



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

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

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Mayor Jerry Thorne

**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, March 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.

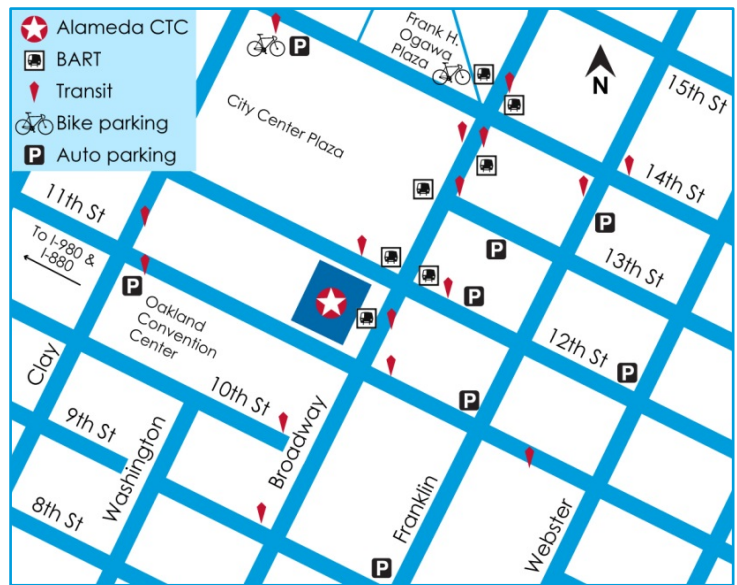
### Glossary of Acronyms

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

## Location Map

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

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



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

## Accessibility

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



## Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

## Paperless Policy

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

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# Commission Meeting Agenda

## Thursday, March 26, 2015, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

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

### 1. Pledge of Allegiance

### 2. Roll Call

### 3. Public Comment

### 4. Chair and Vice Chair Report

- 4.1. Recognition of Safe Routes to School Platinum Sneaker Award Recipient
- 4.2. Recognition of the Retirement of Stewart Ng, Deputy Director of Programming and Projects

### 5. Executive Director Report

### 6. Approval of Consent Calendar

On March 9, 2015 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

#### 6.1. [Approval of February 26, 2015 meeting minutes](#)

1 A

Recommendation: Approve the February 26, 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](#)

5 I

#### 6.3. [I-580 Express Lanes: Outreach and Education Update](#)

3 I

#### 6.4. [I-580 Express Lane Toll Evasion Violation Process](#)

29 A

Recommendation: Approve procedure and schedule of penalties for implementing toll evasion violation enforcement on the I-580 Express Lanes.

#### 6.5. [Congestion Management Program \(CMP\): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

39 I

#### 6.6. [Countywide Transit Plan Preliminary Vision, Goals, and Performance Measures](#)

47 A

Recommendation: Approve Countywide Transit Plan vision and goals.

#### 6.7. [Countywide Goods Movement Plan Needs Assessment](#)

59 A

**Chair:** Supervisor Scott Haggerty,  
Alameda County, District 1

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

**Executive Director:** Arthur L. Dao

**Clerk:** Vanessa Lee

and Strategies.

Recommendation: Approve the Countywide Goods Movement Plan Proposed Strategies for Evaluation.

- 6.8. [Alameda CTC's Comprehensive Investment Plan FY 15/16 Measure BB 2-Year Allocation Plan](#) 77 A

Recommendation: Approve the FY 15/16 Measure BB 2-Year Allocation Plan.

- 6.9. [Lifeline Cycle 4 Transportation Program](#) 89 A

Recommendation: Approve Cycle 4 Lifeline Transportation Program.

- 6.10. [Countywide Bicycle/Pedestrian Planning and Promotion Measure B Funding Request](#) 97 A

Recommendation: Approve allocation of \$75,000 of Measure B Countywide Bicycle and Pedestrian Safety Funds to Countywide Bicycle/Pedestrian Planning and Promotion.

- 6.11. [I-80 Gilman Interchange \(PN 765.0\): Preliminary Design and Environmental Studies \(PAED\) and Final Design Service Phases](#) 101 A

Recommendation: (1) Authorize the release of a Request for Proposals (RFP) for Preliminary Design and Environmental Studies (PAED) and Final Design Services, and (2) Authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for the Preliminary Engineering and Environmental Studies and Final Design Services for the project.

- 6.12. [I-880 Southbound HOV Lane Project \(PN 730.1\): Contract Amendment to Professional Services Agreement No. A08-017.WMH with WMH Corporation](#) 103 A

Recommendation: Approve and authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A08-017.WMH with WMH Corporation for an additional not-to-exceed amount of \$280,000 for a total not-to-exceed amount of \$7,057,319 for Design Services During Construction and additional scope.

- 6.13. [FY2014-15 Mid-Year Budget Update](#) 105 A

Recommendation: Approve the Proposed FY2014-15 Mid-Year Budget Update.

- 6.14. [Alameda CTC FY2014-15 Second Quarter Financial Report](#) 123 A

Recommendation: Approve the Alameda CTC FY2014-15 Second Quarter Financial Report.

## 7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

- 7.1. [Bicycle and Pedestrian Advisory Committee](#) - Midori Tabata, Chair 141 I

- |   |     |   |
|---|-----|---|
| 7.2. <a href="#">Citizens Watchdog Committee</a> – James Paxson, Chair                    | 143 | I |
| 7.3. <a href="#">Paratransit Advisory and Planning Committee</a> – Sylvia Stadmire, Chair | 153 | I |

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

On March 9, 2015, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

- |  |     |   |
|--|-----|---|
| 8.1. <a href="#">Legislative Update</a>  | 165 | A |
| Recommendation: Receive an update on state and federal legislative activities and approve legislative positions. |     |   |

## 9. Member Reports

## 10. Adjournment

**Next meeting:** April 23, 2015

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

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# Alameda County Transportation Commission Meeting Minutes Thursday, February 26, 2015, 2:00 p.m.

6.1

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

## 1. Pledge of Allegiance

## 2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Chan, Commissioner Haubert, Commissioner Miley and Commissioner Kalb.

Commissioner Peixoto was present as an alternate for Commissioner Halliday.  
Commissioner Worthington was present as an alternate for Commissioner Carson.  
Commissioner Donohue was present as an alternate for Commissioner Atkin.

### Subsequent to the roll call:

Commissioner Miley and Commissioner Haubert arrived during Item 5. Commissioner Kalb arrived during Item 8.1.

## 3. Public Comment

There were no public comments.

## 4. Chair and Vice Chair Report

There were no Chair or Vice Chair reports.

## 5. Executive Director Report

Art Dao stated that the Executive Directors report could be found in the Commissioners folders as well as on the Alameda CTC website. Art informed the Commission that earlier in the month, he attended an East Bay EDA trip to Sacramento to speak with legislators. He also stated that all multi-modal plans and studies are progressing and meeting major milestones. He concluded by informing the Commission that the Golden Sneaker contest will start in March with approximately 107 schools slated to participate.

## 6. Approval of Consent Calendar

6.1. Approval of 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

6.3. I-580 Express Lane: Business Rules Update

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

6.5. Legislative Update

- 6.6. Countywide Multimodal Arterial Plan Vision, Goals and Performance Measures
- 6.7. Countywide Multimodal Arterial Plan Draft Arterial Network Selection Criteria
- 6.8. 2016 Alameda Countywide Transportation Plan (CTP) and 2016 Plan Bay Area Updates
- 6.9. California Transportation Commission January 2015 Meeting Summary
- 6.10. Route 84 – Expressway Widening (624.2): Cooperative Agreement with California Department of Transportation (Caltrans) for Construction of the Project
- 6.11. Draft Master Programs Funding Agreement for Measure BB Direct Local Distribution Funds
- 6.12. Paratransit Program: Revised Funding Formula and Guidelines
- 6.13. Transportation Fund for Clean Air (TFCA) FY 2015-16 Expenditure Plan and Resolution
- 6.14. Alameda County Three Year Project Initiation Document Work Plan
- 6.15. CMA TIP Programming Adjustments
- 6.16. Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds
- 6.17. 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
- 6.19. Community Advisory Appointments  
*Commissioner Cutter moved to approve the Consent Calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Chan and Kalb absent)*

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

### **7.1. Bicycle and Pedestrian Advisory Committee (BPAC)**

There was no one present from BPAC.

### **7.2. Citizens Watchdog Committee (CWC)**

There was no one present from CWC.

### **7.3. Paratransit Advisory and Planning Committee (PAPCO)**

Sylvia Stadmire, Chair of PAPCO stated that the committee met on Monday, February 23, 2015 and received a report from Oakland's Taxi Up and Go Program. She stated that the committee also met jointly with ParaTAC to make final recommendations on the implementation guidelines. Sylvia concluded her report by reviewing vacancies on the committee and stating that PAPCO will start reviewing gap grants progress reports in upcoming months.

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



### 8.1. Most Congested Corridors in Alameda County

Saravana Suthanthira provided a presentation on the Most Congested Corridors in Alameda County. She stated that the Metropolitan Transportation Commission (MTC) released the Freeway Congestion Report for the Bay Area Region for the year 2013 in early January. Saravana stated that Alameda County has six of the most congested corridors in the Bay Area based on the study. She provided information on all ten corridors, highlighting the six corridors in Alameda County and she reviewed information on trends and future improvements.

Commissioner Haggerty wanted to know how we verify the regional congestion data. Tess Lengyel stated that there are annual performance reports as well as LOS monitoring which is done every two years. The information from the MTC report was verified and checked with the reports maintained by the Alameda CTC.

Commissioner Capitelli wanted to know if there were any HOV lanes that require four occupants. Art stated that he did not believe so, but will confirm at the committee meetings in March.

Commissioner Kaplan wanted to know if vehicle type was considered in the study. Art stated that the report is strictly based on congestion and not vehicle type.

Commissioner Kaplan wanted more information on options for carpool incentive programs and express bus programs as an option to reduce congestion.

Commissioner Dutra-Vernaci asked if there is a way to ensure counties are able to work together to address congestion that crosses multiple counties. Art stated that the Commission has had success working with different counties and will continue to work closely with other counties in the region.

Commissioner Haubert asked if any studies were done that look into the correlation between the increase in jobs and the decrease in housing. Art stated that staff has attempted to address land-use in the Plan Bay Area update and will currently begin addressing the connection between jobs and housing in upcoming modal plans.

Commissioner Haggerty wanted to know what steps the agency was taking to make MTC address congestion. Art stated that staff has advocacy initiatives that will hopefully ensure more funding is allocated to address this issue. Commissioner Haggerty then suggested that members of the Commission consider attending MTC meetings to vocalize needs and priorities in Alameda County.

*This item was for information only.*

## 9. Member Reports

Commissioner Kaplan stated that the City of Oakland and BART recently opened a new

bike station project on 19<sup>th</sup> Avenue in Oakland.

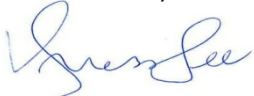
#### 10. Adjournment

The next meeting is:

Date/Time: March 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

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 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 for constructing 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 final component of express lane implementation, system Integrator contract 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 be 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. To avoid schedule conflicts, the upcoming system installation activities have been coordinated with other on-going construction projects within the corridor. 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 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**  
**February 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 – 79% of the contract work was completed as of 01/20/15**

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

- Construction of auxiliary lanes from Isabel Ave. to First St.
- 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:

- Construct remaining retaining wall #18 and sound wall east of Portola Ave.
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Pull fiber optic trunk line on south side of I-580 from Hacienda Dr. to Greenville Rd.
- Rubberized hot mix asphalt and open graded asphalt concrete will be placed on main line I-580 between Hacienda Dr. and Greenville Rd. from June through September 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**  
**February 2015**

**PROJECT DESCRIPTION**

The Westbound (WB) 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 Eastbound (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) – 66% of the contract work was completed as of 01/20/15**

- North Livermore Avenue 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
- Median barrier reconfiguration
- Soundwall construction at Vasco Road
- Paving of ramp and gore areas

#### **SEGMENT 2 (Western Segment – 75% of the contract work was completed as of 01/20/15**

- Median widening from Airway Boulevard to Hacienda Drive
- Temporary striping, shift traffic lanes and placement of safety barrier (k-rail) to allow for Stage 2 outside widening
- Median widening and barrier reconfiguration
- Bridge widening at Dougherty Undercrossing near Dublin BART station
- Bridge widening at Tassajara Creek
- Precast slab pavement replacements
- Retaining walls substantially completed
- Outside widening from Airway Boulevard to Hacienda Drive

### **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)**

- Install drainage facilities in median
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Final pavement layers will be placed on main line I-580 between Greenville Road and Airway Boulevard from April through September 2015

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

- Install drainage systems
- 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 June 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					<b>0.57</b>
PA&ED		4.38						<b>4.38</b>
PS&E		2.29	0.11	0.15		1.69	0.42	<b>4.66</b>
ROW		1.16				0.04		<b>1.20</b>
Utilities		0.32						<b>0.32</b>
Const Cap	35.34		5.92	6.19	13.54	1.60		<b>62.59</b>
Const. Sup	6.52		1.59			1.08		<b>9.19</b>
<b>Total</b>	<b>41.86</b>	<b>8.68</b>	<b>7.66</b>	<b>6.34</b>	<b>13.54</b>	<b>4.41</b>	<b>0.42</b>	<b>82.91</b>
<b>Total Project Cost: \$82.9M</b>								

### ***Funding Plan – SEGMENT 2 (Western Segment)***

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

## SCHEDULE STATUS

### SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. 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

### February 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 majority double express lane facility for the 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 the Contract Change Orders (CCOs) process; 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 nearing completion

#### RECENT ACTIVITIES

- Construction activities are progressing, for detailed civil construction updates see Attachment A
- Construction coordination meetings have been held to ease construction sequence between the civil and systems construction projects
- Toll system design updates provided in Attachment E

#### UPCOMING ACTIVITIES

- Coordinate civil construction activities to begin system installation by late March 2015, civil construction updates are provided in Attachment A
- Toll system design updates provided in Attachment E

#### POTENTIAL ISSUES/RISKS

With the exception of final paving and striping, the civil construction activities are scheduled to be completed by mid-March 2015 to allow ETCC to start the electronic toll system installation so that the express lane facility can be opened by November 2015. This schedule is very aggressive. Staff have been working closely with Caltrans and ETCC to monitor progress and take appropriate actions to maintain the schedule.

#### 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 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil and System Integration)	November 2015 (T)

**ATTACHMENT D**  
**I-580 Westbound Express Lane Project**  
**Monthly Progress Report**  
**February 2015**

**PROJECT DESCRIPTION**

The I-580 Westbound Lane Project will convert the planned westbound HOV lane (currently in construction), 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; it has been combined with the eastbound component as one contract package. The civil construction is being implemented through the Contract Change Order (CCO) process 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 nearing completion

**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
- Toll system design updates included in Attachment E

**UPCOMING ACTIVITIES**

- Coordinate civil construction activities to begin system installation by late March 2015, civil construction updates provided in Attachment B
- Toll system design updates included in Attachment E

**POTENTIAL ISSUES/RISKS**

With the exception of final paving and striping, civil construction activities are scheduled to complete by mid-March 2015 to allow ETCC to start the electronic toll system installation so that express lane facility can be opened by November 2015. This schedule is very aggressive. Staff have been working closely with Caltrans and ETCC to monitor progress and take appropriate actions to maintain the project schedule.

## **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 (A)
Civil Design Completion	April 2014 (A)
Begin Construction	June 2014 (A)
End Construction (Civil and System Integration)	November 2015 (T)



## ATTACHMENT E

### I-580 Express Lanes System Integration

### Monthly Progress Report

### February 2015

#### SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary civil infrastructure to implement the express lanes on I-580, these items include signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources and pavement striping. The System Integration component of the project 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 during the I-580 Workshops which were 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 through the corridor.

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 3/4-mile intervals to effectively read FasTrak® / FasTrak flex® 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 the end of the line in the 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. Staff has been discussing the details, timeline and process associated with development and adoption of a toll ordinance at the Commission meetings.

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 design of system integration is nearing completion. The system integrator consultant, ETCC, has been proceeding with software and hardware development, consistent with project concepts presented during 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.

Sequencing of ETCC's system installation has been coordinated with the on-going Caltrans construction projects to finalize the installation schedule. ETCC performed a simulated factory acceptance test during the week of February 14, 2015 and will perform subsequent site/field acceptance testing in September 2015 to validate its hardware and software design, prior to opening the new express lanes facility. Construction of system installation 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. As explained at the February 2015 Committee meeting, business rules were developed to provide drivers with a consistent experience throughout the Regional Bay Area Express Lane Network.

## **RECENT ACTIVITIES**

- Met with San Joaquin Council of Government-Technical Advisory Committee (SJCOG-TAC) members to discuss the project implementation, benefits, new technologies, schedule and outreach activities within their communities, and sought their input.
- To coordinate the sequence of construction activities, staff has been conducting monthly coordination meetings with ETCC and Caltrans construction.
- ETCC has already procured several back office equipment and performed a simulated factory acceptance test during the week of February 14, 2015. No major implementation issues were observed during this testing.
- Submitted an encroachment permit application to Caltrans to secure a permit for installing toll systems within state right-of-way.
- Continued to discuss interface requirements with BATA's vendor Xerox for processing transponder-based and image-based toll trips.
- Continued to work with BATA on tasks necessary for distributing FasTrak flex toll transponders and completing a customer services agreement

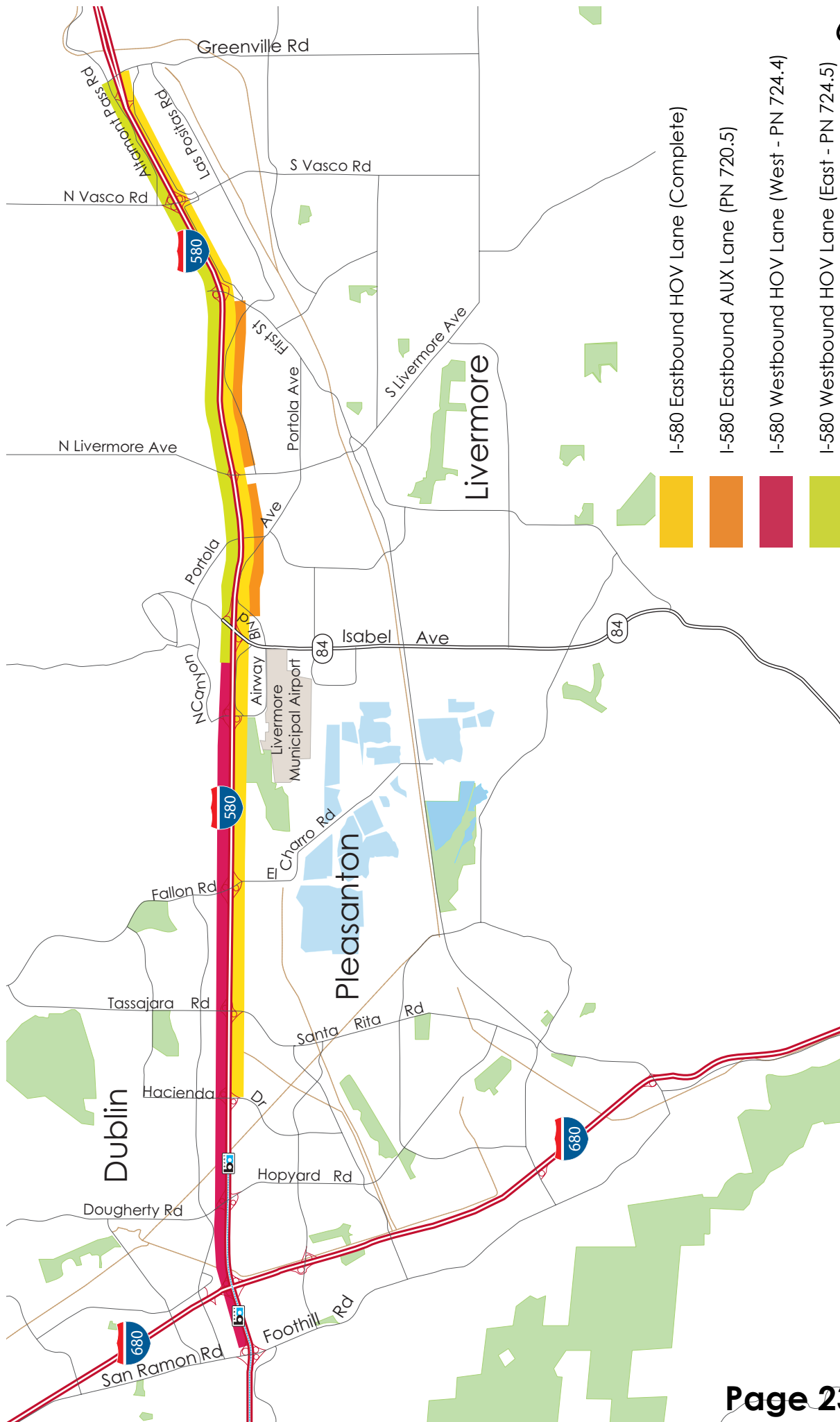
## **UPCOMING ACTIVITIES**

- Continue outreach and education efforts to public/stakeholders focused on educating them 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, etc.
- Continue to work with Xerox to finalize interfacing requirements with BATA Regional Customer Service Center
- Secure Caltrans encroachment permits and begin system installation in late March 2015
- Continue to coordinate with BATA to complete a customer services agreement by March/April 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**

