPCO and ParaTAC Meeting Minutes

Sandra Johnson-Simon moved to approve the October 27, 2014 Joint PAPCO and ParaTAC Meeting minutes as written. Esther Waltz seconded the motion. The motion passed (10-0-0). Members Herb Hastings, Sandra Johnson-Simon, Carolyn Orr, Suzanne Ortt, Sharon Powers, Vanessa Proee, Harriette Saunders, Sylvia Stadmire, Esther Waltz, and Hale Zukas were present.

4. Transportation Expenditure Plan (TEP) Election Outcome Discussion

Naomi Armenta gave an overview of the TEP Election outcome, including its relation to Gap Grant Cycle 6 and the Implementation Guidelines. She noted that Measure BB passed and Alameda CTC staff will be working with the Direct Local Program Distribution recipients on updating the Master Program Funding Agreements and the Implementation Guidelines. She also noted that a Gap Grant Cycle 6 call for projects will not be released next year. Therefore, the current Gap Grant Cycle 5 recipients will be able to request an extension for another year of funding.

Questions and feedback from PAPCO members:

- It appears that the non-mandated programs, Union City and LAVTA are receiving less percentage of the Measure BB funding. Does this mean they are receiving fewer funds? No. Although the percentage of the overall funding for non-mandated programs,

Union City and LAVTA appears less, the amount of funding available is actually increasing because the sales tax measure is doubling the amount of funds generated.

- Will there be more Gap Grant funds available to fund more programs? Yes, due to the increase in funding from the new sales tax measure, more funding may be available for Gap Grants. Staff will be discussing this in the coming months.
- Is the money allocated to BART divided between maintenance and expansion? BART receives funding from several sources in the new sales tax measure. They are funded for specific capital projects identified in the 2014 TEP and receive funding for East Bay Paratransit.

5. FY 2015/16 Proposed Funding Formula

Cathleen Sullivan gave an update on the FY 15-16 proposed funding formula. She gave a presentation on the background of the Measure B funds for specialized transportation for seniors and people with disabilities and its current distribution. She then facilitated a discussion regarding potential changes to the current funding formula and presented staff recommendations and potential next steps.

Questions and feedback from PAPCO members:

- Members expressed interest in adding American Community Survey (ACS) data to the funding formula.
- Members would like to see the relevant questions that are asked through the ACS and what the demographic of the survey respondents was. Staff noted that the ACS questions related to disability are in the memo on page 14 of the meeting packet. Additional information is also available on the ACS handout.
- What is the sample size for the ACS data? The sample size is based on cities with populations of 60,000 or more people.
- Members expressed support for the continuation of the weighting of the population over 80 in the formula.
- A member asked if since we are now adding disability data to the funding formula and we have been using the 80+ demographic as a proxy for disability, we are potentially over counting a certain population of people?

- A member suggested lowering the weighting of the population over 80 in the formula to 0.5 or 0.75 instead of 1.5.
- Members expressed interest in replacing the 2010 Census population data with estimates from ACS.
- A member expressed concern that the discussion is happening in a vacuum and members are not able to see the actual effects of these changes. Staff referred members back to the memo in the agenda packet for more information on the percentage difference and potential impacts of these changes.

Hale Zukas moved to add the ACS disability data to the funding formula. Jonah Markowitz seconded the motion. The motion passed (12-0-1; Member Michelle Rousey abstained).

Harriette Saunders moved to keep the weighting of the population over 80. Herb Hastings seconded the motion. The motion passed (9-3-1; Members Shawn Costello, Vanessa Proee and Hale Zukas opposed; Member Michelle Rousey abstained).

Herb Hastings moved to use the estimates from ACS instead of the 2010 Census population data. Harriette Saunders seconded the motion. The motion passed (12-0-1; Member Michelle Rousey abstained).

Herb Hastings moved to approve the formula for the same length of time as the Master Program Funding Agreements, with annual updates of ACS data. Vanessa Proee seconded the motion. The motion passed (12-0-1; Member Michelle Rousey abstained).

Herb Hastings moved to use the same formula from Measure B to distribute Measure BB funding. Sandra Johnson-Simon seconded the motion. The motion passed (12-0-1; Member Michelle Rousey abstained).