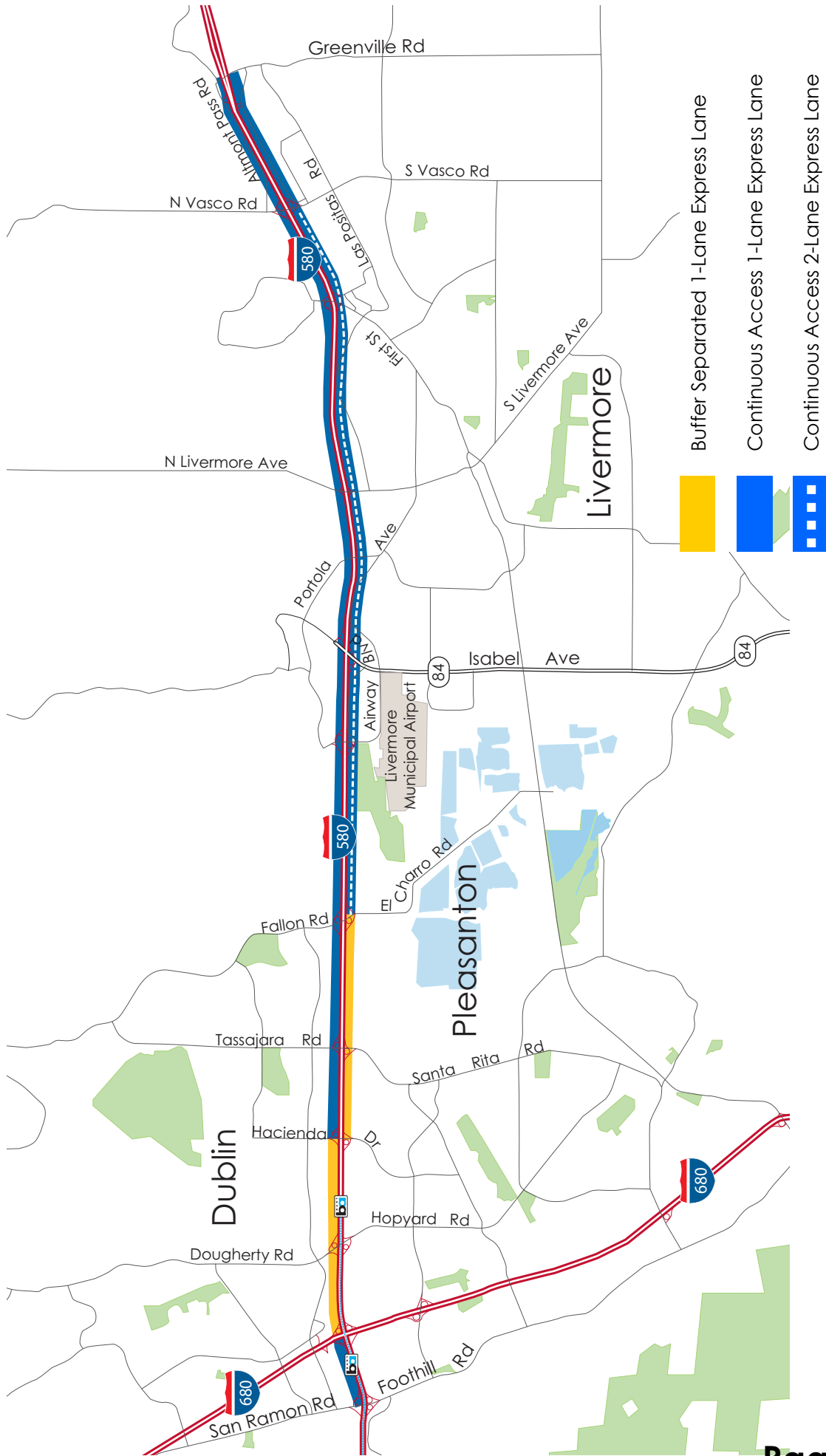
The total project cost of the combined Eastbound and Westbound I-580 Express lane project is \$55 million, and is fully funded with a combination of federal, regional and local fund sources.

# 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:** March 19, 2015

**SUBJECT:** I-580 Express Lanes Outreach and Education Update

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

## Summary

Alameda CTC will open new HOV/Express Lanes on east- and westbound I-580 in the Tri-Valley in fall 2015, providing a new choice for solo drivers, an incentive to carpool, and enhanced mobility by reducing travel times, improving travel time reliability and reducing congestion-related accidents. The express lanes will utilize available HOV lane capacity by offering solo drivers the choice to pay a toll electronically to access the lanes, while carpoolers, vanpools and transit vehicles continue use the lanes at no cost. Currently there is one eastbound HOV lane open in this corridor. This lane will be converted to an HOV/express lane, and additional eastbound and one new westbound HOV/express lane will all open simultaneously this fall.

## Background

A comprehensive, research-based education and outreach approach has commenced to inform motorists about the benefits of the new lanes, how to use them, and how to obtain the required FasTrak Flex toll tags, expected to be market ready by summer 2015. I-580 Express Lanes outreach and education will be implemented within the project area and I-580 travel sheds, which also include San Joaquin and Contra Costa Counties. In September 2014, staff presented research findings and the process for integrating the results into activities that are now being implemented throughout the Tri-Valley and in Contra Costa and San Joaquin Counties. The education and outreach aims to ensure safe and proper use of the lanes, clear understanding of how enforcement works, and to support positive perception of the lanes to set the stage for successful future projects in the planned region-wide Bay Area Express Lanes network.

## Education and Outreach Update

### Key Messages

Staff has developed outreach materials and updated project webpage content focusing on the following basic clear messages:

*The I-580 HOV/Express Lanes provide a smart, reliable choice for your commute along the 14-mile Tri-Valley corridor through Dublin, Pleasanton and Livermore.*

#### **Solo Drivers**

A FasTrak transponder is required. You may use your existing FasTrak or the new FasTrak Flex, which will be available this summer at [www.bayareafastrak.org](http://www.bayareafastrak.org)

#### **Carpoolers (and others eligible to use HOV lanes)**

Two new HOV/Express Lanes are opening Fall 2015. A FasTrak Flex transponder is required for toll-free use of the lanes. Get your new Flex transponder beginning this summer at [www.bayareafastrak.org](http://www.bayareafastrak.org)

#### **Key Recent Activities**

- Presentations to the San Joaquin Council of Governments Technical Advisory Committee and the Stanislaus Council of Governments
- Monthly working meetings with MTC/BAIFA/BATA to coordinate development and implementation of consistent messages for Bay Area Express Lanes
- Development of public outreach materials and project webpages
- Attendance at public outreach events

#### **Key Upcoming Activities**

- Attendance at public events in Tri-Valley, Contra Costa and San Joaquin Counties (calendar includes more than 25 events)
- Outreach to top employers within commute shed
- Support MTC/BATA's efforts to provide FasTrak Flex at retail locations throughout the I-580 commute shed when the tag becomes available this summer

#### **Next Steps**

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

1. FasTrak transponder user education and marketing – June 2015
2. Update on launch activities – September 2015

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

#### **Staff Contact**

[Tess Lengyel](#), Deputy Director of Planning and Policy  
[Heather Barber](#), Communications Manager



# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 19, 2015

**SUBJECT:** I-580 Express Lane – Toll Evasion Violation Process

**RECOMMENDATION:** Approve procedure and schedule of penalties for implementing toll evasion violation enforcement on the I-580 Express Lanes.

## Summary

The I-580 Express Lanes project ("Project") is part of an overall 550-mile Bay Area express lane network that will expand commuter choices and maximize the efficiency of this highly congested I-580 corridor by employing emerging technologies, such as real-time congestion pricing and automated toll violation enforcement. The Project will implement high occupancy vehicle (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. See Attachment A – Project Location Map.

Staff has been coordinating with existing and aspiring regional and state toll operators to reach consensus on consistent facility design, operations, enforcement, and public outreach/educational strategies. Various components of the Project are already in construction. The last component of Project construction, the installation of the electronic toll system (ETS), is scheduled to begin in late March 2015 to allow the toll lane facility to open in November 2015. ETS installation will include a violation enforcement system (VES) to implement automated toll evasion violation enforcement.

To enact toll evasion violation penalties, the Commission is required to adopt a toll enforcement ordinance. The toll enforcement ordinance includes many different elements, including liabilities for failure to pay the required tolls, penalties and administrative processes associated with toll evasion violations, and situations when toll evasion notices or penalties will be dismissed or waived. Subject to approval by the Commission, some of the administrative procedures will be delegated to the Bay Area Toll Authority (BATA) as the processing agency since BATA is already set up to provide similar administrative services on seven Bay Area Toll Bridges, and will be responsible for toll collection for the express lanes.

Staff recommends Commission approval of the toll violation enforcement procedure and the schedule of penalties (i.e. penalty/delinquent fee structure for toll evasion violations). These

elements will then be incorporated into a toll enforcement ordinance for Commission consideration in June and July of 2015.

## **Background**

For over the last two decades, the I-580 corridor has consistently been rated as one of the most congested freeway segments within the San Francisco Bay Area region. As the next step in strategic investments in this corridor, Alameda CTC is implementing express lanes in both the east- and west-bound directions. The express lanes will include the implementation of an ETS that will provide a new choice to single occupancy vehicle (SOV) users, enabling them to make use of the unused capacity in the HOV lane for a fee, if they choose to use the lanes.

By providing this new choice, express lanes are expected to provide the following benefits:

- Optimize the existing corridor capacity and improves efficiency of the corridor
- Provide travel reliability
- Create a revenue source to pay for future corridor improvements, including
  - HOV gap closures
  - Transit and other highway improvements that directly help reduce corridor congestion

As previously reported, the Project will implement a near continuous access configuration to improve access opportunities to/from the express lanes. This access type could result in revenue leakage, if not properly enforced. The toll industry has estimated toll revenue leakage at 15-25% of gross revenue, when lanes are not properly enforced. Therefore, staff researched cost effective solutions and included a VES in Project implementation to enforce automated toll evasion violation enforcement. The VES employs license plate recognition (LPR) capabilities (i.e. cameras which are capable of capturing the license plate images when vehicles fail to carry valid transponders). To single out the toll violators, as authorized under AB1811, HOV users will be required to carry an electronic device, FasTrak flex (aka switchable transponder), for enforcement purposes while travelling on the express lanes toll-free.

In order to assess toll evasion violation penalties, a Toll Enforcement Ordinance must be adopted pursuant to the authority granted by Vehicle Code Section 40250. Staff will bring the toll enforcement ordinance for the I-580 corridor to the June and July 2015 Commission meetings. Prior to the adoption of the toll enforcement ordinance, staff will seek approval of the matters to be governed by the ordinance, including the procedure and penalties associated with toll evasion violations, a list of administrative processes to be delegated to a processing agency, and the associated customer services agreement with this processing agency.

At the March 2015 meeting, staff recommends Commission approval of the toll evasion violation enforcement procedure and the schedule of penalties (aka penalty/delinquent fee structure). The procedure and schedule of penalties are described below.

**Procedure and schedule of penalties:** For consistent customer experience and to ease customer service operations, staff recommends that the Commission adopt procedures and a schedule of penalties (fee structure) **similar to those that have been adopted for the seven state-owned Bay Area Toll Bridges**, as described below:

- When a vehicle travels in express lanes without a valid transponder, the VES system will use license plate images to define a toll transaction trip. Customer service representatives will review the license plate images to find a matching FasTrak account associated with the license plate. All personally identifiable information (PII) included in the customer accounts will only be accessible at the regional customer service center, operated by the Bay Area Toll Authority, which is the current practice for all Bay Area toll bridges.
- If the processing agency locates a FasTrak account matching the license plate, customer service representatives will charge the toll to the account, consistent with the current practice on the Bay Area Toll Bridges. If the license plate does not match an existing FasTrak account, an initial violation notice (aka "Notice of Toll Evasion Violation") will be sent to the vehicle's registered owner within 21 days of the toll violation at the address on file with the Department of Motor Vehicles (DMV), pursuant to Streets and Highways Code Section 27174.1.
- As required by statute, the Notice of Toll Evasion Violation will contain (1) sufficient information to enable the recipient thereof to determine the date, time and location of the alleged violation, (2) the section of the Vehicle Code allegedly violated, (3) the penalty due for that violation, (4) the identity and address of the registered owner, (5) the alphanumeric designation of the license plate on the vehicle that was used in the alleged violation, (6) if practicable, the registration expiration date and the make of the vehicle, (7) the procedure to follow for payment of the amount due, (8) a statement in bold print that payments may be sent in the mail, (9) the date and time within which the penalty must be paid, (10) a clear and concise explanation of the procedures for filing an affidavit of non-liability and for contesting the alleged violation and appealing an adverse decision, (11) the date by which the written explanation of contest must be received by Alameda CTC, and (12) a statement that there will be additional court costs and fees incurred by the customer/motorist according to the local jurisdiction rules if collection is pursued through court action.
- Staff is recommending that the Commission adopt a penalty schedule matching the current BATA penalty schedule. The first violation notice will request payment for the toll amount and an additional \$25 penalty. As with the

current process for the Bay Area Toll Bridges, the vehicle's registered owner will be given 21 days to contest the violation notice or to provide an affidavit of non-liability and police report showing that the vehicle had been stolen, or 30 days to either make a full payment of the toll and the penalties or to provide an affidavit showing that the vehicle had been sold to a new owner or was rented to a third part at the time of the violation. These deadlines are consistent with statute and with BATA's current procedures for the Bay Area Toll Bridges. If the customer fails to respond in a timely manner, the owner will be sent a delinquent notice (aka "Notice of Delinquent Toll Evasion Violation"). The Notice of Delinquent Toll Evasion Violation shall contain the information required to be contained in the original Notice of Toll Evasion Violation and, additionally, shall contain a notice to the registered owner that, unless the registered owner pays the penalty, contests the violation pursuant to the procedure set forth within the Notice of Toll Evasion Violation, or completes and returns an affidavit of non-liability, as provided in Notice of Toll Evasion Violation within fifteen (15) days after the mailing of the Notice of Delinquent Toll Evasion Violation. This second violation notice will request payment for the toll amount plus a \$70 penalty (\$25 penalty plus \$45 late penalty). Again, these timelines are consistent with statute and BATA's current procedures.

- Failure to respond to the Notice of Delinquent Toll Evasion Violation by the due date (within 30 days, as is currently implemented on Bay Area Toll Bridges) will result in referral of the amount due either to a collections agency or place a withholding of vehicle registration by the DMV. If Alameda CTC is required to collect the toll and any penalties through the DMV, the motorist will be responsible for any associated fees charged by the DMV.

As noted above, the toll enforcement procedure also includes opportunities to contest the notices and request a hearing process. In the event of any such challenge, the processing agency will follow a fair and impartial investigation process to investigate the circumstance of the notice with respect to the contestant's written explanation of reasons for contesting a violation. The processing agency shall investigate with its own records and staff the circumstances of the notice with respect to the contestant's written explanation of reasons for contesting the violation. If based upon the results of that investigation, the processing agency is satisfied that the Violation did not occur or that the registered owner was not responsible for the Violation, the processing agency with consultation with Alameda CTC shall cancel the Notice of Toll Evasion Violation or Notice of Delinquent Toll Evasion Violation and make an adequate record of the reasons for cancelling the notice. The processing agency shall mail the results of the investigation to the person who contested the Notice of Toll Evasion Violation or the Notice of Delinquent Toll Evasion Violation.

In the event the customer/motorist is not satisfied with the results of the investigation, within fifteen days of the mailing of the results of the investigation, he or she may deposit the amount of the penalty and request an administrative review. The

processing agency shall hold the administrative review within ninety calendar days following the receipt of the request for an administrative review accompanied by the required deposit amount.

In the event the person who requested an administrative review is not satisfied with the results of the review, they may within twenty days after the mailing of the final decision seek review by filing an appeal to the Alameda County Superior Court. Notwithstanding section 72055 of the Government Code, the fee for filing the notice of appeal shall be \$25. If the appellant prevails, this fee, together with the deposit of the penalty made by the contestant, shall be promptly refunded by Alameda CTC or its processing agency, in accordance with the judgment of the court.

A Toll Enforcement Ordinance will be presented to the Commission in June and July 2015 meetings that will encompass the toll evasion violation procedure and schedule of penalties, outlined above. Since BATA is already set up to provide similar services on seven Bay Area Toll Bridges, staff is considering BATA to be the processing agency to provide the administrative services outlined above. Staff will present a regional customer services agreement with BATA in April/May of 2015 and seek the Commission's approval.

Based on the above discussion, staff recommends that the Commission approve the procedure and schedule of penalties that are outlined in this staff memorandum to enforce toll evasion violation.

#### Schedule of Penalties:

Violation	Penalties
Toll Evasion Penalty	Toll + \$25 penalty
Delinquent Penalty	Toll + \$70 penalty (\$25 Toll Evasion Penalty plus \$45 late fee)

**Fiscal Impact:** Approval of the fee structure and enforcement procedure will enable staff to seek approval of a toll enforcement ordinance in subsequent meetings. Failure to adopt a toll enforcement ordinance prior to the opening of the I-580 express lane will result in toll revenue leakage, estimated by the toll industry to be at 15-25% of gross revenue.

#### Attachments

- A. Project Location Map

B. Upcoming Discussion Topics

**Staff Contact**

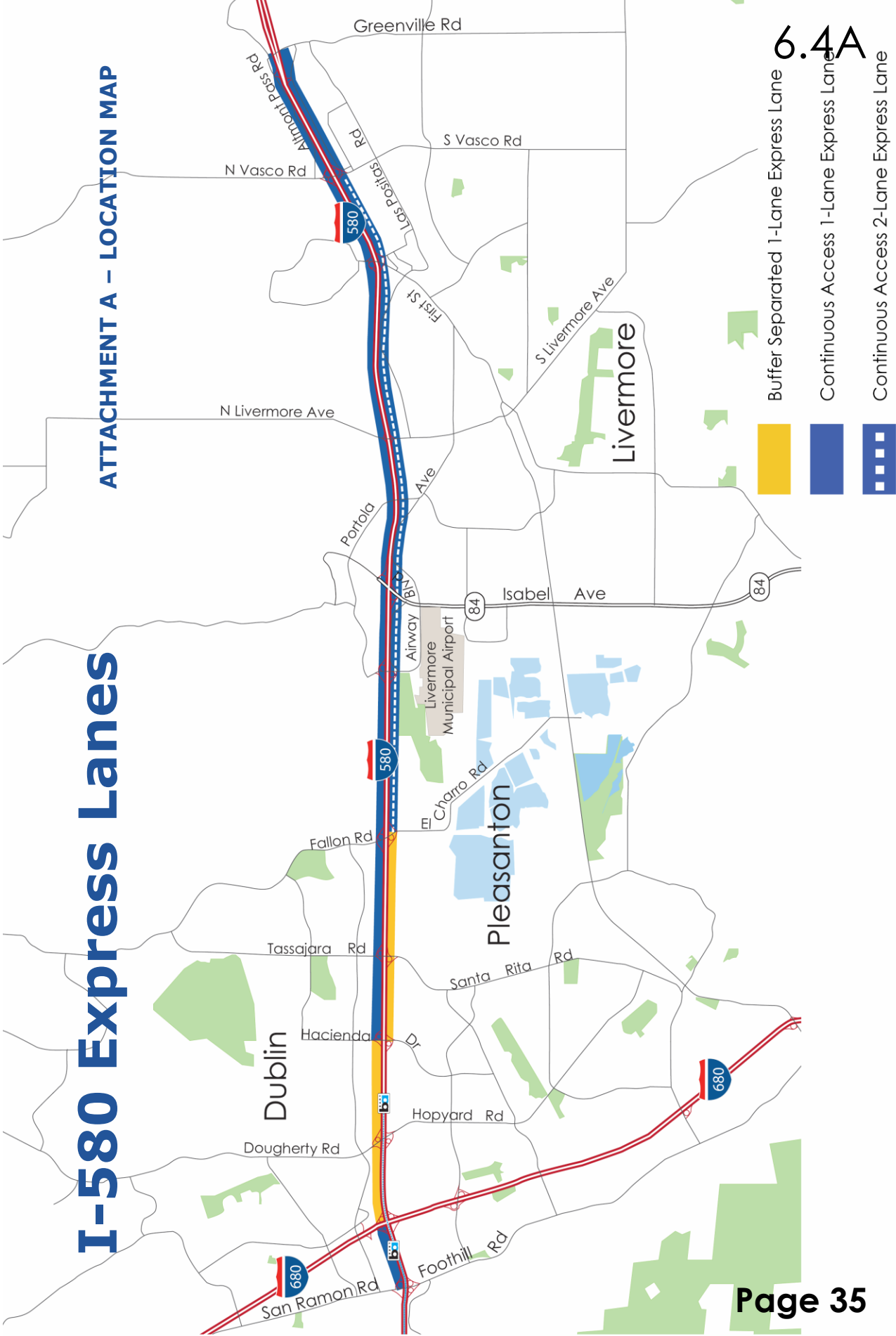
[Stewart Ng](#), Deputy Director of Programming and Projects

[Kanda Raj](#), Project Controls Team



# I-580 Express Lanes

## ATTACHMENT A – LOCATION MAP



6.4A



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## ATTACHMENT B – UPCOMING DISCUSSION TOPICS

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

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# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** March 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 February 9, 2015, the Alameda CTC reviewed one Draft Environmental Impact Report (DEIR) and one Notice of Preparation (NOP). Comments were submitted on these documents and the comment letters are included as attachments A and B.

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

## Attachments:

- A. Response to the Notice of Preparation (NOP) of an Environmental Impact Report for the Kaiser Dublin Medical Center Project.
- B. Response to Notice of Completion/Availability of Draft Environmental Impact Report (DEIR) for San Leandro Shoreline Development Project.

## Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

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February 13, 2015

Kristi Bascom  
Principal Planner  
City of Dublin  
100 Civic Plaza  
Dublin, CA 94568

SUBJECT: Response to the Notice of Preparation of an Environmental Impact Report for the Kaiser Dublin Medical Center Project

Dear Ms. Bascom,

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact Report (DEIR) for the Kaiser Dublin Medical Center Project. The project site is approximately 58.7-acres located in the eastern portion of the City of Dublin and is bounded by undeveloped land and a stormwater basin to the west, Dublin Boulevard to the north, the Fallon Gateway retail center to the east, and Interstate 580 to the south. The proposed project would consist of approximately 1.2 million square feet of medical campus and commercial uses with surface and/or structured parking for 3,300 to 5,200 vehicles.

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

Basis for CMP Review

- The City of Dublin adopted Resolution 120-92 on September 28, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26<sup>th</sup>, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of Dublin and the Alameda CTC signed a Countywide Model Agreement on July 17, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the July 2014 update.

## Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
  - MTS roadway facilities in the project area include Interstate 580, Interstate 680, Dublin Boulevard, Tassajara Road, Santa Rita Road, Dougherty Road, Hopyard Road, Stoneridge Drive, Las Positas Boulevard, and East Stanley Boulevard.
  - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
  - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2013 CMP for more information).
- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
  - MTS transit operators potentially affected by the project include BART and Livermore Amador Valley Transit Authority (LAVTA).
  - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.
- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
  - Countywide bicycle facilities in the project area include:
    - Iron Horse Trail – a multi-use trail from the Contra Costa County line through Dublin to Pleasanton and Livermore.
    - Multiuse trails along Dublin Boulevard and Tassajara Creek (north of Dublin Boulevard).
    - Bicycle lanes on Dublin Boulevard, Tassajara Road, Santa Rita Road, Las Positas Boulevard, Owens Drive, and Stoneridge Drive.
  - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.
- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance.
  - The following portions of the Project planning area overlaps with an Area of Countywide Pedestrian Significance:
    - The half mile buffer areas along LAVTA's trunk service lines on Dublin Boulevard, Fallon Road, Santa Rita Road, Los Positas Boulevard, and Owens Drive.
  - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix L of the 2013 CMP document for more details.



### Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
  - Adequate to sustain CMP roadway and transit service standards;
  - Fully funded; and
  - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLOS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. For example, the Oakland Kaiser Medical Center offers a free shuttle service that connects to the MacArthur BART station. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices G and H of the 2013 CMP).

### Other

- The DEIR should address the project's noise impacts because it is located adjacent to a state roadway. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

Thank you for the opportunity to comment on this NOP. 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', with a long horizontal flourish extending to the right.

Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2015



February 6, 2015

Jennifer Chin,  
Administrative Assistant  
Community Development Department  
City of San Leandro  
835 East 14<sup>th</sup> Street  
San Leandro, CA 94577

SUBJECT: Response to Notice of Completion/Availability of Draft Environmental Impact Report (DEIR) for San Leandro Shoreline Development Project

Dear Ms. Chin,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the San Leandro Shoreline Development Project. The project is located in the San Leandro Shoreline Area, which encompasses approximately 1,800 acres of land situated on the eastern shore of the San Francisco Bay at the western end of Marina Boulevard. The proposed development site is the area generally west of Monarch Bay Drive between Marina Boulevard and Fairway Drive.

The San Leandro Shoreline Development Project is proposed as an integrated master planned development and a public/private partnership with the City on 52 acres of the City-owned marina. The proposed components of the Project include:

- 150,000 square foot office campus
- 200 room hotel
- 15,000 square foot conference center
- 354 units of housing (61 condominiums, 159 market rate apartments, 92 townhomes, and 42 single-family detached homes.)
- 3 new restaurants (totaling 21,000 square feet)
- Library/Community building
- Parking structure with 800 spaces
- Public amenities.

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

- In Section 4.13.1.1 Regulatory Setting (p. 4.13-1), the DEIR briefly described the Congestion Management Program (CMP) as mandated by California law. The DEIR should reference Land Use Analysis Program (LUAP) that has been developed in compliance with the state's CMP legislation. Alameda CTC's LUAP reviews land use development projects, assesses the impacts of individual development actions on the regional transportation system, and ensures that significant impacts are appropriately mitigated. Please refer to Chapter 6 of the Alameda CTC Congestion Management Program 2013 report for detailed description of the LUAP.

- The DEIR used the 2011 Alameda CTC Countywide Model. Please note that the Alameda CTC has updated its Countywide Model in 2013. The DEIR should indicate that the 2011 Countywide Model was the most recent model version at the time of the study.
- The DEIR concluded that the proposed projects would result in significant and unavoidable impacts on the Northbound segment of Doolittle Drive after implementation of two mitigation measures (p. 4.13-42). Alameda CTC acknowledges that the DEIR has shuttle service between the project site and key regional transit nodes as one of the two mitigation measures. Alameda CTC suggests that the DEIR also consider the proposed bicycle lane on Doolittle Drive between Fairway Drive and Williams Street as a mitigation measure. This bicycle lane was a proposed improvement in the City of San Leandro's 2010 Bicycle and Pedestrian Master Plan.
- In Section 4.13.3 Impact Discussion (p.4.13-47), the DEIR described bicycle facilities in the study area including a planned Class I bicycle path in the marina area of the project site. This planned bicycle path will be a segment of the region's Bay Trail and will connect the project site to the regional bicycle route network. Alameda CTC recommends that the DEIR includes this information about connectivity to the Bay Trail.

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

Sincerely,



Tess Lengyel  
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner  
file: CMP/Environmental Review Opinions/2015



# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

**DATE:** March 19, 2015

**SUBJECT:** Countywide Transit Plan Preliminary Vision, Goals, and Performance Measures

**RECOMMENDATION:** Approve the Countywide Transit Plan vision and goals.

## Summary

The Countywide Transit Plan will identify a 2040 vision for a comprehensive transit network designed to support Alameda County's future needs and will develop a framework that will enable Alameda County's jurisdictions and transit providers to better align transit, land use, and economic development goals and objectives. The plan will also identify near- and long-term transit capital and operating priorities in the county, including ADA paratransit needs and services as they relate to future transit investment priorities. By developing consensus on a vision for future transit service in Alameda County as well as funding priorities, the Countywide Transit Plan will enable the Alameda CTC, its member jurisdictions and transit operators to leverage existing and advocate for additional resources to improve local, regional and inter-regional transit serving Alameda County.

Staff is recommending that the Commission adopt the Countywide Transit Plan vision and goals in order to provide policy direction as the plan moves forward with development of a transit network vision. The vision and goals are described in Attachment A.

The Planning, Policy and Legislation Committee recommended approval of the Countywide Transit Plan vision and goals at its meeting on March 9, 2015 with the addition of the following goal: "Improve effectiveness of inter-regional transit travel."

## Background

The 2012 Countywide Transportation Plan identified the need for more detailed countywide transportation planning efforts in three key areas: goods movement, transit and arterial roadways. Once completed, the Countywide Goods Movement, Transit and Multimodal Arterials Plans as well as the existing Countywide Bicycle and Pedestrian Plans will form the basis of the next Countywide Transportation Plan update in 2016.

The Countywide Transit Plan builds on recent transit planning efforts led by the Metropolitan Transportation Commission as part of the Transit Sustainability Project, and is being closely coordinated with planning efforts being undertaken by individual transit

operators, including AC Transit's Major Corridors Study which will develop, analyze and rank capital improvements for AC Transit's nine major corridors, as well as with work underway by LAVTA/Wheels in the Tri-Valley.

A preliminary draft of the Countywide Transit Plan vision, goals and performance measures was presented to ACTAC in November 2014. ACTAC provided a number of comments, most of which focused on the draft performance measures. The performance measures will be developed as a subsequent phase of the project and are not part of this recommendation on the vision and goals. The refinement and adoption of performance measures will occur in close coordination with transit operator and jurisdiction staff members as the planning process moves forward.

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

### **Attachments**

- A. Countywide Transit Plan Technical Memo #3, Vision and Goals

### **Staff Contacts**

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

[Kara Vuicich](#), Senior Transportation Planner



Vision and Goals  
**Countywide Transit Plan**  
Final DRAFT Technical Memo #3



**Prepared for:**  
Alameda County Transportation Commission

**Prepared by:**  
Parsons Brinckerhoff

With

Cambridge Systematics

March 2015

**PARSONS  
BRINCKERHOFF**

**CAMBRIDGE  
SYSTEMATICS**



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## Acronyms

Acronym/Abbreviation	Definition
ACCMA	Alameda County Congestion Management Agency
ACTA	Alameda County Transportation Authority
ACTIA	Alameda County Transportation Improvement Authority
Alameda CTC	Alameda County Transportation Commission
MTC	Metropolitan Transportation Commission
RTP	Regional Transportation Plan
TAC	Technical Advisory Committee
TSP	Transit Sustainability Project

## 1.0. Introduction

The Alameda County Transportation Commission (Alameda CTC) and its predecessor organizations – Alameda County Congestion Management Agency (ACCMA), Alameda County Transportation Authority (ACTA) and Alameda County Transportation Improvement Authority (ACTIA) – have traditionally relied on a conventional approach for advancing projects in the Countywide Transportation Plan. The agencies conducted a call for projects followed by an evaluation process to rank projects based on their ability to achieve long-term transportation goals. As Alameda CTC seeks to transition to a more data-driven, performance-based approach to programming, it is critical to ensure that the appropriate framework for advancing transit in the County is put in place.

The cost of providing transit service is increasing, while service levels and ridership are declining. Increasing costs combined with fluctuations in transit funding and revenues have resulted in service cuts that impact transit ridership, and present on-going challenges for both maintaining existing services and providing new service. Consequently, population and employment in Alameda County continue to grow, but transit ridership has not kept pace.

The intent of the Countywide Transit Plan is to understand the problems facing transit providers and users in Alameda County and to work with them to consider alternative approaches to providing transit services that can offer a more sustainable and effective long-term model. This technical memorandum begins the process by focusing on creating a vision and goals for Alameda County that not only increase the mobility and accessibility for the population, but will also result in an improved financial position for transit agencies and bring added benefits such as improving environmental quality in Alameda County.

This technical memorandum:

- Reviews the existing vision and goals adopted by Alameda CTC and the Metropolitan Transportation Commission (MTC) to guide funding decisions and service delivery.
- Suggests how best to transition from the broad vision and goals laid out for the regional and countywide transportation plans to more narrowly-focused goals that will help to achieve more financially sustainable and effective transit systems that better serve county residents and employment locations.

## 2.0. Vision and Goals

As outlined in Technical Memorandum #1, MTC and Alameda CTC have established broad and comprehensive goals to guide the implementation of transportation projects and programs. The vision and goals focus on enhancements to the transportation system, but also address environmental and land use objectives. Transit operators, on the other hand, generally have service-oriented goals related to the delivery of their transit services. This difference reflects the unique role of each type of agency.

To effect change in the transit system, Alameda CTC will need to identify a vision and implement goals and performance measures that enable the transit agencies and local jurisdictions to make sound investment decisions that result in positive change in transit services and performance. As a funding agency, Alameda CTC can use its goals and performance measures to provide clear policy direction for the prioritization of projects and programs.

### 2.1. Existing Transportation Vision and Goals

The general transportation vision, goals, and performance measures for MTC and Alameda CTC outlined in Technical Memorandum #1 are background and reference points for the development of a more focused approach recommended for this Countywide Transit Plan, as described briefly below. Summary tables of these existing vision, goals, and performance measures for MTC and Alameda CTC are available in Appendix A in Technical Memorandum #1.

#### A. MTC

MTC established six transportation investment strategies in Plan Bay Area, the regional transportation plan adopted in June 2013.

- Invest in county priorities
- Maintain our existing system (“Fix It First”)
- Support focused growth – OneBayArea Grant Program
- Build next generation transit
- Boost freeway and transit efficiency
- Protect our climate

These strategies were supported by the following transportation performance measure categories:

- Climate Protection
- Adequate Housing

- Healthy and Safe Communities
- Reduce Injuries and Fatalities from Collisions
- Encourage Active Transport
- Open Space and Agricultural Land
- Equitable Access
- Economic Vitality
- Transportation System Effectiveness

While MTC adopted a broad set of goals for its Regional Transportation Plan (RTP), it also recognized the need to focus its goals to address the growing financial and operating challenges facing transit agencies. Prior to the 2013 RTP update, MTC launched the Transit Sustainability Project (TSP) to assess the major challenges facing transit and identify a path toward an affordable, efficient and well-funded transit system that more people will use. The three primary goals of the TSP were to:

- Improve financial conditions
- Improve service for the customer
- Attract new riders to the system

This set of goals helped MTC and transit operators focus on the most pertinent issues for the region's transit systems and began the process of transitioning to performance-based programming.

## **B. Alameda CTC**

Alameda CTC developed a vision statement and set of goals during the development of the 2012 Countywide Transportation Plan. The transportation vision and goals state:

*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.*

Alameda CTC's goals are that the County's transportation system will be:

- *Multimodal*
- *Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies*
- *Integrated with land use patterns and local decision-making*
- *Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes*
- *Reliable and Efficient*

- *Cost Effective*
- *Well Maintained*
- *Safe*
- *Supportive of a Healthy and Clean Environment*

This vision and the goals cover transportation investment for the county and provide the framework within which the following transit vision and goals were developed.

## **2.2. Proposed Transit Vision and Goals for Alameda CTC**

Many elements of the existing Alameda County transportation vision can apply to transit. Alameda CTC continues to be focused on creating a first-class transportation system for Alameda County that advances environmental sustainability and economic vitality and facilitates mobility and connectivity. Alameda CTC also recognizes the need to achieve financial sustainability by allocating limited transportation resources in a way that results in enhanced efficiency for transit operations and produces the most effective results for investments. To achieve this, a simple focused transit vision is proposed:

*Create an efficient and effective transit network that enhances the economy and the environment and improves quality of life.*

This vision focuses on the challenge to improve transit network efficiency and effectiveness, while providing environmental and economic benefits. This will allow Alameda County to continue economic growth and provide a more sustainable approach to accommodate population and employment growth in the future.

A simple, focused vision sets the stage for an effective performance framework. The strategic goals define what the vision needs to accomplish through a set of separate, yet integrated elements that support the vision.

Based on the assessment of existing conditions, there are key issues that need to be addressed in outlining the goals for the future transit system serving Alameda County. Currently, a relatively small share of the total trips made within or to or from Alameda County is made using transit. While some travel markets, such as the work commute between the East Bay and San Francisco, have higher numbers of trips made on transit, the overall number of trips made using transit will need to increase to address both the growing demand for travel and the desire to provide a more environmentally sustainable transportation system. Achieving environmental sustainability will also require a new approach to linking land use decisions and patterns with transit investments.

As the demand for transit dollars increases and resources remain competitive, there is a need for a greater emphasis on ensuring that transit investments achieve the greatest returns for the dollars spent. Current transit expenditures are not resulting in significant increases in services or ridership. With the

exception of BART, transit ridership in Alameda County has remained relatively constant.

The transit market analysis undertaken as part of this study indicates that Alameda County has a high potential to capture a greater number trips on transit and make positive contributions to the county's environmental quality. There are highly competitive transit markets throughout the county, but some of these markets are performing below their potential. There may be a variety of reasons for the lower than anticipated performance. For example, poor connectivity between the many transit operators in the county and lack of a well-integrated fare structure can make travel on transit costly, time-consuming, and less convenient than desired, thereby discouraging transit ridership. Transit users also express concerns about lack of transit information, safety and security both getting to and using transit, limited service hours and frequency, and poor reliability of service.

The six goals that are recommended to address these issues and implement the countywide transit vision are summarized below:

- **Increase transit mode share.** The number of people living in Alameda County is growing significantly faster than the number of people that are riding transit. By capturing a larger share of all trips on transit, a more sustainable transit system can be achieved. The goal is not only to increase transit ridership, but to reduce dependence on auto travel on a per capita basis.
- **Increase effectiveness.** Much of the existing transit supply in the off-peak hours remains underutilized. Demand for some peak hour services, such as transbay BART service, exceeds capacity, and use of the system becomes constrained by lack of supply. To achieve a more financially sustainable transit system, it is important to ensure that major transit investments benefit and are used by the greatest number of people, and that supply matches demand.
- **Increase cost efficiency.** The cost of transit service is increasing without a commensurate increase in service levels or passengers. To maintain and expand transit services and to increase frequency and service hours, resources must be used as efficiently as possible.
- **Improve access to work, education, services and recreation.** The transit system should make it easier for people to travel without having to rely on private automobiles. This includes the creation of an integrated transit network that provides fast, reliable connections between major residential populations and activity centers as well as more innovative, flexible services that can more effectively meet transportation needs in areas that cannot be served efficiently by fixed route transit, or for individuals who rely on paratransit services due to a disability. Additionally, by promoting

land use patterns that provide a mix of uses and greater density around transit or activity hubs, the potential to capture more trips on transit and to enhance first- and last-mile connectivity will be improved.

- **Reduce emissions.** With transportation being the single largest contributor to emissions, shifting travel away from cars and onto transit can help reduce emissions (both greenhouse gases and air pollutants) and enhance the quality of life and of the environment in Alameda County.
- **Achieve a state of good repair.** To provide a safe and reliable transit experience for the user, the transit system needs to be in good working condition. Maintenance of existing transit facilities and fleets needs to be balanced against system expansion.
- **Increase effectiveness of inter-regional transit travel.** As a key gateway to and from the San Francisco Bay Area, a significant portion of inter-regional trips either travel through or begin or end in Alameda County. More effective inter-regional transit service has the potential to shift some of these inter-regional trips from our roads and highways onto passenger rail, buses and shuttles.

The objective of these goals is to stay focused on the issues that are central to creating a sound and effective transit system and to limit redundancy and the potential for conflicts between goals. The proposed goals are also intended to help Alameda CTC make difficult choices regarding transit investments in the county and to assist decision-makers in determining where investments will provide the greatest return on funds invested.

The next step in the study will be to identify performance measures to evaluate progress towards meeting these goals. The performance measures will be focused on a limited number of metrics that are easily measured and that provide flexibility to transit operators in terms of how the outcomes are achieved.

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# Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 19, 2015

**SUBJECT:** Countywide Goods Movement Plan Needs Assessment and Strategies

**RECOMMENDATION:** Approve the Countywide Goods Movement Plan Proposed Strategies for Evaluation.

## Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. The central location of Alameda County in the Bay Area, combined with significant freight transportation assets, such as major interstates, the Port of Oakland and two major rail lines, position it as a goods movement hub for Northern California. Alameda CTC is developing a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water.

In 2014, the Commission approved the Vision and Goals and performance measures for the Countywide Goods Movement Plan. The performance measures are being used to a) evaluate the current and projected performance of the countywide goods movement system with respect to the goals in order to identify gaps and opportunities; and b) evaluate and prioritize strategies to achieve the Vision and Goals.

Over the last several months, the consultant team has conducted a detailed Needs Assessment to identify gaps and opportunities in the goods movement system. Attachment A presents an overview of the Needs Assessment and the projects, programs and policies (collectively referred to as strategies) that have been identified for further study to address the issues and needs identified in the Needs Assessment. Attachment A presents an overview of the Needs Assessment, strategy development, a list of proposed strategies and the next steps for evaluating strategies against the adopted vision and goals.

The draft strategies were presented to the Goods Movement Technical Team (a subset of ACTAC that also includes interested stakeholder such as environmental/public health groups) and ACTAC in February. A revised version of the strategy list was presented to the Goods Movement Technical Team, ACTAC, and PPLC in March and was unanimously approved by all of these bodies. Comments from the Technical Team, ACTAC, and PPLC are summarized below.

## Comments and Modifications

The following comments and modifications were proposed by the Goods Movement Technical Team, ACTAC, and PPLC. These modifications are included in the strategy list proposed for approval.