Jonah Markowitz moved to use the same population data source to distribute money to the four different planning areas for Measure BB funding. Harriette Saunders seconded the motion. The motion passed (12-0-1; Member Michelle Rousey abstained).

Members Shawn Costello, Herb Hastings, Sandra Johnson-Simon, Jonah Markowitz, Carolyn Orr, Suzanne Ortt, Sharon Powers, Vanessa Proee, Michelle Rousey, Harriette Saunders, Sylvia Stadmire, Esther Waltz, and Hale Zukas were present.

6. East Bay Paratransit Report

Rashida Kamara, East Bay Paratransit (EBP) General Manager, gave a status report on EBP's ridership and recent broker office activities.

Questions and feedback from PAPCO members:

- With medical facilities that close after 5 p.m., what can EBP do to better accommodate trips that happen later in the evening? Customer Response clerks in the office talk to consumers who book later rides and discuss with them methods to make sure they successfully connect with the drivers. EBP conducts various outreach efforts to address issues like this.

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

Michelle Rousey is taking a course at Laney College and her final project is displayed in the district offices on campus. More information is available on the flyer.

Sylvia Stadmire encouraged members to ride the Oakland Airport Connector.

Jonah Markowitz reported back on the Easy Does It (EDI) fundraiser and noted that even if people did not attend they can still contribute to EDI financially.

8. Committee Reports (Verbal)

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

Sharon Powers noted that emergency preparedness was discussed at the last meeting and she passed around the emergency preparedness kit that she received from East Bay

Paratransit. The next SRAC meeting will take place on Tuesday, January 6th.

8.2. Citizens Watchdog Committee (CWC)

Herb Hastings reported that the annual audit and the compliance reporting process were discussed at the last meeting. Members also discussed the audit report outreach efforts. The next CWC meeting will take place on Monday, January 12th.

9. ADA Mandated Program and Policy Reports

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

10. Information Items

10.1. Mobility Management – Assistive Technology Resources

Naomi Armenta reviewed the mobility management attachment in the packet as well as the handouts.

10.2. Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 2/4/15 – Transition Information Night, Fremont Teen Senior from 6:00 p.m. to 8:00 p.m.

10.3. 2014 Annual Mobility Workshop Update

Terra Curtis gave an update on the Mobility Workshop newsletter. She noted that the newsletter will be available for distribution very shortly. She also discussed some of the results from the survey and noted that attendees expressed interest in more opportunities for discussion at future Mobility Workshops.

Shawn Costello expressed interest in being a panelist or presenter at next year's Mobility Workshop.

10.4. Gap Grant Cycle 5 Progress Reports Update

Naomi Armenta noted that there is an attachment in the meeting agenda packet with answers to the follow up questions from the Gap Grant Cycle 5 progress reports that

were requested by several PAPCO members at the last meeting.

10.5. Other Staff Updates

Naomi Armenta reviewed the additional handouts.

Jacki Taylor announced that Matt Todd is no longer with the Alameda CTC. His last day was November 15th but he wanted to share that he enjoyed working with PAPCO.

There will also be an Alameda CTC Open House on Thursday, December 4th at 3:00 p.m. Everyone is invited to attend.

11. Draft Agenda Items for January 26, 2015 PAPCO Meeting

11.1. Implementation Guidelines Discussion

11.2. 2014 Paratransit Outreach Summary Report

11.3. Gap Grant Extension Update

11.4. Livermore Amador Valley Transit Authority (LAVTA) Quarterly Report

11.5. Gap Grant Cycle 5 Program Report: Tri-City Volunteer Driver Programs

11.6. Gap Grant Cycle 5 Program Report: Rides for Seniors

12. Adjournment

The meeting adjourned at 3:30 p.m. The next PAPCO meeting is scheduled for January 26, 2015 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	Outreach Event Date	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	7/17/2014	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	0
2	Mr.	Scott, Vice Chair	Will	Oakland	7/17/2014	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	5
4	Mr.	Costello	Shawn	Dublin	7/3/2014	City of Dublin Mayor David Haubert	Sep-08	May-14	May-16	1
5	Mr.	Hastings	Herb	Dublin	7/3/2014	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-14	Jan-16	0
6	Ms.	Jacobson	Joyce	Emeryville		City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-14	Jan-16	1
7	Ms.	Johnson-Simon	Sandra	San Leandro	7/17/2014	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
8	Mr.	Markowitz	Jonah	Berkeley	7/17/2014	City of Albany Vice Mayor Peter Maass	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	3
10	Ms.	Orff	Suzanne	Union City	10/7/2014	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	0
11	Mr.	Perez	Thomas M.	Fremont	10/7/2014	Alameda County Supervisor Richard Valle, D-2	Feb-14		Feb-16	1
12	Ms.	Powers	Sharon	Fremont		City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	1
13	Ms.	Proee	Vanessa	Hayward		City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	2