- Add a reference to Integrated Corridor Mobility (ICM) in I-580 corridor in countywide freeway ITS program (Strategy Index #17)
- Modify countywide truck route coordination/planning program to note that such planning/guidance will address both connectivity and minimize community impacts (#15)
- Modify Martinez Subdivision capacity strategy in Emeryville to read “Add capacity on Martinez Subdivision between Port of Oakland and 65<sup>th</sup> Street to separate passenger and freight trains.”
- Ensure rail and road impacts are considered similarly; ensure that strategies that address community impacts for both current conditions and from future increases in freight activity
- Consider unintended consequences resulting from project implementation; consider large land use planning efforts
- Modify local road truck safety program to clarify that County roads are eligible (#104)
- Identify specific projects that can be implemented in near term as part of the truck parking program (#27)
- Add I-80/Ashby Avenue Interchange Improvements project (added as #114)
- Add SR-92/Clawiter Rd/Whitesell Rd Interchange Improvements project (added as #112)
- Add strategy to address queueing at interchanges along I-880 and on local streets from last-mile truck access to Port of Oakland (I-880/ 5<sup>th</sup> St and I-880/Market St interchanges) (added as #115)
- Ensure truck parking program references full-service truck parking
- Add a strategy for transit alternatives to reduce delay and improve reliability of interregional freeway goods movement corridors (added as #116)

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

### Attachments:

- A. Alameda County Countywide Goods Movement Plan - Proposed Strategies for Evaluation

### Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

**Projects/Programs/Policies (Strategies) for Evaluation**  
**REVISED VERSION - 3/13/2015**

Location	Index	Type	Freight Transportation Projects, Programs, and Policies	Project/Program Description	Project/Program Relationship to Needs	(I) Inter/Intraregional Highways (L) Local Roads (G) Global Gateways (R) Interregional Rail (X) Cross-Cutting	Environmental Equity	Safety	Infrastructure Condition	Travel Time Delay	Freight Connectivity	Passenger Systems	Land Use Compatibility	RTP ID or Other Plan
<b>Local Streets and Roads Strategies</b>														
<b>Rail Crossings</b>														
Berkeley	7	Project	Berkeley Railroad Crossing Improvements	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates (RTP Project 21144) , road closures, and at-grade improvements at other crossings, per Quiet Zone Study	Addresses safety, noise, congestion delay and community disruption issues identified in rail impacts case study	L, X	■	■		■				230116
Central County	12	Project	Implement High Street, Davis Street, and Hesperian Blvd grade separation projects	These grade separations are adjacent to industrial areas with significant truck traffic that is subject to delays due to high volume passenger and freight rail activity at at-grade crossings	Primary benefit would be to reduce truck delay at crossing in industrial area. Truck delay benefits to be evaluated	L				■	■			SF Bay Area Freight Mobility Study (Caltrans D-4), CCJPA FY08/09-FY09/10 Business Plan
Countywide	21	Policy & Program	At-Grade Crossing Safety and Grade Separation Policy and Program	Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalk access and ADA access, paving, signage, pavement markings. Included in the program would be a policy for prioritizing locations and selecting grade crossing improvements vs. closures vs. grade separations. Eligible under RTP 240386, Local Road Improvements Program	Multimodal safety and reduction of delays, emissions and noise at grade crossings with growing rail freight activities, including those identified in rail impacts case study	L,X	■	■		■				240386, 240208, new
Emeryville	34	Project	Local Road Safety - Rail improvements at 65th, 66th, 67th streets in Emeryville	Rail safety improvements consisting of 4-quad gates and detection technology at local roadway crossings at the UPRR main line at 65th, 66th, and 67th Streets consistent with Quiet Zone approval. Eligible under RTP 240386, Local Road Improvements Program.	Program explicitly addresses safety issues.	L	■	■		■				240386
Fremont	41	Project	Improve Fremont rail crossing safety with gates and medians at: Fremont Blvd, Maple St, Dusterberry Way, Nursery Ave.	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.	Benefits grade crossing safety and reduces delays	X		■			■			240208
Hayward	46	Project	Tennyson Road railroad grade separation in Hayward	Alleviate existing traffic hazards caused by conflicts between vehicles and trains. The proposed underpass will eliminate a sub standard grade crossing that will provide direct benefits and improvements to pedestrian safety as well as vehicle and train safety. This project is very similar to the Harder Road underpass project completed by the City several years ago.	Strengthens Central County industrial access and truck routes network in keeping with needs identified in case study	L		■		■	■			240055
Newark	58	Project	Construct grade separation on Central Avenue/ UPRR railroad grade separation in Newark	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement. (Coast subdivision)	Helps address a general truck route grade crossing issue	L		■		■	■			21103

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Newark	59	Project	Mowry Avenue/ UPRR railroad grade separation for access to Area 4 in Newark	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark. (Coast subdivision).	Helps address a general truck route grade crossing issue	L		■		■				240273
Union City	101	Project	Grade separations over Decoto Road through the residential neighborhood	In conjunction with the grade separation over Decoto Road (Project #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto	Addresses safety, noise, congestion delay, and community disruption issues	L	■	■		■	■		■	23101, 230103
<b>Truck Route Connectivity and Information</b>														
Alameda	1	Project	Clement Ave extension Broadway to Grand St. Alameda to access industrial area, direct connection to northern truck route	Signalization improvements, ROW acquisition, and new construction, as well as resurfacing of a segment between Broadway and Grand St.	Improves connection between Alameda and nearby industrial area. Also provides a direct connection along the City of Alameda's northern truck route, which would improve efficiency in movement.	L					■			SF Bay Area Freight Mobility Study (Caltrans D-4)
Countywide	15	Policy & Program	Truck Route Coordination Planning/Guidance, Technical Assistance, and Information to address truck route connectivity, health and community impacts	Alameda CTC would provide planning and technical assistance on truck route planning based on principals of connectivity and separation of truck activity from sensitive receptors described in the Needs Assessment report, and facilitate discussion and actions by cities to adopt routes that address system gaps, as well as possible consideration for removing restrictions. Guidance would include model ordinances and policies for cities. Program could also include making truck route information (including Countywide truck route map, city contacts for oversize/overweight permits, links to city truck services) available online.	Can identify means through which to address truck route network gaps to address issues such as those identified in general needs assessment and central county case study.	L	■				■		■	new
Countywide	110	Program	Overweight truck route implementation and maintenance	Address truck routes with heavy durability materials and to maintain overweight truck routes	Needs assessment identified issues of connectivity in overweight routes.	L			■		■			new
Countywide	16	Program	Countywide Freight Signage Program	Signage to encourage use of designated truck routes, display route choices for specific destinations and services to minimize impacts on communities identified in the needs assessment and unnecessary mileage and delay. Eligible under RTP 240386, Local Road Improvements Program.	Needs assesment and case studies identify issues with poor signage and poorly maintained signage.	L	■	■			■	■	■	240386
Fremont	39	Project to be developed	Truck route designations segments of Auto Mall Parkway, Boyce/Cushing, Fremont Blvd, Warm Spring, Warren	New recommendation to address gaps in truck route network in industrial and freeway-to-freeway interconnect area. This project should assess roadway geometry suitability and land use constraints and designate truck routes as appropriate.	Addresses gaps in truck route network in industrial and freeway-to-freeway interconnect area, and improves alternate route options for congested Mission 262 as identified in needs assessment.	L					■			new
Hayward	47	Project	I-880/Industrial Parkway interchange improvements including addition of northbound off-ramp	Reconstruct Interchange to provide a northbound off ramp and a southbound HOV bypass lane on the southbound loop off ramp. Reconstruct bridge over I-880. Project would provide a direct link from I-880 northbound to an industrial area with many wholesale/distribution businesses.	Addresses travel delay, travel time reliability, and truck-related crashes within segments identified in the Needs Assessment.	L,I		■		■	■			240025

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Hayward/Union City	49	Project	Whipple Road/I-880 interchange improvements in Union City, Hayward	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Addresses central county truck route connectivity issues as described in case study and provides reliever route opportunities for I-880	L,I				■	■			240052
Oakland	68	Project	Eliminate truck clearance limits on San Leandro Street at 105 <sup>th</sup> Ave to remove truck route gap	Modifications to retrofit low-clearance vehicular grade separation connecting San Leandro Street south and north of 105th to eliminate gap in truck route.	Creates an alternate truck route to International Blvd/ East 14th multimodal corridor and provides a segment of needed overweight truck corridor between Oakland and San Leandro	L					■	■	■	new
Oakland	69	Project	Tidewater District street reconstruction for heavy trucks Oakport, Lesser, Tidewater, High Streets in Oakland west I-880	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets). Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L			■		■	■		240394
Oakland	70	Project	Melrose - Coliseum District: Street 50 <sup>th</sup> Ave and Coliseum Way reconstruction for heavy truck traffic, Oakland	Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities. Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L			■		■			240394
Oakland	75	Program/Project	Reconstruct streets and add rail crossing safety for heavyweight trucks in Woodland-81st Avenue industrial area, Oakland	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings. Eligible under RTP 240394 Goods Movement Program.	Helps create needed overweight truck corridor between Oakland and San Leandro	L		■	■		■			240394
Oakland	71	Project	Replace Adeline overpass at 3rd St in Oakland to accommodate overweight trucks.	Replace the existing Adeline St overpass (over the railroad tracks at 3rd St and Adeline St) to reduce the grade of the overpass and improve structure so it can accommodate overweight trucks.	Improves freight resilience at a key Port gateway by reconstructing bridge to seismic standards and improves truck operations by reducing the maximum grade on bridge. Also allows widens the bridge to provide a separate bike path that reduces truck/bike conflicts accessing Shoreline Park trail.	L,G			■		■	■		new
Oakland/San Leandro	91	Project to be developed	Truck route signage on east/west routes to divert truck traffic from International Blvd and E 14th Street to San Leandro Street	Recommended companion project to elimination of San Leandro street truck route gaps at Fruitvale and 105th (project 68)	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment and case studies	L		■		■	■	■	■	new
Pleasanton	106	Project to be developed	New truck route designation along Santa Rita Blvd in Pleasanton to offer truck access to I-580.	Assess feasibility of a project to designate Santa Rita Blvd between I-680 and I-580 as a truck route to provide truck route connectivity.	Helps provide truck route connectivity that serves the warehouse clusters around Sunol Blvd.	L, I					■			new
Union City	99	Project to be developed	Whipple Rd widening and truck route designation Central to Mission Blvd in Union City	Assess feasibility of a project to widen Whipple Rd from Central to Mission Blvd. in conjunction with a designation of this section of Whipple as a truck route providing a completed connection between Mission Blvd. Tier 2 truck route and I-880.	Eliminates gap in truck route network	L				■	■			new



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<b>Capacity, Delay, and Reliability</b>														
Countywide	18	Program	Truck route ITS and Signal Synchronization Program	Could include signal interconnect, incident management, traveler information, and intersection improvements. Locations for such improvements should be determined from the needs assessment. Eligible under RTP 240387 Local Roads O&M Program or RTP 230419 FPI.	Addresses truck and general traffic delays on routes of local and regional significance for goods movement	L				■				new / 240387 / 240391
Fremont	35	Project	Auto Mall Parkway Cross Connector widening between I-680 and I-880 in Fremont	I-680/I-880 Cross Connector Project.	Improves critical freeway-to-freeway cross connector link and provides routing options in area with high truck volumes and numerous freight reliant businesses, and improves alternate route options for congested Mission 262 as identified in needs assessment.	L				■	■	■		230114
Fremont	36	Project	East-west connector between I-880 and Route 238/Mission Boulevard just south of Decoto Road	Construct an improved east-west connection between I-880 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved rights of way and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Creates suitable truck route connector between industrial areas, helps relieve existing truck routes through impacted areas and connect critical north south corridors I-880 and SR-238	L				■	■	■		94506
Fremont	37	Project	Route 262 Mission Blvd Cross Connector Improvements between I-680 and Warm Springs Blvd/SR 262 (East segment)	Improve Route 262 Mission Boulevard cross connector, includes widen Mission Boulevard to 3 lanes in each direction throughout I-680 interchange, extend westbound right turn lane from Warm Springs to Mohave, extend westbound left turn lanes at Warm Springs, rebuild northbound and southbound I-680 on and off ramps	Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	L				■	■	■		230110
Fremont	40	Project	Fremont Blvd widening from I-880 to Grimmer Blvd in Fremont	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection. I-680 to I-880 Cross Connector route. Improves mobility options in area with high truck volumes and numerous freight reliant businesses.	Reduces delays on key industrial access and freeway connector route.	L				■	■	■		240264
Hayward	112	Project	SR 92/Clawiter - Whitesell Interchange and Reliever Route	The project involves improving access to and from Route 92 in the area of the existing Route 92 / Clawiter Road Interchange and to provide some congestion relief to I-880 and several major arterials, such as Winton Avenue, Clawiter Road, and Depot Road. Phase I includes local street widening and improvement, Phase 2 will include interchange reconstruction.	Project improves access to and from the industrial area north of SR 92 and west of I-880, as well as improving circulation and relieve congestion on SR 92, I-880 and major arterials in the area	L, I				■	■			21093; 240562
Hayward	113	Project	Widen Route 92/Industrial Boulevard Interchange	Widen the westbound to southbound loop off ramp and local street striping improvements on Industrial Boulevard to accommodate the existing lane	Relieve traffic congestion at interchange that provides access to Hayward's Industrial Area.	L, I				■	■			240065
Livermore	56	Project	Widen Route 84 from Pigeon Pass to Stanley Boulevard	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Stanley Boulevard and from 2 lanes to 6 lanes from Stanley Boulevard to Jack London Boulevard	Helps address access limitations to southeast Pleasanton industrial areas as identified in needs assessment	L				■	■			22776, 240062
Union City	100	Project	Widen Union City Boulevard from 2-lanes to 3-lanes between Whipple Road and Industrial Parkway	Widen Union City Boulevard/Hesperian from two lanes to three lanes from Whipple Road in Union City to Industrial Parkway in Hayward;	Helps create more effective routing alternatives for Central County truck route network to address issues identified in needs assessment and case study.	L				■	■			240051

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<b>Resilience/Lifeline</b>														
Alameda/Oakland	2	Project	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project (Includes Rail, Ped and Bike elements)	Overall project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland.	Helps address truck route access issues and hazardous material access to Alameda island identified in needs assessment.	L			■		■			240101, 240324
Alameda/Oakland	4	Project	Replace Park Street Bridge between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda island identified in needs assessment. Project would retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Park Street in Alameda and 29th Avenue in Oakland	Helps address truck route access issues to Alameda island identified in needs assessment.	L			■			■		240100
<b>Safety and Modal Conflicts</b>														
Countywide	28	Program	Truck access and speed safety projects on rural roads with growing commute travel	Examples include: Crow Canyon Road Safety improvements between E. Castro Valley Blvd. and Contra Costa county line, Vasco Road safety and operations in Contra Costa and Alameda counties, and Tesla Road truck access and safety west of Greenville Road	Improves general traffic and truck safety on high speed rural roads with truck access and operating issues identified in Tesla case study	L		■			■			240094/ 98198/ new
Countywide	104	Program	Local road and county road safety program on truck routes	This program would provide funding and guidance to address safety issues along local truck routes. This could include analysis of collision history patterns at locations identified as having high truck-involved collisions in Needs Assessment, assessment of potential countermeasures, and prioritization and funding of specific improvements. Program should be coordinated with maintenance, rehab and bridge programs. Program would also address safety issues related to truck interactions with bicycle/pedestrian routes.	Improves the safety on local truck routes to provide safer travel for all modes, and increased mobility	L		■						new
Oakland	107	Project to be developed	Assess feasibility of a project to separate bike and ped pathways within the Port of Oakland	This project will eliminate the conflict along 3 <sup>rd</sup> Street Bike/Ped. movements which currently conflicts with large amount of truck movements between Adeline St and Brush Street. Project will work with communities to determine best implementation strategy	Improves safety of cyclists and pedestrians that utilize existing bike pathways within Port of Oakland. Also improves movement of trucks within Port of Oakland.	L,G	■			■				new
<b>Truck Parking, Loading, and Delivery</b>														
Countywide	19	Policy & Program	Off-Peak and Novel Delivery Policy Guidance and Demonstration Program	New program to demonstrate off-peak delivery policy and incentives building on New York City research and results of FHWA off-peak delivery demonstration. Strategy will also look at mitigations for adverse impact on neighborhoods from such a program. Program could also include pilots related to neighborhood delivery pick-up and drop-off centers that eliminate last-mile truck VMT.	Optimizes use of system capacity, helps reduce congestion delay. Potentially improves safety and reduces community impacts by moving truck activity to times of day with reduced exposure.	L	■	■		■		■	■	new

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Countywide	27	Program	Update ACTC Truck Parking Facility Feasibility and Location Study to 2015 conditions, and identify specific projects that can be implemented in near term to provide full service parking facilities	Update 2008 study to account for 2013 driver hours of service regulations, changes in economic conditions, changes in property availability. Implement measures sufficient to address illegal truck parking on local streets. Eligible under RTP 240394 Goods Movement Program.	Responds to needs to reduce truck routing and parking impacts on land use and equity and to create more efficient truck routing	L,I,X	■						■	240394/ new
<b>Interregional Highway Strategies</b>														
<b>Interstate 80</b>														
Berkeley/Albany	6	Project to be developed	Strategies to reduce truck-involved crashes on I-80 WB from I-580 to University	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes	Addresses truck-related crashes within segments identified in the Needs Assessment.	I		■		■				new
Berkeley	8	Project	I-80/Gilman interchange reconfiguration in Berkeley andn grade separation	Measure BB projects refers to both interchange modifications and railroad separation, with resulting benefits to truck access to Berkeley industrial areas and to multi-modal crossing impacts in north Berkeley of growing freight rail activity on UPRR	Addresses safety, noise, congestion delay, and community disruption issues identified in rail impacts case study	I		■		■				21144
Emeryville	114	Project	I-80 Ashby Interchange Improvement	Reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The project includes associated corridor improvements on Ashby Avenue	The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80, will reduce local traffic congestion in Berkeley and Emeryville, and will improve bicycle and pedestrian access.	L,I			■	■	■			240318
<b>Interstate 580</b>														
Castro Valley	10	Project to be developed	Strategies to reduce truck-involved crashes on I-580 WB from Center to I-580/238	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes on I-580 mainline east of the I-680 interchange	Addresses truck-related crashes within segments identified in the Needs Assessment.	I		■		■				new
Pleasanton	86	Project	I-580/San Ramon Road/Foothill Road interchange improvements	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles	Addresses travel time reliability and truck-related crashes within segments in the Needs Assessment..	I		■		■				21489
Dublin/ Pleasanton	33	Project	Freeway/Expressway Interchange Modifications (I-580/Fallon & I-580/Hacienda)	I-580/Fallon Road I/C Improvements (Phase 2): Reconstruction of overcrossing to provide four-lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp. I-580/Hacienda Drive I/C Improvements: Reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include a third left-turn lane; modifying the westbound loop on-ramp; and widening the westbound off-ramp to include a third left-turn lane.	Improves travel delay & travel time reliability in segments adjacent to top locations identified in the Needs Assessment.	I		■		■				230086



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Dublin/Pleasanton	111	Project	I-580/I-680 Interchange Truck Safety Improvements	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce truck-involved crashes on I-580 mainline east of the I-680 interchange	Addresses truck-related crashes within segments identified in the Needs Assessment.	I		■						new
Livermore	52	Project	I-580/Vasco Road interchange improvements in Livermore	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road, and other local roadway improvements	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo.	I		■		■		■		21100
Livermore	53	Project	I-580/First St Interchange Improvements in Livermore	To improve safety and reduce congestion on and near the I-580/First Street interchange.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				21475
Livermore	54	Project	I-580/Greenville Rd Interchange Improvements in Livermore	To improve safety and reduce congestion on and near the I-580/Greenville Road interchange.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				21477
Livermore	55	Project	I-580/Isabel Avenue Interchange, Phase 2 in Livermore	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.	Improves travel delay & travel time reliability in segments adjacent to top locations in the Needs Assessment.	I		■		■				230132
<b>Interstate 680</b>														
Fremont	43	Project to be developed	Strategies to reduce PM travel time delay on I-680 near Fremont	Scoping/feasibility studies to identify potential project alternatives or other measures to reduce PM travel time delay on I-680 near Fremont	Addresses travel delay within segments in the Needs Assessment.	I				■				new
<b>Interstate 880</b>														
Hayward	44	Project	I-880/West Winton Ave interchange improvements in Hayward	Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp.	Improves travel delay & travel time reliability in segments adjacent to top locations in the Needs Assessment.	I		■		■				240037
Hayward	45	Project	I-880/A St interchange improvements in Hayward	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. Final alignment would be two continuous through lanes and one continuous left turn lanes in each direction. This would also involve intersection and signal modifications. Would benefit trucks turning onto I-880 ramps. Area has high volumes of trucks, half of them 5-axle.	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				240047
Hayward to San Lorenzo	48	Project	I-880 NB and SB auxiliary lanes between West A and Winton in Hayward	NB and SB 880 between West A and Winton	Addresses travel delay, travel time reliability, and truck-related crashes within segments in the Needs Assessment.	I		■		■				230052

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Oakland	67	Project	I-880/High St Interchange Improvements on Jensen, Howard Streets, High Street, 42nd Ave, Coliseum Way in Oakland	Extend and align 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widen High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realign E. 8th Street near Alameda Avenue; and extend and realign Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. Improvements also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Way	Addresses travel delay and truck-related crashes within segments in the Needs Assessment.	I		■	■	■	■			230170
Oakland	115	Project	Strategy to address queueing at Interchanges along I-880 and on local streets from last-mile truck access to Port of Oakland	I-880/ 5th St and I-880/Market St interchanges	Project directly addresses backup at the Port of Oakland and thus reduces adverse effects on nearby neighborhoods while relieving the queue	L, I, G	■			■				new
San Leandro to Oakland	90	new	MTC I-880 Integrated Corridor Management Project through Oakland and San Leandro	This project will implement Adaptive Ramp Metering (ARM) and Active Traffic Management (ATM) strategies will be employed to reduction congestion and provide incident management capabilities.	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I	■	■		■		■		new
Union City to Hayward	97	Project	I-880 auxiliary lanes between Whipple in Union City and Industrial Parkway West in Hayward	Add auxiliary lanes by widening the freeway and reconfiguring the lane layout to provide the minimum lane widths identified by Caltrans. This assumes the existing I-880 bridge over Alameda Creek would be widened to accommodate the new cross-section.	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■		■				230054
Union City	98	Project	I-880/Whipple Rd interchange improvements	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Addresses travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■		■				240052
<b>Not Corridor Specific</b>														
Central County	11	Project	Bypass lanes in I-880, I-238, I-580 corridors	Truck bypass lanes at I-238/I-580 and I-238/I-880 interchanges. Truck bypasses would address operational conflicts between trucks and autos in merge/weave sections of freeway interchange.	These interchanges and connecting freeway segments have high levels of truck involved crashes, poor reliability, and part-day congestion and very high truck volumes.	I	■	■		■				230091
Countywide	17	Program	Evaluate ITS projects with high priority to trucks, coordinate freeway information systems and parallel arterial truck route ITS in I-880, I-80, and I-580 corridors. Evaluate potential of I-580 ICM to countywide freeway ITS program	New program to identify focused truck corridor ITS projects as part of Freeway Performance Initiative. ITS applications will be coordinated with existing and other planned local and regional programs. Link ITS to ATIS. Eligible under RTP 230419 FP	Uses innovative technologies to address travel delay, travel time reliability, and safety	I				■				230419, new
Countywide	109	Policy	Assess freeway truck restrictions	Analyze impacts to freeway safety, capacity, emissions, and system performance from changes in freeway truck restrictions, including restrictions to particular facilities and lanes. Legislative and other advocacy for changes in restrictions as appropriate.	Needs assessment reveals significant freeway system capacity issues and localized emissions issues	I	■			■	■			new
Countywide	116	Program	Transit alternatives to reduce delay and improve reliability on interregional freeway corridors	Determine and evaluate transit alternatives to reduce delay and improve reliability on interregional freeway corridors	Reduces passenger traffic congestion on highways which can provide relief for truck traffic	I		■		■		■		new

**Projects/Programs/Policies (Strategies) for Evaluation**  
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<b>Rail Strategies</b>														
<b>Coast Subdivision</b>														
Newark	60	Project	Alviso Wetlands Double Track	Add 2nd (and possible 3rd) main line tracks from Albrae through wildlife refuge/wetlands area to Alviso.	Provides additional capacity on line with moderate level of freight rail traffic and poor level of service	R				■		■		CA Rail Plan
<b>Martinez Subdivision</b>														
Oakland to Emeryville	76	Project	Port of Oakland Intermodal Yard North Lead Track	The project will include approximately 1.5 miles of lead rail tracks to connect the OHIT to existing UPRR tracks at the Powell Street area in Emeryville. It connects with other planned UPRR Martinez Subdivision upgrades that eventually connects to Richmond. There will be approximately 16,000 ft. of new tracks and 10,000 feet of track re-configuration.	Increases capacity on highly congested freight line, improves rail access to critical rail intermodal yards at the Port of Oakland facilitating continued mode shift from truck to rail as the port grows in future. Proposed by Port of Oakland to address access issues identified in Needs Assessment	R,G				■	■	■		new
Oakland to Emeryville	77	Project	Add capacity on Martinez Subdivision between Port of Oakland and 65th Steet to separate passenger and freight trains	Section is constrained in and does not have sufficient width to expand capacity in this section. Project could consist of ROW acquisition, trenching, or other alternatives. This project would need to be coordinated with Capitol Corridor plans, UPRR plans, city and community groups.	Increases rail capacity on highly congested freight line.	R				■		■		new
<b>Oakland/Niles Subdivision</b>														
Oakland	61	Project	Jack London - Elmhurst 3rd track	Add 3rd main track on Niles Subdivision between Jack London Sq. and Elmhurst	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Oakland	74	Project	Embarcadero - Jack London 3rd track	Provides third main track from Embarcadero to Jack London Sq. on Niles Subdivision as part of overall capacity expansion.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Oakland to Hayward to Union City	78	Project	Hayward Double Track (Elmhurst to Industrial Parkway)	Adds second track on Niles Subdivision as part of overall capacity expansion on this line	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan

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Unincorporated County	31	Project	Altamont Siding extension	This project would extend the existing Altamont Siding along the Oakland Subdivision MP 56.7 to 54.5 (unincorporated Alameda County) to 10,000 feet	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic, and allow for increased ACE commuter trains. As a reliever route for domestic intermodal trains, this could reduce traffic on I-580.	R				■		■		CA Rail Plan
Pleasanton	84	Project	Signal upgrades east of Niles Junction	Rail signal upgrades as part of overall expansion and new connections between Oakland Subdivision and Niles Subdivision	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Pleasanton	85	Project	Double tracking east of Niles Canyon	Provisions for additional double tracking in long reaches between sidings to ensure sufficient capacity for UP and ACE growth on Oakland Subdivision	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic. Addresses forecasted regional rail capacity issues identified in Needs Assessment.	R				■		■		new/ ACE forward
Pleasanton	87	Project	Niles Canyon double track and sidings	Double tracking and sidings on existing UP Oakland Subdivision as alternative to project 95	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Unincorporated County	92	Project	Track realignment UPRR Oakland Sub MP 55.5 to MP 54.0, Remove Permanent "Shoofly" (Extension of Altamont Siding)	Capacity improvement to facilitate increased train traffic on Oakland Subdivision through Niles Canyon.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Unincorporated County	93	Project	Midway Siding extension	This project would extend the existing Midway Siding along the Oakland Subdivision MP 63.9 to 65.1 (unincorporated Alameda County) to 10,000 feet	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan
Unincorporated County	94	Project	Niles Junction Bypass	New rail bridge over Alameda Creek in Niles Junction to allow movement from Oakland Subdivision at mouth of Niles Canyon to Niles Subdivision.	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■	■	■		CA Rail Plan

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Unincorporated County	95	Project	Rehabilitate Niles Canyon Railway	Connect to Niles Subdivision at Niles, rehabilitate 8 miles of trackage along Niles Canyon Railway to Class 1 freight standards (Fremont & unincorporated Alameda County), install centralized traffic control, improve bridges and reconnect to east end of Hearst siding at MP 38.55	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic. Addresses forecasted regional rail capacity issues identified in Needs Assessment. Could be replaced with project 87	R				■		■		new/ ACE forward/ UP Proposals
Unincorporated County & Pleasanton	96	Project	Extend and upgrade Radum Siding	Add one mile of second main track from Oakland Subdivision Milepost (MP) 42 to 43 and upgrade existing Radum Siding from MP 43 to MP 45.6, upgrade existing Radum Siding to mainline standards, and replace Radum storage track	In combination with other projects on Oakland Subdivision and Niles Subdivision, would create an improved southern access route to Port of Oakland and Oakland Army Base to serve bulk exports, act as a reliever route for Martinez Subdivision intermodal traffic	R				■		■		CA Rail Plan and Altamont Corridor Rail Study (Caltrans)
Livermore to Pleasanton to Fremont to Union City to Hayward to Oakland	57	Project	Short Haul Rail Service	Short haul service linking Central Valley shippers with Port of Oakland or Oakland Army Base rail yards. Inland terminus to be determined by updated market studies. Future studies should be conducted to determine capital cost and operating subsidy needs.	Would help reduce truck traffic on I-580 from Central Valley shippers and distribution centers.	R,I				■	■			TCIF Tier 1 (inactive project) and San Joaquin Valley Interregional Goods Movement Study
<b>Not Corridor Specific</b>														
Countywide	13	Policy	Monitor regulatory proceedings on crude by rail	In partnership with city and regional agencies, monitor and comment on regulatory proceedings at state and federal level related to crude by rail	Supports efforts to improve safety and reduce impacts of crude by rail	R,X	■	■			■		■	new
Countywide	14	Policy	Crude by rail safety	Support recommendations of California Interagency Working Group related to Crude by Rail	Supports efforts to improve safety and reduce impacts of crude by rail	R,X		■						new
Countywide	22	Program	Industrial Rail Access Program	A program to support industrial rail users to improve industrial spurs to allow for increased rail usage.	In coordination with capacity improvements on rail lines can help ensure maximum use of rail, encourage economic development in rail-served industries, and create opportunities to shift some truck traffic to rail in industrial corridors such as I-880.	R					■			new
Countywide	108	Policy & Program	Rail and Terminal Emission Reduction Program	Program to assess rail and terminal emissions, including potential voluntary adoption of Tier 4 standards for locomotives by railroads, as well as incentives for using low emission switching locomotives. Additional programs aimed at reducing rail-related emission, particularly targeted to areas with high public health impacts from rail operations.	Supports efforts to reduce emissions associated with rail movement.	R		■						new
Countywide	30	Program	Rail Quiet Zone Program	Program to assess suitability of locations, prioritize locations, design, and address implementation of quiet zones	Reduces noise from at-grade rail crossings	R	■							new



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<b>Global Gateways Strategies</b>														
Oakland	62	Project	Truck Services at Oakland Army Base	Additional Truck Parking is mentioned as part of Oakland Army Base Phase 2. This project would be implemented only after reassessment of needs after implementation of Phase 1 truck services if there is a need to move additional businesses out of West Oakland neighborhoods. Eligible under RTP 230394 Goods Movement Program.	Project directly focused on environmental (& community) issues. Project also relieves truck parking shortage.	G,X	■						■	240394, new
Oakland	63	Project	Oakland Airport Area ITS Project	Design and implement ITS along 98th Ave and Hegenberger Rd from I-880 to OAK. Includes installation of CCTV cameras, vehicle detectors, dynamic message signs, transit priority, real-time traveler information displays, etc. to improve management of the corridors leading to/from OAK and the I-880/Coliseum area. This project would interconnect the signals along these routes to minimize delay and improve traffic flow, and provide the Port and City with centralized control for incident management. Real-time traffic-responsive systems would be considered. ITS linkages would benefit OAK access to significant numbers of trucks traversing the arterial linkages to and from I-880, including many high-value air freight shipments.	Innovative technology to reduce delay, improve reliability, and transit priority could improve coordination with passenger modes	G,L				■	■	■		SF Bay Area Freight Mobility Study (Caltrans D-4)
Oakland	64	Project	North Airport Air Cargo (Infield) Road Access Improvements	Phase 1 - Widen and connect SR 61 (Doolittle Drive) with Earhart Rd and extend into the Infield area at North Field. Another \$8.4M second phase for a later date. Improves capacity and access to North Airport air cargo tenants.	Increased capacity should reduce delays.	G				■	■			SF Bay Area Freight Mobility Study (Caltrans D-4)
Oakland	65	Project	Airport Perimeter Dike (APD)	This project provides flood and shoreline protection to the Airport's main passenger and cargo runway, parts of which are below sea-level	Improves freight resiliency	G,X			■					new
Oakland	72	Oakland	Port of Oakland ITS including FRATIS	The project will leverage the existing communications infrastructure to implement various ITS projects in a phased deployment, specifically a FRATIS, appointment based arrival system. The deployment will include the development of a master plan to be followed by a pilot/demonstration project. It will eventually include the construction of a Traffic Management Center linkage with the City of Oakland and Caltrans, network backbone, sensors, cameras, signal interconnect, and dynamic message signs.	Innovative technology to reduce delays, queueing, and associated truck emissions. Proposed by Port of Oakland to address access and capacity issues identified in Needs Assessment.	G	■			■				new
Oakland	73	Project	7th Street Grade Separation West	This is the first of two projects to grade separate 7th Street to eliminate the at-grade railroad crossings which cause significant traffic backup throughout the Port Area. The project includes construction of an elevated 7th Street/Maritime Street intersection and a tail track extension for the BNSF OIG intermodal yard that facilitates the expansion and re-configuration of OIG.	Grade separation improves safety, reduces truck delay and improves access to marine terminals.	G		■		■	■			22082

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Oakland	83	Policy	Strategies to improve port operations including night gates	Adding more shifts, automation of terminal operations, and/or other gate management practices while mitigating any potential community impacts	Improves Port access and operations; potentially shifts operations to time of day when emissions exposure to population in adjacent communities significantly less	G,X	■			■				new
<b>Cross-Cutting Strategies</b>														
Countywide	23	Policy & Program	Clean Truck Policy & Program Collaborative (joint working group with regulatory agencies, freight industry representatives, and public agencies)	Potential local or state policy such as fleet emission standards, emission trading programs, and other incentives to encourage adoption of clean truck technologies and alternative fuels. A collaborative program, including participation from all relevant stakeholders. Incentives and collaborative activities could potentially be funded from existing RTP programs RTP 230550 Regional Climate Initiatives or RTP 22425.	Program directly focused on environmental (& community) issues	X	■						■	230550, 22425
Countywide	25	Program	Freight Corridors Community Enhancement and Impact Mitigation Initiative	New program to fund impact mitigation in neighborhoods immediately adjacent to freight facilities where buffers and freight hub relocation are not possible, as discussed in the needs assessment. Could be eligible under RTP 240386 Local Road Improvement Program, RTP 240396 Environmental Mitigation Program, or RTP 22425	Program directly focused on environmental (& community) issues	X	■						■	240386, 240396, 240731
Countywide	29	Policy & Program	Develop / support workforce training programs for goods-movement related jobs	A program will to support workforce training for goods movement related jobs, including for residents of areas most affected by goods movement projects.	Creates opportunities for economic benefits of freight expansion	X	■							new
Countywide	20	Policy & Program	Freight Guidelines for Complete Streets Initiative	Policy and funding providing recommended guidelines and standards and support for design of especially complicated projects. Could provide examples of model street treatments (such as curb pullouts for trucks in delivery zones), geometric guidance, separations of modal users in street design, time of day management of right of way, off-peak delivery programs, etc. Program can also consider advocacy for a Federal program to conduct research on delivery vehicles suitable for urban delivery conditions (e.g., adjusted turning radii). Eligible under RTP 240386 Local Roads Improvement Program and RTP 240746 Highway Safety Improvement Program.	Helps address truck loading, parking, truck maneuvering needs, access to major generators, and alternate truck routes as illustrated in International case study.	L, X	■	■			■	■	■	240386, 240746, new
Countywide	105	Policy & Program	Land use guidelines and policies to support industrial land use planning and preservation	This program will coordinate with regional and state efforts to address industrial land use planning and preservation and could address the following: technical assistance to update zoning, guidance on setting up buffer zones including vegetated buffers, incentives to preserve buffers, identification of funding for assembling of fragmented parcels, and reduction of negative impacts on communities from freight operations.	Improves land use compatibility with other uses, and reduce impact on communities	L, X	■						■	new

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Countywide	26	Program	Near-Zero and Zero-Emission Goods Movement Technology Advancement Program	New program to fund and demonstrate Near-Zero and Zero-Emission goods movement technologies. Draws funding from identified RTP program. Should be coordinated with CARB Sustainable Freight Strategy and BAAQMD programs. Program could include incentives for engine retrofits to low emission and ZEV technology. Program could potentially include funding to compensate smaller independent drayage truckers for whom it is not economical to upgrade trucks. Program could also include ZEV technology demonstrations for trucks and alternative fueling infrastructure. This program would be targeted to freight corridors and facilities in communities with greatest adverse impacts from freight emissions.	Program directly focused on environmental (& community) issues, and encourages innovative technology	X	■						■	240397, 230550, 22425
Oakland	79	Project	Bay Bridge Living Levee Installation	Use a combination of natural restoration and an aesthetic levee north of the westbound lanes of the I-80 Bay Bridge approach. Because the footprint of walls, levees and berms would be relatively large, mitigation for loss of habitat and recreation may be required. This strategy will require land acquisition to be really be effective.	Improves freight infrastructure resiliency	X,I,G	■		■					Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	80	Project	Bay Bridge Offshore Breakwater Installation	Construct an offshore breakwater north of the Bay Bridge touchdown to mitigate sea level rise, reduce storm surge and wave impacts, provide protection to I-80.	Improves freight infrastructure resiliency	X,I,G	■		■					Adapting to Rising Tides (MTC, BCDC, Caltrans)
Oakland	81	Project	Damon Slough Living Levee Installation	Use a combination of natural restoration and aesthetic levees along the length of Damon Slough on both sides. Because the footprint of walls, levees and berms would be relatively large, mitigation for loss of habitat and recreation may be required. This strategy can provide limited indirect flood protection benefits to I-880. This strategy will require land acquisition to really be effective.	Improves freight infrastructure resiliency	X,I	■		■					Adapting to Rising Tides (MTC, BCDC, Caltrans)
<b>Under Construction or Complete</b>														
Dublin/ Pleasanton	32	Project	Widen I-580 for HOV and auxiliary lanes eastbound from Hacienda Road to Greenville Road and westbound from Greenville Road to Foothill Road (under construction)	Widen I-580 in both directions to add HOV and auxiliary lanes. Original cost was \$272M; reduced by \$30M by taking out WB off-ramp to Dublin/Pleasanton BART element (#230630)	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo. While reductions in auto traffic through expansion of HOV lanes does benefit trucks, the primary goods movement component of the project is the addition of aux lanes to improve operations, reduce truck and auto interactions (safety), and thereby improve reliability.	I		■		■		■		21116
Fremont	38	Project	Widen Route 262 from I-880 to Warm Springs and reconstruct Union Pacific Railroad underpasses (West segment)	Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262(Mission Boulevard)/Warren Avenue/I-880 Interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.	Benefits grade crossing safety and reduces delays on key industrial access route and freeway-to-freeway connector route.	L		■			■			22990



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Livermore	50	Project	Construct I-580 eastbound truck climbing lane at the Altamont Summit (Construction complete)	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	Addresses travel delay within segments ID's in 3C memo	I		■		■		■		22013
Livermore	51	Project	Construct auxiliary lanes on I-580 eastbound between Isabel Avenue and North Livermore Avenue, and North Livermore Avenue and First Street (includes widening the Arroyo Las Positas Bridge at two locations and providing additional improvements to accommodate future express lanes) (Project complete)	Construct Eastbound Auxiliary Lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street. The project will also widen the Arroyo Las Positas Bridge at two locations and provide additional improvements to accommodate a future Express Lane facility.	Addresses travel delay, travel time reliability, and truck-related crashes within segments ID'd in 3C memo.	I		■		■				240076
Oakland	118	Project	Oakland Global Trade and Logistics Center Phase 1	Phase 1 of the Oakland Army Base Master Plan. Port portion includes Port Rail Yard (manifest car storage yard and unit train storage yard). City portion includes new warehouses, a bulk marine terminal, and recycling center. Also includes new roadways, utilities, and other infrastructure improvements. Includes portions of RTP 22760 & 240024.	Addresses opportunity related to bulk export growth identified in Needs Assessment. Addresses freeway congestion and reliability by improving viability of rail.	G				■	■			22760 & 240024
Oakland	66	Project	Northbound I-880 interchange improved ramp geometrics at 23rd and 29th Avenue in Oakland (under construction)	Provides for the improvements to Northbound I-880 at 23rd and 29th Avenue Interchange by improving the freeway on and off ramp geometrics. The project will also replace the structures of these overcrossings. The project also includes modifications of local streets, landscape enhancement, and construction of a sound wall.	Addresses travel delay and truck-related crashes within segments in the Needs Assessment.	I	■	■	■	■				22769
San Leandro	88	Project	I-880/Davis St Overcrossing (Under construction)	Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements.	Addresses travel delay, travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■	■	■	■			22100
San Leandro	89	Project	I-880/Marina Blvd Interchange Improvements (under construction)	Improvements to the I-880/Marina Blvd Interchange including on/off ramp improvements, overcrossing modification and street improvements. May include replacing existing overcrossing to provide higher clearance on I-880.	Addresses travel delay, travel time reliability and truck-related crashes within segments identified in the Needs Assessment.	I		■		■				230066
Countywide	117	Project	Implement I-80 Integrated Corridor Mobility (ICM) project operations and management	Network of integrated electronic signs, ramp meters and other state-of-the-art elements between the Carquinez Bridge and the Bay Bridge to enhance motorist safety, improve travel time reliability and reduce accidents and associated congestion.	Systematically improves traffic flow, incident management along I-80	I		■	■	■		■		230221

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# Memorandum

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**DATE:** March 19, 2015

**SUBJECT:** Alameda CTC's Comprehensive Investment Plan FY 15/16 Measure BB 2-Year Allocation Plan

**RECOMMENDATION:** Approve the FY 15/16 Measure BB 2-Year Allocation Plan.

## Summary

The passage of Measure BB in November 2014 will result in the collection of a new countywide sales tax effective April 1, 2015. The Alameda CTC expects to begin receiving deposits of the proceeds from the sales tax in the July timeframe. The programming and allocations of Measure BB funding are being reviewed and approved as part of the Alameda CTC's Comprehensive Investment Plan (CIP) process which will integrate the planning and programming processes for transportation investments in Alameda County. The CIP process has been approved by the Commission and will begin with a request for project information to initiate the Countywide Transportation Plan process during summer of 2015. The Countywide Transportation Plan will provide the basis for the programming and allocations of funding within the purview of the Alameda CTC, including Measure BB.

The FY 15/16 Measure BB 2-Year Allocation Plan (attached) represents the initial allocations of Measure BB funding for certain projects and programs included in the 2014 Transportation Expenditure Plan (TEP). The initial allocations are recommended in advance of the full CIP process because they do not require the prioritization and evaluation processes that comprise the project selection and allocation processes in the CIP. Funding allocated through the Direct Local Distribution (DLD) portions of the TEP will be authorized through the Master Programs Funding Agreements (MPFA) as addressed by the Commission at their February 26, 2015 Commission meeting.

Approval of Measure BB funding procedures through the CIP will establish a framework by which the allocated funds can be encumbered in funding agreements, made available to reimburse eligible project expenditures or expended on eligible project expenditures incurred directly by the Alameda CTC.

## Discussion

In March 2013, Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of policy decisions related to transportation investments in Alameda County. The consolidated processes will allow for the integration of existing planning and programming practices performed by Alameda CTC into a single document that identifies both short and long-term delivery strategies to further the vision and goals established in the Countywide Transportation Plan (CTP).

The "*Comprehensive Investment Plan*" (CIP) is the document that will summarize the outcomes of the planning and programming processes and present funding recommendations for a 5-year horizon. The CIP will include all funding sources under the purview of Alameda CTC decision-making authority, including voter approved funding (1986 Measure B, 2000 Measure B, the new 2014 Measure BB approved in November 2014, and the 2010 Vehicle Registration Fee) and the regional, state and federal funds programmed by the Alameda CTC. The CIP will serve as Alameda CTC's programming document as well as its strategic plan for the various fund sources administered by the Alameda CTC.

The first CIP is expected to be approved before the end of the current fiscal year concurrently with the Alameda CTC FY 15/16 budget. The first CIP will summarize allocations approved by the Alameda CTC for a variety of fund sources such as Federal Lifeline funding, Transportation Fund for Clean Air (TFCA) Program Manager funding, the two existing sales tax measures (1986 MB and 2000 MB), and the new sales tax, Measure BB approved in 2014. The recommendations for allocations in the first CIP, including the FY 15/16 Measure BB 2-Year Allocation Plan, have been developed through an accelerated CTP/CIP process using project status and delivery information currently available to the Alameda CTC (as opposed to using information compiled from a comprehensive request for project and program proposals as planned for the upcoming update of the CTP).