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

	Title	Last	First	City	Outreach Event Date	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
14	Ms.	Rivera-Hendrickson	Carmen	Pleasanton		City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	3
15	Ms.	Rousey	Michelle	Oakland	7/17/2014	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
16	Ms.	Saunders	Harriette	Alameda		City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	Oct-14	0
17	Ms.	Waltz	Esther Ann	Livermore	7/3/2014	LAFTA Executive Director Michael Tree	Feb-11	May-14	May-16	0
18	Mr.	Zukas	Hale	Berkeley	10/12/2014	A. C. Transit Director Elsa Orfiz	Aug-02	Jan-14	Jan-16	0
19		Vacancy				City of Berkeley Councilmember Laurie Capitelli				
20		Vacancy				City of Livermore Mayor John Marchand				
21		Vacancy				City of Newark Councilmember Luis Freitas				
22		Vacancy				City of Piedmont Mayor Margaret Fujioka				
23		Vacancy				City of San Leandro Mayor Pauline Cutter				

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

Title	Last	First	City	Outreach Event Date	Appointed By	Term Began	Re-apptmt.	Term Expires	Migs Missed Since July '14

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Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: February 19, 2015

SUBJECT: Most Congested Corridors in Alameda County

RECOMMENDATION: Receive information on most congested corridors in Alameda County

Summary

The Metropolitan Transportation Commission (MTC) released the Freeway Congestion Report for the Bay Area Region for the year 2013 in early January. The last time a similar report was released was in 2009. The recent report identified the top 10 most congested corridors in the Bay Area based on the 2013 traffic data analysis (Attachment A). Not surprisingly, out of the top 10 most congested corridors, six of them are located in Alameda County. Given the geographically central location of Alameda County in the region, 21% of the total commute trips made on the Alameda County's roadways are going to other counties, known as pass-through traffic. The Freeway Congestion Report results further corroborates Alameda CTC's own monitoring results, most recently the 2014 Level of Service Monitoring results.

Staff will present a brief review of congestion trends on these top most congested corridors in Alameda County along with the identified future improvements.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Bay Area Freeway Locations with Most Delay During Commute Hours in 2013