The projects for which allocations are recommended in the FY 15/16 Measure BB 2-Year Allocation Plan were not subject to the project selection criteria approved in January since, as noted in January, the selection criteria would not be applied to Named capital projects, or projects considered equivalent to Named capital projects from a procedural perspective as described in the Capital Allocations section below.

The next request for projects and programs will be the initiation of the 2016 CTP Update scheduled to begin during spring of 2015. The next CIP will build upon the 2016 CTP Update efforts to develop allocation recommendations based on the project selection and prioritization evaluation criteria approved by the Alameda CTC. The next CIP is expected to be approved by the Alameda CTC during 2017.

The FY 15/16 Measure BB 2-Year Allocation Plan (attached) represents the initial allocations of Measure BB funding for certain projects and programs included in the 2014 Transportation Expenditure Plan (TEP). The allocations recommended for the initial CIP do not require the prioritization and evaluation processes that will comprise the project selection and allocation processes planned for future updates of the CIP.

The initial allocations of Measure BB funding are each one of three types of allocation based on the method of disbursement for the BB funding and on the type of investment, e.g. capital, programmatic, etc. The three types of allocation are:

- 1) Direct Local Distribution (DLD) allocations disbursed to recipient agencies based on percentages of the actual sales tax receipts;
- 2) Capital project allocations disbursed on a reimbursement basis to implementing agencies incurring eligible costs for projects specifically named in the TEP, including projects selected from multiple-project commitments in the TEP; or
- 3) Program allocations disbursed on a reimbursement basis to implementing agencies incurring eligible costs for projects or programs included in the programmatic, or categorical, line items in the TEP. Program expenditures may include costs incurred for operations, maintenance, providing services, and for capital projects in accordance with the specific allocation and funding agreement requirements.

### **Direct Local Distributions**

The disbursement of the DLD allocations will occur as soon as the Alameda CTC receives deposits of the proceeds of the new sales tax. The first receipts are expected by the end of June 2015. The disbursements will be authorized through the Master Programs Funding Agreements (MPFA) as addressed by the Commission at their February 26, 2015 Commission meeting. Forecast of the DLD amounts for the first five years of revenue collection were presented at the committee and Commission meetings in January 2015. The total DLD amounts for the two years included in the FY 15/16 Measure BB 2-Year Allocation Plan are \$68 and \$69 million for FY 15/16 and FY 16/17, respectively.

### **Capital Allocations**

The recommended allocations for capital projects include allocations for various phases of projects specifically named in the TEP with a specified funding amount, herein referred to as, "Named," capital projects; and for capital projects named in TEP line items which represent groups, or categories, of capital projects, referred to as, "Grouped," capital projects. The recommended allocations include allocations for the Scoping, or subsequent, phase of both Named and Grouped capital projects. Once a project, or project phase, of a specific Grouped capital project is identified for allocation, the project, or project phase, is considered equivalent to a Named capital project from a procedural standpoint. The recommended allocations include two projects selected from Grouped capital line items in the TEP: 1) San Leandro Streets Rehabilitation (from TEP No. 026); and 2) East Bay Greenway (from TEP No. 042). Both projects were named in the

TEP within their respective group. The San Leandro Streets Rehabilitation also had a specific funding amount identified from the group total in the TEP. The East Bay Greenway is one of the trails listed in the Gap Closure on Three Major Trails line in the TEP, and has \$2.7 million of federal funds from the Active Transportation Program (ATP) obligated for the Environmental Studies phase. The recommended allocation of \$3.5 million will be used to match and augment the federal funds, and will allow for the environmental studies to include a longer segment of the overall East Bay Greenway project. These factors contributed to the selection of these two projects from their Grouped capital listing and consideration as Named capital project in the allocation process (i.e. not subject to the project selection criteria approved in January). All of the Named capital projects in the TEP are included in the FY 15/16 Measure BB 2-Year Allocation Plan, with the exception of projects for which funding is already available and being used for ongoing phases.

Allocations for the Scoping phase of Named capital projects are intended to reimburse expenditures incurred by the implementing agency, and/or directly by the Alameda CTC, associated with developing a more detailed project delivery strategy and furthering project development. The minimum deliverable for the Scoping phase funding is a document that lays out a well-defined implementation plan for the project, including a clear scope definition of the Measure BB funded elements and the overall project including elements funded by non-Measure BB sources. The deliverable should include a schedule by phase and the cost/funding summary also by phase. If the Named capital project has already progressed beyond the Scoping phase, the project is eligible for allocations for subsequent, fully-funded, phases.

Allocations for the Scoping phase of Grouped capital projects are intended for the same purpose as the Named capital projects, but the Grouped capital project deliverables should include additional information related to the intended benefits of the proposed investments. The deliverable for the Scoping phase funding may be used during the CIP evaluation and selection process for the Grouped line items in the TEP.

The FY 15/16 Measure BB 2-Year Allocation Plan includes allocations of \$100,000 for the Scoping phase of sixteen Named or Grouped capital projects for a total of \$1.6 million allocated. These funds will be available to develop the deliverables described above and further project development.

The FY 15/16 Measure BB 2-Year Allocation Plan also includes Scoping phase allocations for four Grouped capital project line items totaling \$1.45 million. These allocations are intended to provide resources for multiple implementing agencies to prepare the deliverables described above and to bolster the competitiveness of individual projects by developing more detailed project delivery plans and descriptions of intended project benefits. The four Grouped capital project line items are as follows (the recommended allocation amounts are indicated in parentheses):

1. Countywide Freight Corridors (TEP No. 027) (\$250,000);

2. I-580 Local Interchange Improvement Program (TEP No. 034) (\$300,000);
3. I-880 Local Access and Safety Improvements (TEP No. 040) (\$300,000);
4. Gap Closure on Three Major Trails (East Bay Greenway has separate allocation) (TEP No. 042) (\$600,000);

The Scoping phase allocations for the four Grouped capital project line items listed above are available for individual projects up to a maximum of \$50,000 of Measure BB funding per project to be matched 1:1 with other funds for a total cost of \$100,000. In other words, the implementing agency will have to incur \$100,000 of total costs to receive the maximum of \$50,000 from Measure BB. The amounts shown per line item in the Allocation Plan represent the cumulative amount available for the \$50,000 grants with the 1:1 matching requirement.

The Allocation Plan includes seven allocations for phases of individual capital projects, either Named capital projects or projects identified from a Grouped capital project line item in the TEP, totaling \$37.5 million. Each of the seven projects has progressed beyond the Scoping phase. The seven individual capital projects for which phase allocations are recommended are as follows (the recommended allocation amounts are indicated in parentheses):

1. Affordable Student Transit Pass Programs (TEP No. 008) (\$2,000,000);
2. Telegraph Ave/East 14th/International Blvd Project (TEP No. 013) (\$10,000,000);
3. I-80 Gilman Street Interchange Improvements (TEP No. 029) (\$3,000,000);
4. SR-84/I-680 Interchange and SR-84 Widening (TEP No. 031) (\$4,000,000);
5. SR-84 Expressway Widening (Pigeon Pass to Jack London) (TEP No. 032) (\$10,000,000);
6. I-680 HOT/HOV Lane from SR-237 to Alcosta (TEP No. 035) (\$5,000,000); and
7. Eastbay Greenway (TEP No. 042) (\$3,500,000).

### **Program Allocations**

The recommended allocations include four Program allocations totaling \$6.5 million. The four Program allocations are as follows (the recommended allocation amounts are indicated in parentheses):

1. Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants (TEP No. 012) (\$500,000) – This allocation is intended to reimburse expenditures incurred directly by the Alameda CTC for a needs assessment to identify specific investments for this program;
2. Congestion Relief, Local Bridge Seismic Safety (TEP No. 026) (\$1,500,000) - This allocation is intended to provide resources for multiple implementing agencies to prepare the deliverables for the Scoping phase described above and to bolster the competitiveness of individual projects by developing more detailed project delivery plans and descriptions of intended project benefits. This allocation makes funds available for individual projects up to a maximum of \$50,000 of Measure BB

funding per project to be matched 1:1 with other funds for a total cost of \$100,000. In other words, the implementing agency will have to incur \$100,000 of total costs to receive the maximum of \$50,000 from Measure BB. The amount shown Attachment A represents the cumulative amount available for the \$50,000 grants with the 1:1 matching requirement;

3. San Leandro Streets Rehabilitation (TEP No. 026) (\$3,000,000) - This is the first specific project identified in the TEP in the Congestion Relief, Local Bridge Seismic Safety program. This allocation is for the Construction phase of the City's Street Rehabilitation Program; and
4. Community Investments That Improve Transit Connections to Jobs and Schools (TEP No. 045) (\$1,500,000)– This allocation is intended to provide resources for multiple implementing agencies to prepare the deliverables for the Scoping phase described above and to bolster the competitiveness of individual projects by developing more detailed project delivery plans and descriptions of intended project benefits. This allocation makes funds available for individual projects up to a maximum of \$50,000 of Measure BB funding per project to be matched 1:1 with other funds for a total cost of \$100,000. In other words, the implementing agency will have to incur \$100,000 of total costs to receive the maximum of \$50,000 from Measure BB. The amount shown Attachment A represents the cumulative amount available for the \$50,000 grants with the 1:1 matching requirement.

There are four other Programs in the TEP for which no allocations are recommended in the FY 15/16 Measure BB 2-Year Allocation Plan. The following four Programs will be considered for allocations in the next CIP cycle during which grant proposal information can be gathered and compiled for each of the Programs:

1. Transit: Operations, Maintenance and Safety Program- Innovative Grant Funds (TEP No. 007);
2. Freight and Economic Development Program (TEP No. 041);
3. Bicycle and Pedestrian Grant Program (TEP No. 044); and
4. Technology, Innovation & Development Program (TEP No. 046);

A summary of the three types of allocations detailed above is included as Attachment B.

**Fiscal Impact:** There is no significant fiscal impact expected to result from the recommended actions. Approval of allocations make the funding available for encumbrance in funding agreements with sponsors, or for costs incurred directly by the Alameda CTC. Expenditures follow those encumbrances which are approved separately from the allocations.

## Attachments

- A. FY 15/16 Measure BB 2-Year Allocation Plan Capital Projects and Programs
- B. Summary of Recommended Allocations Capital Projects and Programs

## Staff Contact



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

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

[Vivek Bhat](#), Senior Transportation Engineer

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**Attachment 1: FY15/16 Measure BB 2-Year Allocation Plan**  
**Capital Projects and Programs**

**March 2015**

TEP No.	TEP Sub No.	Project Title	Project Phase	FY 15/16	FY 16/17	TOTAL 2-Year Allocations
008		Affordable Student Transit Pass Programs	Operations	2,000	0	2,000
012		Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants	Scoping	500	0	500
013		Telegraph Ave/East 14th/International Blvd Project	Construction	0	10,000	10,000
014		Alameda to Fruitvale BART Rapid Bus	Scoping	100	0	100
015		Grand/MacArthur BRT	Scoping	100	0	100
016		College/Broadway Corridor Transit Priority	Scoping	100	0	100
017		Irvington BART Station	Scoping	100	0	100
018		Bay Fair Connector/BART METRO	Scoping	100	0	100
019		BART Station Modernization and Capacity Program	Scoping	100	0	100
021		Dumbarton Corridor Area Transportation Improvements	Scoping	100	0	100
022		Union City Intermodal Station	Scoping	100	0	100
023		Railroad Corridor Right of Way Preservation and Track Improvements	Scoping	100	0	100
024		Oakland Broadway Corridor Transit	Scoping	100	0	100
025		Capitol Corridor Service Expansion	Scoping	100	0	100
026		Congestion Relief, Local Bridge Seismic Safety	Scoping	1,500	0	1,500
026	001	San Leandro Streets Rehabilitation	Construction	0	3,000	3,000
027		Countywide Freight Corridors	Scoping	250		250
029		I-80 Gilman Street Interchange Improvements	Environmental Studies	3,000	0	3,000
030		I-80 Ashby Interchange Improvements	Scoping	100	0	100
031		SR-84/I-680 Interchange and SR-84 Widening	Environmental Studies	4,000	0	4,000
032		SR-84 Expressway Widening (Pigeon Pass to Jack London)	Construction	0	10,000	10,000
033		I-580/I-680 Interchange Improvements (Study Only)	Scoping	100	0	100
034		I-580 Local Interchange Improvement Program	Scoping	300	0	300
035		I-680 HOT/HOV Lane from SR-237 to Alcosta	Design	5,000	0	5,000
036		I-880 NB HOV/HOT Extension from A Street to Hegenberger	Scoping	100	0	100
038		I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Scoping	100	0	100
039		I-880 Industrial Parkway Interchange Improvements	Scoping	100	0	100
040		I-880 Local Access and Safety Improvements	Scoping	300		300
042		Gap Closure on Three Major Trails	Scoping	600	0	600
042	001	Eastbay Greenway	Environmental Studies	3,500	0	3,500
045		Community Investments That Improve Transit Connections to Jobs and Schools	Scoping	1,500	0	1,500
<b>Total Allocations</b>				<b>24,050</b>	<b>23,000</b>	<b>47,050</b>

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## Attachment 2: Summary of Recommended Allocations

### Capital Projects and Programs FY 15/16 & FY 16/17

March 2015

<b>2-Year Measure BB Allocation Totals by Allocation Type (\$ x million)</b>				
	<b>DLD Allocations</b>	<b>Capital Allocations</b>	<b>Program Allocations</b>	<b>Total Allocations</b>
<b>Fiscal Year 15/16</b>	67.98	20.55	3.50	<b>92.03</b>
<b>Fiscal Year 16/17</b>	68.79	20.00	3.00	<b>91.79</b>
<b>2-Year Totals</b>	<b>136.77</b>	<b>40.55</b>	<b>6.50</b>	<b>183.82</b>

<b>2-Year Measure BB Allocation Totals by Phase (\$ x million)</b>			
	<b>Capital Allocations</b>	<b>Program Allocations</b>	<b>Total Allocations</b>
<b>Scoping</b>	3.05	3.50	<b>6.55</b>
<b>Environmental Studies</b>	10.50	0.00	<b>10.50</b>
<b>Design</b>	5.00	0.00	<b>5.00</b>
<b>Construction</b>	20.00	3.00	<b>23.00</b>
<b>Operations</b>	2.00	0.00	<b>2.00</b>
<b>Totals</b>	<b>40.55</b>	<b>6.50</b>	<b>47.05</b>

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# Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 19, 2015

**SUBJECT:** Cycle 4 Lifeline Transportation Program

**RECOMMENDATION:** Approve Cycle 4 Lifeline Transportation Program.

## Summary

The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Alameda County. A total of approximately \$8.6 million was made available through the discretionary portion of the Cycle 4 Lifeline Program. Seven project applications were received, requesting a total of approximately \$11.6 million. The applications were scored by a review panel and a proposed funding recommendation is detailed in Attachment A.

The Cycle 4 Lifeline Program also included approximately \$8.9 million of Proposition 1B funds, distributed to eligible transit operators in the county by formula. Consistent with the Metropolitan Transportation Commission (MTC) guidance, the projects proposed for Proposition 1B funding were screened to ensure they met Lifeline Program requirements but were not scored. The proposed projects (Attachment B) require the concurrence of the Alameda CTC before being transmitted to MTC for approval.

It is recommended the Commission approve the Cycle 4 Lifeline Transportation Program as detailed in Attachment A and provide concurrence for the Proposition 1B projects as detailed in Attachment B.

## Background

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

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Expand the range of transportation choices by adding a variety of new or expanded services.

- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations.

Lifeline projects are selected at the county level, based on MTC program guidelines, and are tailored to meet locally identified needs, including fixed-route transit, transit stop improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities.

The Cycle 4 Programming fund estimate for Alameda County included approximately \$8.6 million from State Transit Assistance (STA) and Section 5307/Job Access and Reverse Commute (JARC) sources (discretionary program) with an additional \$8.9 million of Proposition 1B funds going to eligible transit operators in the county by formula.

The evaluations of the project applications for the discretionary program were based on the Commission-approved scoring criteria and weighting for the Cycle 4 Lifeline program as detailed in the below table:

<b>Alameda CTC Approved Lifeline Cycle 4 Evaluation Criteria:</b>	<b>Weight</b>
Project need/goals and objectives	30%
Project is a Community-Based Transportation Plan (CBTP) priority project.	10%
Implementation plan and project management capacity	10%
Project budget/sustainability	10%
Coordination and program outreach	5%
Cost-effectiveness and performance indicators	10%
Demand	10%
Matching funds above minimum required	5%
Project Readiness	10%
<b>Total</b>	<b>100%</b>

The Lifeline applications were evaluated by a review panel which included a transit representative (from outside Alameda County), an ACTAC member, Alameda CTC planning and programming staff, and representatives from MTC's Policy Advisory Council and Alameda County Public Health. The review panel met in February to discuss the applications. The recommended program, detailed in Attachment A, has been constrained to the amounts available by fund source, reflects the review panel's project ranking, and includes at least partial funding for all projects. When assigning the level and type of funding, staff primarily considered project rank, but may have also included



considerations for project status, level of funding for a usable segment (or time period of operations), eligibility by fund source and the total amount of funding requested.

Per MTC direction and due to the uncertainty of forecasting STA revenues, the Cycle 4 Lifeline Program STA amount is constrained to 95 percent of Alameda County's total STA target of \$6,981,256. The 5 percent un-programmed STA balance is currently estimated at \$349,062 and could vary based on MTC's final fund estimates. Staff recommends directing the actual 5 percent STA balance to AC Transit's Additional Preservation of Existing Services (Project Rank#4).

Unlike previous cycles of the Lifeline Transportation Program, eligibility for the funds available through Cycle 4 program is restricted to transit operators. Non-profits and local government agencies were allowed to apply for funding as long as they can partner with an entity that is an eligible direct recipient that is willing to pass-through the funds. There are currently two (2) projects in the recommended program that have listed AC Transit as the direct recipient pass-through agency for Cycle 4 funds. The AC Transit Board is scheduled to consider sponsorship for these projects in March 2015. In the event in which AC Transit Board chooses not to act as the direct recipient pass-through agency for these projects, the two sub-recipient sponsors would need to partner with another eligible transit operator within Alameda County in order to receive the funds.

The Cycle 4 Lifeline Program also included approximately \$8.9 million of Proposition 1B funds going to eligible transit operators in the county by formula. Consistent with MTC guidance, the projects proposed for Proposition 1B funding were screened to ensure they met Lifeline Program requirements but were not scored. The proposed projects require the concurrence of the Alameda CTC before being transmitted to MTC for approval.

The Cycle 4 Lifeline Program will be forwarded to MTC upon Commission approval. Resolutions of Local Support for the Lifeline Program are required for each project recommended for funding and are due to the Alameda CTC by the end of April 2015.

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

#### **Attachments**

- A. Cycle 4 Lifeline Transportation Program - Proposed Final Program Recommendation
- B. Cycle 4 Lifeline Transportation Program - Proposition 1B Transit Funding Requests for Alameda County

#### **Staff Contact**

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

[Vivek Bhat](#), Senior Transportation Engineer

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**Cycle 4 Lifeline Transportation Program - Proposed Final Program**

Proposed Final Program for Cycle 4:						Funding Recommendation (by fund source)		
						STA <sup>1</sup>	JARC	Total Lifeline \$ Recommended
Rank	Sponsor	Project/Program	Description	Project Type <sup>2</sup>	Funding Request	\$ 6,632,194	\$ 1,951,272	
1	AC Transit <sup>3</sup>	Preservation of Existing Services in Communities of Concern	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of Concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 31, 40, 45, 62, 98, 800 and 801. Request is for 3 years of service.	A	\$ 5,000,000	\$ 3,583,129	\$ 1,416,871	\$ 5,000,000
2	Oakland Public Library, City of Oakland <sup>4</sup>	A Quicker, Safer Trip to the Library to Promote Literacy	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately 7 classes per week to the library by bus. Request is for 3 years of program operations.	A,B	\$ 249,813	\$ 249,813	\$ -	\$ 249,813
3	Alameda County Public Works <sup>5</sup>	Ashland and Cherryland Transit Access Improvements	This capital project will close gaps in existing sidewalks to improve the pedestrian access to transit routes, and subsequently to jobs, in the Ashland and Cherryland unincorporated areas. The project areas are along 164th Avenue between 14th St and Liberty Ave and on Blossom Way between Meekland and Haviland Aves. The project will also provide needed bus shelters.	C	\$ 450,000	\$ 450,000	\$ -	\$ 450,000
4	AC Transit <sup>6</sup>	Additional Preservation of Existing Services in Communities of Concern	The Lifeline funds will be used to restructure and/or continue existing service to several key Communities of concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 1/1R, 14, 73, and 88. Request is for 3 years of service.	A	\$ 3,583,466	\$ 1,740,785	\$ -	\$ 1,740,785
5	LAVTA	WHEELS Route 14 Operating Assistance	The WHEELS Route 14 provides essential transportation service to residents and employees of the Central District of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 2 years of service.	A	\$ 517,500	\$ 388,467	\$ 129,033	\$ 517,500

## Cycle 4 Lifeline Transportation Program - Proposed Final Program

Proposed Final Program for Cycle 4:						Funding Recommendation (by fund source)		
						STA <sup>1</sup>	JARC	Total Lifeline \$ Recommended
Rank	Sponsor	Project/Program	Description	Project Type <sup>2</sup>	Funding Request	\$ 6,632,194	\$ 1,951,272	
6	City of Oakland <sup>5</sup>	City of Oakland Broadway Shuttle	The B Shuttle provides a key “last-mile” link in downtown Oakland to AC Transit’s Uptown Transit Center, two BART stations, Amtrak Capitol Corridor and the SF Bay Ferry. The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Daytime service runs between Embarcadero West (Jack London Square) and Grand Avenue. After 7pm, service runs between Jack London Square and 27th Street. Request is for 3 years of program operations.	A	\$ 1,216,105	\$ -	\$ 405,368	\$ 405,368
7	Union City Transit, City of Union City	Operations Support for Route 2	Service operations for Route 2, the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor. The route runs six days a week from approximately 5:15am to 10pm weekdays and 7:30am to 7pm on Saturdays. The Lifeline request is for 3 years of service.	A	\$ 681,000	\$ 220,000	\$ -	\$ 220,000
<b>Total Recommended</b>					<b>\$ 11,697,884</b>	<b>\$ 6,632,194</b>	<b>\$ 1,951,272</b>	<b>\$ 8,583,466</b>
<b>Lifeline Amount Available</b>						<b>\$ 6,632,194</b>	<b>\$ 1,951,272</b>	<b>\$ 8,583,466</b>
<i>Amount Requested Over/Under Amount Available</i>						\$ -	\$ -	\$ -

### Notes:

1. This amount is 95% of the total STA target of \$6,981,256. Programming up to 95% per MTC direction.
2. A =Transit Operations; B = Program Operations; C = Capital; D = Other.
3. For Cycle 4 Lifeline Program, funding requests are limited to a maximum of \$5 million per project.
4. BART has agreed to be the FTA sponsor for the STA funds.
5. AC Transit to confirm Sponsorship in March 2015
6. The 5% unprogrammed STA balance is \$349,062. If available in the future, is recommended for AC Transit Additional Preservation of Existing Service.