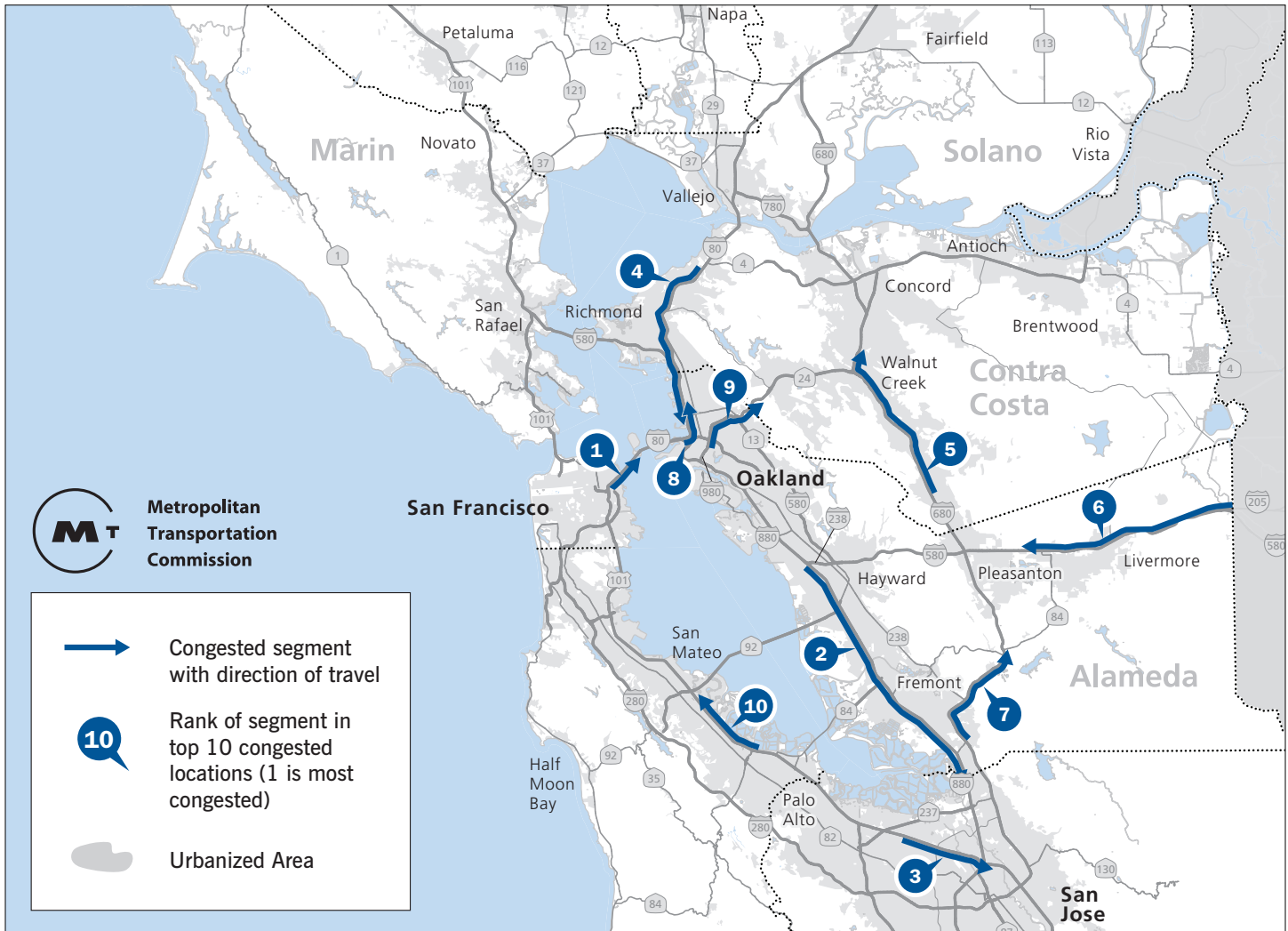
Staff Contact

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

[Saravana Suthanirtha](#), Senior Transportation Planner

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Bay Area Freeway Locations With Most Delay During Commute Hours, 2013



2013 Rank	Location	2013 Daily (Weekday) Vehicle Hours of Delay	2008 Rank
1	Interstate 80, eastbound, p.m. — San Francisco County <i>US-101 to east of Treasure Island Tunnel</i>	6,900	8
2	Interstate 880, southbound, a.m. — Alameda County <i>I-238 to Dixon Landing Road</i>	5,600	22
3	U.S. 101, southbound p.m. — Santa Clara County <i>Fair Oaks Avenue to 13th Street/Oakland Road</i>	5,500	7
4	Interstate 80, westbound, a.m. — Alameda and Contra Costa Counties <i>West of CA-4 to Powell Street</i>	5,000	1
5	Interstate 680, northbound, p.m. — Contra Costa County <i>Bollinger Canyon Road to Treat Boulevard</i>	4,200	13
6	Interstate 580, westbound, a.m. — Alameda County <i>San Joaquin County line to Fallon Road</i>	4,000	6
7	Interstate 680, northbound, p.m. — Alameda County <i>CA-262/Mission Boulevard to CA-84</i>	3,800	31
8	Interstate 80, eastbound, p.m. — Alameda County <i>W Grand Avenue to Gilman Street</i>	3,100	8
9	Highway 24, eastbound, p.m. — Alameda and Contra Costa counties <i>27th Street to Wilder Road</i>	2,900	15
10	U.S. 101, northbound, p.m. — San Mateo County <i>Woodside Road to Hillsdale Boulevard</i>	2,800	16

Source: Metropolitan Transportation Commission

Rankings are for routes in which continuous stop-and-go conditions occur with few, if any, breaks in the queue. Thus, corridors that have equally severe delays but where congestion is broken into several segments may rank lower in this type of congestion listing. Similarly, the length of congested corridors in 2013 may be longer or shorter than those identified in the 2008 report.

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