**Cycle 4 Lifeline Transportation Program - Proposition 1B Transit Funding Requests for Alameda County**

PROJECT INFO								
Index	Project Sponsor	Project Title	Project Description	Prop. 1B eligible plan:	Total Project Cost	Lifeline Prop 1B Request	Local Match	Local Match %
1	LAVTA	Transit Center Upgrades and Improvements	Repair and improve facilities and external amenities at the Livermore Transit Center.	LAVTA SRTP	\$ 157,950	\$ 125,625	\$ 32,325	20%
		<b>How Project is consistent with the goals of the Lifeline Program:</b> The Transit Center Upgrades and Improvement project will improve upon existing rider facilities at the Livermore Transit Center. The Transit Center serves as an intermodal local and regional connection providing residents with access to jobs, services, and community opportunities. LAVTA's 2007 ridership study shows that 41% of Wheels riders report a household income below \$15,000. For riders identifying transit as their sole mode of transportation, the low income ridership number rises to 58%. LAVTA's justification is derived from this demographic ridership data rather than strict geographic data. Although only a small portion of the total service area qualifies as low income, multiple LAVTA ridership surveys demonstrate that LAVTA ridership is made up of primarily low-income, transit-dependent residents. The project is consistent with the LAVTA 2012 Short Range Transit Plan (p.34).						
<b>LAVTA Total:</b>					<b>\$ 157,950</b>	<b>\$ 125,625</b>	<b>\$ 32,325</b>	
2	BART	19th Street Wayfinding & Lighting	Project will provide wayfinding signage throughout 19th Street Station and LED pedestrian lighting at 19th Street Station entrances. Distribute 100+ signs at the street, concourse, mid-platform, and lower platform levels at 19th Station. This is almost double the number of signs required at most BART stations, as this station has an extra platform level. Project will also include six street-level station identification pylons; and real-time transit displays and transit information displays at the concourse level.	BART SRTP/CIP	\$ 2,590,000	\$ 2,072,000	\$ 518,000	20%
		<b>How Project is consistent with the goals of the Lifeline Program:</b> Enhanced wayfinding signage and lighting will improve safety and security at this station that is within a Community of Concern. The wayfinding signage improvements will help to better direct BART and bus riders to elevators and to the most appropriate exits for their destinations, while also identifying alternate routes when popular exits become overcrowded. Real-time transit information boards will provide patrons with up-to-time arrivals to prevent riders from having to unnecessarily rush to catch the next train. Better lighting and improved signage were mentioned in several CBTPs for safety and security reasons, including: Cherryland, Ashland, South Hayward CBTP; South & West Berkeley CBTP; Central & East Oakland CBTP; Alameda CBTP; and BART Environmental Justice Access to BART Report.						
<b>BART Total:</b>					<b>\$ 2,590,000</b>	<b>\$ 2,072,000</b>	<b>\$ 518,000</b>	
3	AC Transit	Fiscal Year 2016 Vehicle Replacement	Replace 37 40' Urban Diesel Buses and 29 60' Articulated Diesel Buses	AC Transit's 2010 SRTP	\$ 44,909,232	\$ 4,299,828	\$ 40,609,404	90%
		<b>How Project is consistent with the goals of the Lifeline Program:</b> Newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. This strategy meets the criteria of increased reliability of AC Transit service as discussed in multiple CBTPs. This replacement would allow for new buses to be used District-wide. Approximately 88 percent of AC Transit's service area is in Alameda County.						
<b>AC Transit Total:</b>					<b>\$ 44,909,232</b>	<b>\$ 4,299,828</b>	<b>\$ 40,609,404</b>	
<b>Grand Total:</b>					<b>\$ 47,657,182</b>	<b>\$ 6,497,453</b>	<b>\$ 41,159,729</b>	

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# Memorandum

6.10

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 19, 2015

**SUBJECT:** Countywide Bicycle/Pedestrian Planning and Promotion Measure B Funding Request

**RECOMMENDATION:** Approve allocation of \$75,000 of Measure B Countywide Bicycle and Pedestrian Safety Funds to Countywide Bicycle/Pedestrian Planning and Promotion.

## Summary

It is recommended that the Alameda County Transportation Commission (Alameda CTC) authorize the use of \$75,000 in Measure B Countywide Bicycle and Pedestrian Safety Funds to contribute towards the local and regional funding for Countywide Bicycle/Pedestrian planning and promotion, which includes planning, education/encouragement, technical assistance, and data collection/monitoring activities.

Since 2007, Alameda CTC and its predecessor agencies have supported a range of countywide bicycle/pedestrian programs including support for the Bike to Work Day campaign and associated encouragement advertising campaigns, hosting webinars and speakers on bicycle/pedestrian planning for local staff, data collection including a bicycle/pedestrian count program, and developing technical resources. The proposed Measure B funding would contribute toward implementing countywide bicycle/pedestrian planning and promotional efforts including program management, advertising, and performing bicycle/pedestrian counts to encourage and track levels of bicycling and walking. Additionally, Alameda CTC staff would provide in-kind support, through staffing and existing consultant contracts, which would be dedicated primarily to the advertising campaign. Prior performance evaluation indicates that Bike to Work Day and campaigns that encourage biking are effective at raising awareness about bicycling and walking for everyday transportation and for health, thereby achieving countywide goals.

## Discussion

Alameda CTC conducts a number of activities in the areas of countywide bicycle and pedestrian planning, encouragement/promotion, technical assistance, and development of technical resources. The allocation of \$75,000 in Measure B Bicycle and Pedestrian

Safety Countywide Discretionary Funds will continue to support these activities for FY14/15. These activities include:

- Management, design, development, and deployment of the *I Bike!* and *I Walk!* bicycling and walking encouragement campaigns
- Coordination and support of the annual Bike to Work Day event
- A bicycle and pedestrian count program including annual manual intersection counts and deployment/maintenance of automated trail counters
- Hosting speakers and webinars for continuing professional education of Alameda CTC and local agency staff
- Development of other bicycle/pedestrian technical resources as needed

Bike to Work Day and associated bike month campaigns and activities are a central part of Alameda CTC's countywide bicycle/pedestrian planning and promotion. On May 14, 2015, Alameda County residents and employees will participate in the region's 21<sup>st</sup> annual Bike to Work Day event. This statewide event encourages people to bicycle to work and school, and promotes safe bicycle riding. Over the years, the event has grown to include events and promotions on the day of Bike to Work Day and also many events leading up to this day during the month of May.

Based on counts at energizer stations, the number of bicyclists participating in Bike to Work Day in Alameda County has been steadily increasing since 2006, as shown below:

- |                            |                           |
|----------------------------|---------------------------|
| • 5,350 cyclists in 2007   | • 11,083 cyclists in 2011 |
| • 6,682 cyclists in 2008   | • 11,601 cyclists in 2012 |
| • 10,000+ cyclists in 2009 | • 12,109 cyclists in 2013 |
| • 9,799 cyclists in 2010   | • 15,315 cyclists in 2014 |

Last year's Bike to Work Day 2014 and the many other events leading up to it were a success, as demonstrated by the following:

- Increases in participating bicyclists by 56% from 2010 to 2014.
- Increases in the number of energizer stations available to bicycle commuters
- Over 1,200 businesses receiving materials about Bike to Work Day and the related events.
- Continuing the successful Bike to Market Day, with over 8 participating East Bay markets.
- The City of San Leandro and Oakland hosting its annual City Council ride on Bike to Work Day.
- Over 700 cyclists participating in the Bike Away from Work Party.
- Continuing Bike-In Movie Nights, a popular set of events leading up to Bike to Work Day.
- Awarding the Bike-Friendly Business Awards for small, large, retail and non-retail employers.



Beginning in 2014, Alameda CTC revamped the bicycling encouragement advertising that it developed in conjunction with Bike to Work Day. Until then, the campaign had been called *Ride Into Life* and has now been updated to be called the *I Bike!* campaign.

**Fiscal Impact:** This action would allocate \$75,000 from the Measure B Countywide Bicycle and Pedestrian Safety Funds that will be reflected in the mid-year budget update of the Alameda CTC Fiscal Year 2014-2015 Operating and Capital Program Budget.

### **Staff Contact**

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

[John Nguyen](#), Project Controls Team

[Matt Bomberg](#), Assistant Transportation Planner

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# Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

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

**DATE:** March 19, 2015

**SUBJECT:** I-80 Gilman Interchange (PN 765.0): Preliminary Design and Environmental Studies (PAED) and Final Design Service Phases

**RECOMMENDATION:** 1) Authorize the release of a Request for Proposals (RFP) for Preliminary Design and Environmental Studies (PAED) and Final Design Services, and 2) Authorize the Executive Director to negotiate a Professional Services Agreement with the top ranked firm for the preliminary engineering and environmental studies and final design services for the project.

## Summary

The Alameda CTC is the implementing agency for the I-80 Gilman Interchange project (PN 765.0). This project proposes to reconfigure the Interstate 80 / Gilman interchange, located in northwest Berkeley near its boundary with the City of Albany. The Alameda CTC completed the Project Initiation Document (PID) to establish alternatives and solutions to improve the Gilman Street interchange.

Upon Commission approval, a RFP for professional services to perform preliminary engineering and environmental studies and final design services (Services) is expected to be issued in April 2015. Staff anticipates returning to the Commission in June 2015 with an award recommendation to the top ranked firm. The estimated duration to complete the scope of services is two to three years.

## Background

The Alameda CTC is the implementing agency for the I-80 Gilman Interchange project located in northwest Berkeley near its boundary with the City of Albany. The purpose of the project is to improve navigation and traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange so that congestion is reduced, queues are shortened and merging and turn conflicts are minimized. A PID document that explored alternatives to improve the Gilman Street interchange with I-80 in the City of Berkeley was approved by Caltrans in October 2014. A combination of federal funds and local matching funds were used for the PID phase. The next phase for the project is to perform preliminary engineering and environmental studies followed by final design. Upon approval of this item, Alameda CTC will release a RFP for these services and select a highest ranked firm using Alameda CTC procurement policies.

The I-80 Gilman Street Interchange Improvements project in the 2014 Transportation Expenditure Plan (TEP No. 029) with a commitment of \$24 million. Funds necessary for professional services for the next phase will utilize a combination of funds included in the Draft FY 15-16 Initial Allocation Plan and remaining funds from previous phase.

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

**Staff Contact**

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

[Raj Murthy](#), Project Controls Team



# Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 19, 2015

**SUBJECT:** I-880 Southbound HOV Lane Project (PN 730.1): Contract Amendment to Professional Services Agreement No. A08-017.WMH with WMH Corporation

**RECOMMENDATION:** Approve and authorize the Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A08-017.WMH with WMH Corporation for an additional not-to-exceed amount of \$280,000 for a total not-to-exceed amount of \$7,057,319 for Design Services During Construction and additional scope.

## Summary

The I-880 Southbound High Occupancy Vehicle (HOV) Lane – Hegenberger to Marina project is one of the Alameda CTC's projects funded by the I-Bond funding approved by the California voters in November 2006. The preliminary engineering and environmental studies for the entire length from Hegenberger Road to Marina Boulevard, i.e. the north and south segments, were performed under a separate contract. The final design for each of the segments was split into separate contracts with WMH Corporation selected to provide the design services for the south segment from Davis Street to Marina Boulevard.

Staff and the project controls team have determined that additional scope is required during construction to provide design services for locally funded change orders that provide for local street improvements at both the Marina Boulevard and Davis Street interchanges. \$280,000 is the estimated need for the additional work.

The recommended action would increase the contract not to exceed amount as shown in Table A of this report, to provide additional contract budget to provide design support through the completion of the construction project and closeout process. The additional funds will be metered out as needed by task order, and will only be accessible to the consultant with prior written approval by the Alameda CTC.

## Background

As the project sponsor, Alameda CTC agreed to implement the project development and right of way phases for the I-Bond projects in Alameda County, and therefore in turn is responsible for providing supporting design services during construction (DSDC). The Alameda CTC has cobbled together local, regional, state and federal funding from a

number of sources to fund the project development, right of way and construction support phases of the I-Bond projects.

The project funding plan for the I-880 southbound HOV Lane – Hegenberger to Marina Project includes federal STP/CMAQ, CMA TIP, local funds from the City of San Leandro, and Measure B funds (as proposed under a separate item on this agenda) for the project development, right of way and construction support phases. Table A below summarizes the contract actions related to Agreement No. A08-0017.WMH.

<b>Table A: Summary of Agreement No. A08-017.WMH</b>			
<b>Contract Status</b>	<b>Work Description</b>	<b>Value</b>	<b>Total Contract Not-to-Exceed Value</b>
Professional Services Agreement (PSA) with WMH Corporation (A08-0017.WMH) executed March 2009	Final Design Services – Prepare Plans, Specifications and Estimate (PS&E)	NA	\$4,181,365
Amendment No. 1 May 2010	Final Design Services – Additional Layouts and Staging Concept Development	\$ 782,850	\$ 4,964,215
Amendment No. 2 February 2011	Final Design Services – Suppl. Closure/Detour Analysis	\$ 683,104	\$ 5,647,319
Amendment No. 3 May 2012	Final Design Services – Additional Design Services	\$ 630,000	\$ 6,277,319
Amendment No. 4 November 2012	Design Support - Provide design support services during construction (DSDC)	\$ 500,000	\$ 6,777,319
<b>Proposed</b> Amendment No. 5 (This Agenda Item)	Provide additional DSDCs for locally funded change orders	\$ 280,000	\$ 7,057,319
<b>Total Amended Contract Not-to-Exceed Amount</b>			<b>\$ 7,057,319</b>

**Fiscal Impact:** The fiscal impact of approving this item is \$280,000. 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.

#### **Staff Contact**

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

[Stefan Garcia](#), Project Controls Team



# Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 19, 2015

**SUBJECT:** FY14-15 Mid-Year Budget Update

**RECOMMENDATION:** Approve the proposed FY14-15 Mid-Year Budget Update.

## Summary

The proposed update to the fiscal year 2014-2015 (FY2014-15) budget, which began on July 1, 2014, and runs through June 30, 2015, was developed to reflect changes to the revenues and expenditures on projects and programs since the original budget was adopted in June 2014. Similarly to the originally adopted budget, this update has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, Special Revenue Funds, Exchange Fund, Debt Service Fund and Capital Project Funds.

The proposed budget update contains revenues totaling \$230.0 million of which sales tax revenues comprise \$127.5 million, or 55 percent. The proposed budget also includes an update to actual audited FY2013-14 fund balances rolled forward by fund into FY2014-15 of \$64.0 million for total available resources of \$571.0 million. The total revenue amount proposed is an increase of \$41.1 million over the currently adopted budget. The revenues are offset in the proposed budget update by \$362.8 million in total expenditures of which \$233.1 million, or 64 percent, are allocated for capital project expenditures. The total expenditure amount is an increase of \$97.8 million over the currently adopted budget. This significant increase is due to the adjustment of the capital roll forward balance from fiscal year 2013-2014 (FY2013-14), which was included in the approved FY2014-15 budget on the capital spreadsheets but could not be pulled forward to the consolidated Alameda CTC budget spreadsheet until the final fund balance roll forward amounts were updated based on the audited Comprehensive Annual Financial Report for the year ended June 30, 2014. The update of the audited fund balances from FY2013-14 and the projected revenue and expenditure totals constitute a net increase in the projected fund balance of \$7.4 million and a projected consolidated ending fund balance of \$208.2 million.

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

- Integrated Arterial Corridor Strategy
- Countywide Transit Plan

- Countywide Goods Movement Plan
- Community Based Transportation Plan
- Countywide Transportation Plan
- Sustainable Communities – Technical Assistance Program
- Level of Service Monitoring
- Travel Demand Strategy & Modeling
- Countywide Bike and Pedestrian Plan
- Safe Routes to School & Bike Mobile Programs
- Lifeline Transportation Program
- Guaranteed Ride Home Program
- Vehicle Registration Fee Programs
- Transportation Fund for Clean Air Programs
- Direct Local Distribution Funding Programs

In addition to the planning projects and programs listed above, the budget also contains revenues and expenditures necessary to fund and deliver significant capital projects intended to expand access and improve mobility in Alameda County consistent with the FY2014-15 Measure B Capital Program Strategic Plan approved by the Commission in May 2014. Some of the key projects included in the proposed budget include:

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

Similarly to the originally adopted budget for FY2014-15, the proposed budget update allows for an additional inter-fund loan from the Alameda County Transportation Authority (ACTA) Capital Fund to the Alameda County Congestion Management Agency (ACCMA) General Fund of \$5 million, if and when necessary, during FY2014-15, which would bring the total authorized loan amount to \$15 million. The loan program was adopted by the Commission in March 2011 to help cash flow the ACCMA Capital Improvement Program. Per the adopted loan program, ACCMA is expected to repay ACTA the principal balance when it is in a position to do so, which is expected to be in 2016 when their Capital Improvement Program is expected to wind down.



## Background

Development of the FY2014-15 budget and this proposed budget update were centered on the mission and core functions as defined in the Agency Strategic Business Plan which was endorsed by the Commission. The objective was to develop a budget that would enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources to identify transportation needs and opportunities in the County and formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by funding the delivery of quality programs and projects so they could be completed on schedule and within budget.

### Significant Budget Adjustment Detail

#### *General Fund*

- **Revenues** have increased \$0.7 million related to an increase in funding for the development of the Countywide Goods Movement Plan and the Countywide Transportation Plan update.
- **Expenditures** have increased \$1.1 million including an increase in:
  - Planning costs of \$0.7 million which is directly related to the increase in revenues for the development of the Countywide Goods Movement Plan and the Countywide Transportation Plan update; and
  - General Administration costs of \$0.4 million which mostly reflects adjustments in various professional services costs related to planning for the implementation of Measure BB.

#### *Special Revenue Funds*

- **Revenues** have increased \$0.5 million primarily due to TIGER grant funding for environmental work on the East Bay Greenway project.
- **Expenditures** have increased \$3.0 million to support additional grant awards proposed for FY14-15 and consultant work to develop processes and procedures for the implementation of Measure BB.

#### *Exchange Fund*

- **Revenues** have increased \$6.9 million which is related to the exchange of 2014 STIP funds approved by the Commission in December 2013.
- **Expenditures** have increased \$6.9 directly related to expenditures for the 2014 STIP funds exchanged.

#### *Capital Projects Funds*

##### **ACCMA Significant Adjustments**

- **I-580 Eastbound Express High Occupancy Toll Lane** increased \$6.2 million to authorize additional funding for system design and integration on the project. Funding of \$2.8 million is being transfer from the I-580 Eastbound Auxiliary Lane project.
- **I-580 Eastbound Auxiliary Lane** decrease \$2.8 million to authorize the transfer of funding to the High Occupancy Toll Lane portion of the I-580 Eastbound project for system design and integration.

- **I-580 Westbound High Occupancy Vehicle Lane** decreased \$13.9 million mostly to authorize the transfer of funding to the I-580 Westbound High Occupancy Toll Lane project for system design and integration.
- **I-580 Westbound High Occupancy Toll Lane** increased \$12.1 million to authorize the funding for system design and integration.
- **I-880 Southbound High Occupancy Vehicle Lane** increased \$3.7 million to authorize funding for contract change orders related to construction work and slope paving for the City of San Leandro.

#### ***ACTIA Significant Adjustments***

- **BART Oakland Airport Connector** decreased \$4.7 million to close out project and match available budget to programmed amounts.
- **Route 84 Expressway** increased \$7.6 million to authorize funding for construction and utility relocation.

#### **Fiscal Impact:**

The fiscal impact of approving the proposed FY2014-15 budget update would be to provide additional resources of \$41.1 million and authorize additional expenditures of \$97.8 million, reflecting an overall increase in fund balance of \$7.4 million for a projected ending fund balance of \$208.2 million.

#### **Attachments**

- A. Alameda CTC FY2014-15 Proposed Budget Update
- B. Alameda CTC FY2014-15 Currently Adopted Budget
- C. Alameda CTC FY2014-15 Proposed Budget Adjustments
- D. Congestion Management FY2014-15 Proposed Capital Projects Budget Update
- E. 2000 Measure B Sales Tax FY2014-15 Proposed Capital Projects Budget Update
- F. 1986 Measure B Sales Tax FY2014-15 Proposed Capital Projects Budget Update
- G. 2000 Measure B Sales Tax FY2014-15 Proposed Budget Update Limitation Calculations

#### **Staff Contact**

[Patricia Reavey](#), Director of Finance

**Alameda County Transportation Commission  
FY2014-15 Proposed Budget Update**

6.13A

	General Funds Proposed	Special Revenue Proposed	Exchange Fund Proposed	Debt Service Fund Proposed	Capital Project Funds Proposed	Inter-Agency Adjustments/ Eliminations Proposed	Total Proposed
<b>Beginning Fund Balance</b>	\$ 24,006,374	\$ 26,138,231	\$ 4,985,291	\$ 20,379,253	\$ 265,418,810	\$ -	\$ 340,927,959
<b>Revenues:</b>							
Sales Tax Revenues	5,737,500	72,935,738	-	-	48,826,762	-	127,500,000
Investment Income	-	-	-	-	865,000	-	865,000
Member Agency Fees	1,394,819	-	-	-	-	-	1,394,819
VRF Funds	42,432	12,000,000	65,676	-	1,671,688	(1,779,796)	12,000,000
Bond Proceeds	-	-	-	-	-	-	-
Other Revenues	180,629	2,209,612	13,339,175	-	9,245,383	(9,551,498)	15,423,300
Grants	12,226,374	1,283,510	-	-	115,011,639	(55,671,919)	72,849,605
<b>Total Revenues</b>	19,581,754	88,428,860	13,404,851	-	175,620,472	(67,003,213)	230,032,724
<b>Expenditures:</b>							
<u>Administration</u>							
Salaries and Benefits	1,444,117	-	-	-	170,539	-	1,614,656
General Office Expenses	1,785,165	6,750	-	5,653,839	50,791	(49,871)	7,446,673
Other Administration	1,969,269	500	-	-	359,918	-	2,329,687
Commission and Community Support	228,000	33,000	-	-	20,000	(33,000)	248,000
Contingency	175,000	-	-	-	25,000	-	200,000
<u>Planning</u>							
Salaries and Benefits	671,317	-	-	-	-	-	671,317
Planning Management and Support	517,865	-	-	-	-	-	517,865
Transportation Planning	8,421,002	-	-	-	-	(2,445,505)	5,975,497
Congestion Management Program	565,000	-	-	-	-	(75,000)	490,000
<u>Programs</u>							
Salaries and Benefits	286,393	590,442	49,683	-	-	(233,034)	693,483
Programs Management and Support	113,470	2,891,392	3,000	-	-	-	3,007,862
Safe Routes to School Programs	1,942,100	-	-	-	-	(58,033)	1,884,067
VRF Programming and Other Costs	-	12,164,108	-	-	-	(108,108)	12,056,000
Measure B Pass-Through	-	66,874,096	-	-	-	-	66,874,096
Grant Awards	-	7,317,885	-	-	-	(793,493)	6,524,392
Other Programming	120,000	5,868,522	13,334,299	-	-	(196,478)	19,126,343
<u>Capital Projects</u>							
Salaries and Benefits	-	-	-	-	877,946	(318,200)	559,746
Project Management and Support	-	-	-	-	4,247,270	-	4,247,270
Capital Project Expenditures	-	-	-	-	291,564,937	(63,243,725)	228,321,212
<u>Indirect Cost Recovery/Allocation</u>							
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(551,234)	-	-	-	-	551,234	-
<b>Total Expenditures</b>	17,687,464	95,746,695	13,386,982	5,653,839	297,316,401	(67,003,213)	362,788,167
<b>Net Change in Fund Balance</b>	1,894,290	(7,317,835)	17,869	(5,653,839)	(121,695,928)	-	(132,755,443)
<b>Projected Ending Fund Balance</b>	\$ 25,900,664	\$ 18,820,396	\$ 5,003,160	\$ 14,725,414	\$ 143,722,882	\$ -	\$ 208,172,516

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**Alameda County Transportation Commission  
FY2014-15 Currently Adopted Budget**

6.13B

	General Funds	Special Revenue Funds	Exchange Fund	Debt Service Fund	Capital Project Funds	Inter-Agency Adjustments/ Eliminations	Total
<b>Projected Beginning Fund Balance</b>	\$ 23,081,829	\$ 18,698,051	\$ 1,338,164	\$ 20,335,856	\$ 213,432,928	\$ -	\$ 276,886,828
<b>Revenues:</b>							
Sales Tax Revenues	5,737,500	72,935,738	-	-	48,826,762	-	127,500,000
Investment Income	-	-	-	-	865,000	-	865,000
Member Agency Fees	1,394,819	-	-	-	-	-	1,394,819
VRF Funds	42,432	12,000,000	65,676	-	425,000	(533,108)	12,000,000
Bond Proceeds	-	-	-	-	-	-	-
Other Revenues	168,576	2,155,746	6,415,367	-	697,035	(937,231)	8,499,492
Grants	11,529,674	886,532	-	-	55,877,351	(29,637,847)	38,655,709
<b>Total Revenues</b>	18,873,001	87,978,016	6,481,043	-	106,691,147	(31,108,187)	188,915,020
<b>Expenditures:</b>							
<u>Administration</u>							
Salaries and Benefits	1,560,041	-	-	-	186,551	-	1,746,591
General Office Expenses	1,571,549	45,250	-	5,653,839	229,307	(41,055)	7,458,890
Other Administration	1,657,294	29,000	-	-	445,085	(29,048)	2,102,332
Commission and Community Support	195,000	33,000	-	-	20,000	(33,000)	215,000
Contingency	175,000	-	-	-	25,000	-	200,000
<u>Planning</u>							
Salaries and Benefits	688,415	-	-	-	-	-	688,415
Planning Management and Support	517,865	-	-	-	-	-	517,865
Transportation Planning	7,666,002	-	-	-	-	(2,026,077)	5,639,925
Congestion Management Program	575,000	-	-	-	-	(75,000)	500,000
<u>Programs</u>							
Salaries and Benefits	328,561	636,813	69,917	-	-	(263,350)	771,941
Programs Management and Support	113,370	928,443	3,000	-	-	-	1,044,813
Safe Routes to School Programs	1,926,500	-	-	-	-	(10,775)	1,915,725
VRF Programming and Other Costs	-	12,164,108	-	-	-	(108,108)	12,056,000
Measure B Pass-Through	-	66,874,096	-	-	-	-	66,874,096
Grant Awards	-	6,364,621	-	-	-	(741,127)	5,623,494
Other Programming	135,000	5,623,749	6,342,450	-	-	(204,745)	11,896,454
<u>Capital Projects</u>							
Salaries and Benefits	-	-	-	-	944,399	(325,216)	619,183
Project Management and Support	-	-	-	-	3,614,328	-	3,614,328
Capital Project Expenditures	-	-	-	-	169,386,662	(27,839,252)	141,547,410
<u>Indirect Cost Recovery/Allocation</u>							
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(588,566)	-	-	-	-	588,566	-
<b>Total Expenditures</b>	16,521,030	92,699,080	6,415,367	5,653,839	174,851,332	(31,108,187)	265,032,461
<b>Net Change in Fund Balance</b>	2,351,971	(4,721,064)	65,676	(5,653,839)	(68,160,184)	-	(76,117,440)
<b>Projected Ending Fund Balance</b>	\$ 25,433,800	\$ 13,976,987	\$ 1,403,840	\$ 14,682,017	\$ 145,272,744	\$ -	\$ 200,769,388

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**Alameda County Transportation Commission  
FY2014-15 Proposed Budget Adjustments**

6.13C

	General Funds Adjustment	Special Revenue Adjustment	Exchange Fund Adjustment	Debt Service Fund Adjustment	Capital Project Funds Adjustment	Inter-Agency Adjustments/ Eliminations Adjustment	Total Adjustment
<b>Beginning Fund Balance</b>	\$ 924,545	\$ 7,440,180	\$ 3,647,127	\$ 43,397	\$ 51,985,882	\$ -	\$ 64,041,131
<b>Revenues:</b>							
Sales Tax Revenues	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-
Member Agency Fees	-	-	-	-	-	-	-
VRF Funds	-	-	-	-	1,246,688	(1,246,688)	-
Bond Proceeds	-	-	-	-	-	-	-
Other Revenues	12,054	53,866	6,923,808	-	8,548,348	(8,614,267)	6,923,808
Grants	696,699	396,978	-	-	59,134,289	(26,034,071)	34,193,895
<b>Total Revenues</b>	<b>708,753</b>	<b>450,844</b>	<b>6,923,808</b>	<b>-</b>	<b>68,929,325</b>	<b>(35,895,026)</b>	<b>41,117,703</b>
<b>Expenditures:</b>							
<u>Administration</u>							
Salaries and Benefits	(115,923)	-	-	-	(16,012)	-	(131,935)
General Office Expenses	213,616	(38,500)	-	-	(178,516)	(8,816)	(12,216)
Other Administration	311,975	(28,500)	-	-	(85,167)	29,048	227,356
Commission and Community Support	33,000	-	-	-	-	-	33,000
Contingency	-	-	-	-	-	-	-
<u>Planning</u>							
Salaries and Benefits	(17,098)	-	-	-	-	-	(17,098)
Planning Management and Support	-	-	-	-	-	-	-
Transportation Planning	755,000	-	-	-	-	(419,428)	335,572
Congestion Management Program	(10,000)	-	-	-	-	-	(10,000)
<u>Programs</u>							
Salaries and Benefits	(42,168)	(46,371)	(20,234)	-	-	30,316	(78,457)
Programs Management and Support	100	1,962,949	-	-	-	-	1,963,049
Safe Routes to School Programs	15,600	-	-	-	-	(47,258)	(31,658)
VRF Programming and Other Costs	-	-	-	-	-	-	-
Measure B Pass-Through	-	-	-	-	-	-	-
Grant Awards	-	953,264	-	-	-	(52,366)	900,898
Other Programming	(15,000)	244,774	6,991,849	-	-	8,267	7,229,889
<u>Capital Projects</u>							
Salaries and Benefits	-	-	-	-	(66,453)	7,016	(59,437)
Project Management and Support	-	-	-	-	632,942	-	632,942
Capital Project Expenditures	-	-	-	-	122,178,275	(35,404,473)	86,773,802
<u>Indirect Cost Recovery/Allocation</u>							
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	37,332	-	-	-	-	(37,332)	-
<b>Total Expenditures</b>	<b>1,166,434</b>	<b>3,047,615</b>	<b>6,971,615</b>	<b>-</b>	<b>122,465,069</b>	<b>(35,895,026)</b>	<b>97,755,707</b>
<b>Net Change in Fund Balance</b>	<b>(457,681)</b>	<b>(2,596,771)</b>	<b>(47,807)</b>	<b>-</b>	<b>(53,535,744)</b>	<b>-</b>	<b>(56,638,003)</b>
<b>Projected Ending Fund Balance</b>	<b>\$ 466,864</b>	<b>\$ 4,843,409</b>	<b>\$ 3,599,320</b>	<b>\$ 43,397</b>	<b>\$ (1,549,862)</b>	<b>\$ -</b>	<b>\$ 7,403,128</b>

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Congestion Management  
FY2014-15 Proposed Capital Projects Budget Update

		(A)	(B)	(C)	(D)	(E)	(C) + (D) + (E) = (F)	Funding Sources				
Project Name	Project #	Adopted FY 2013-14 Capital Budget	Actual FY 2013-14 Expenditures	FY 2013-14 Rollover to FY 2014-15	Adopted FY 2014-15 Capital Budget	FY 2014-15 Capital Budget Adjustment	FY 2014-15 Capital Budget w/ Actual Rollover	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources	Total Capital Projects
I-580 San Leandro Soundwall/Landscape	774.0-1	\$ 270,365	\$ 84,076	\$ 186,289	\$ -	\$ -	\$ 186,289	\$ 26,288	\$ -	\$ 86,882	\$ 73,119	\$ 186,289
Grand MacArthur	702.0	25,956	-	25,956	(3,956)	-	22,000	21,519	-	-	481	22,000
I-680 HOT Lane	710.0-5	4,506,112	305,670	4,200,442	(200,000)	62,086	4,062,528	2,759,703	-	1,003,587	299,238	4,062,528
I-680 Northbound HOV / Express Lane	721.0	3,215,789	1,843,007	1,372,782	800,000	-	2,172,782	2,172,782	-	-	-	2,172,782
I-80 Gilman Interchange Improvements	765.0	616,172	159,949	456,223	250,000	-	706,223	158,936	-	-	547,286	706,223
I-580 PSR at 106th Eastbound Off-Ramp	735.0	-	-	-	-	-	-	-	-	-	-	-
Smart Corridors Operation and Maintenance	945.0	1,727,612	563,948	1,163,664	425,000	-	1,588,664	1,588,664	-	-	-	1,588,664
Smart Corridors Operation and Maintenance/Tri-Valley	945.1	47,145	-	47,145	(47,145)	-	-	-	-	-	-	-
Caldecott Tunnel	716.0	1,180,533	336,246	844,286	900,000	-	1,744,286	1,744,287	-	-	-	1,744,287
Center to Center	715.0	-	-	-	-	-	-	-	-	-	-	-
I-880 North Safety & Op Improv 23rd&29th	717.0	6,629,611	1,523,410	5,106,201	1,690,331	837,733	7,634,265	3,977,093	2,701,075	938,487	17,610	7,634,265
I-580 Eastbound HOV Lane	720.0	-	667	(667)	-	667	-	-	-	-	-	-
I-580 Enviromental Mitigation	720.3	197,196	-	197,196	-	-	197,196	-	197,196	-	-	197,196
I-580 Eastbound Express (HOT) Lane	720.4	4,811,259	1,982,078	2,829,181	8,144,209	6,200,000	17,173,390	7,281,080	2,703,737	2,004,292	5,184,280	17,173,390
I-580 Eastbound Auxiliary (AUX) Lane	720.5	7,496,084	5,334,434	2,161,650	8,022,500	(2,800,000)	7,384,150	6,805,397	561,724	-	17,028	7,384,149
I-580 Right of Way Preservation	723.0	1,278,589	17,391	1,261,198	-	(652,778)	608,420	128,420	-	480,000	-	608,420
I-580 Westbound HOV Lane	724.0, 4-5	8,038,229	1,891,204	6,147,026	16,767,825	(13,850,000)	9,064,851	7,222,403	456,189	1,319,624	66,634	9,064,851
I-580 Westbound HOT Lane	724.1	2,568,591	3,326,520	(757,929)	4,074,715	12,100,000	15,416,786	14,809,492	-	607,328	(34)	15,416,786
Altamont Commuter Express Operations	725.0	20,000	22,298	(2,298)	10,000	9,037	16,739	16,739	-	-	-	16,739
Altamont Commuter Express	725.1	3,175,363	1,090,677	2,084,686	(68,383)	-	2,016,303	1,962,087	-	54,216	-	2,016,304
I-880 Southbound HOV Lane	730.0-2	8,098,747	1,827,048	6,271,699	(981,486)	3,730,000	9,020,213	8,353,325	-	-	666,889	9,020,213
I-880 Southbound HOV Lane Landscaping/Hardscaping	730.3	165,179	156,072	9,107	6,000	1,950	17,057	9,074	-	-	7,983	17,057
Webster Street Smart Corridor	740.0-2	731,707	542,882	188,825	-	152,783	341,608	91,969	-	-	249,639	341,608
Marina Boulevard/I-880 PSR	750.0	224,681	(9,996)	234,677	-	-	234,677	234,676	-	-	-	234,676
I-680/880 Cross Connector PSR	770.0	347,932	7,439	340,493	-	-	340,493	340,493	-	-	-	340,493
I-680 SB HOV Lane	772.0	228,165	(215,744)	443,909	3,454,925	22,118	3,920,952	210,844	-	3,541,749	168,359	3,920,952
Route 84 Widening Project - Pigeon Pass to Interstate 680	780.0	200,000	-	200,000	1,500,000	300,000	2,000,000	2,000,000	-	-	-	2,000,000
I-80 Integrated Corridor Mobility	791.0-6	12,691,658	5,063,676	7,627,982	8,753,021	(217,757)	16,163,246	207,859	-	15,892,105	63,281	16,163,245
Project Management / Closeout	700.0	-	-	-	-	66,367	66,367	66,367	-	-	-	66,367
		<u>\$ 68,492,674</u>	<u>\$ 25,852,953</u>	<u>\$ 42,639,721</u>	<u>\$ 53,497,557</u>	<u>\$ 5,962,206</u>	<u>\$ 102,099,484</u>	<u>\$ 62,189,498</u>	<u>\$ 6,619,923</u>	<u>\$ 25,928,270</u>	<u>\$ 7,361,793</u>	<u>\$ 102,099,484</u>

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2000 Measure B Sales Tax  
FY2014-15 Proposed Capital Projects Budget Update

		(A)	(B)	(C)	(D)	(E)	(C) + (D) + (E) = (F)	Funding Sources				
Project Name	Project #	Adopted FY 2013-14 Capital Budget	Actual FY 2013-14 Expenditures	FY 2013-14 Rollover to FY 2014-15	Adopted FY 2014-15 Capital Budget	FY 2014-15 Capital Budget Adjustment	FY 2014-15 Capital Budget w/ Actual Rollover	Total Local Funding Sources	Total Regional Funding Sources	Total State Funding Sources	Total Federal Funding Sources	Total Capital Projects
ACE Capital Improvements	601.0	\$ 3,704,890	\$ 3,350,291	\$ 354,599	\$ 2,830,000	\$ -	\$ 3,184,599	\$ 3,184,599	\$ -	\$ -	\$ -	\$ 3,184,599
BART Warm Springs Extension	602.0	34,597,135	41,821,342	(7,224,207)	50,000,000	-	42,775,793	42,775,793	-	-	-	42,775,793
BART Oakland Airport Connector	603.0	28,783,069	23,884,111	4,898,958	-	(4,654,847)	244,111	244,111	-	-	-	244,111
Downtown Oakland Streetscape	604.0	3,782,700	-	3,782,700	-	-	3,782,700	3,782,700	-	-	-	3,782,700
Telegraph Avenue Bus Rapid Transit	607.1	4,062,991	2,738,060	1,324,930	-	-	1,324,930	1,324,931	-	-	-	1,324,931
I-680 Express Lane	608.0-1	3,693,095	(895,561)	4,588,656	5,700,000	-	10,288,656	10,288,656	-	-	-	10,288,656
Iron Horse Trail	609.0	1,000,000	-	1,000,000	-	-	1,000,000	1,000,000	-	-	-	1,000,000
I-880/Broadway-Jackson Interchange	610.0	2,527,882	5,155	2,522,727	-	-	2,522,727	2,522,727	-	-	-	2,522,727
I-580/Castro Valley Interchanges Improvements	612.0	1,618,975	209,958	1,409,017	-	-	1,409,017	(5,089,045)	-	4,664,000	1,834,062	1,409,017
Lewelling/East Lewelling	613.0	637,222	1,364,565	(727,343)	-	727,343	-	-	-	-	-	-
I-580 Auxiliary Lanes	614.0	1,230	-	1,230	-	-	1,230	1,230	-	-	-	1,230
I-580 Auxiliary Lanes - Westbound Fallon to Tassajara	614.1	712,000	702,220	9,780	-	-	9,780	9,780	-	-	-	9,780
I-580 Auxiliary Lanes - Westbound Airway to Fallon	614.2	2,076,332	(90,443)	2,166,775	1,025,000	-	3,191,775	3,191,775	-	-	-	3,191,775
I-580 Auxiliary Lanes - E/B El Charro to Airway	614.3	45,986	-	45,986	-	-	45,986	45,986	-	-	-	45,986
Rte 92/Clawiter-Whitesell Interchange	615.0	8,065,497	7,604,195	461,302	6,700,000	-	7,161,302	7,161,302	-	-	-	7,161,302
Hesperian/Lewelling Widening	617.1	599,622	-	599,622	-	-	599,622	599,622	-	-	-	599,622
Westgate Extension	618.1	428,180	136,432	291,748	-	-	291,748	291,748	-	-	-	291,748
E. 14th/Hesperian/150th Improvements	619.0	2,191,871	-	2,191,871	-	-	2,191,871	2,191,871	-	-	-	2,191,871
I-238 Widening	621.0	294,164	-	294,164	-	(79,837)	214,327	214,327	-	-	-	214,327
I-680/I-880 Cross Connector Study	622.0	351,773	10,711	341,063	-	-	341,063	341,062	-	-	-	341,062
Isabel - Route 84/I-580 Interchange	623.0	10,535,576	736,881	9,798,695	-	-	9,798,695	9,798,695	-	-	-	9,798,695
Route 84 Expressway	624.0-3	14,025,059	10,558,489	3,466,571	21,650,000	7,550,000	32,666,571	32,666,570	-	-	-	32,666,570
Dumbarton Corridor	625.0	202,746	18,850	183,896	-	-	183,896	150,313	33,583	-	-	183,896
Dumbarton Corridor - Central Avenue Overpass	625.1	2,900,000	-	2,900,000	-	-	2,900,000	2,900,000	-	-	-	2,900,000
I-580 Corridor Improvements	626.0	1,646,233	2,271,494	(625,261)	26,467,832	-	25,842,571	25,842,571	-	-	-	25,842,571
I-80 Integrated Corridor Mobility	627.2	335,000	301,260	33,740	-	161,260	195,000	195,000	-	-	-	195,000
I-880 Corridor Improvements in Oakland and San Leandro	627.3	3,033,103	409,081	2,624,022	-	105,557	2,729,579	2,729,579	-	-	-	2,729,579
CWTP/TEP Development	627.4	50,000	1,311	48,689	-	-	48,689	48,689	-	-	-	48,689
Studies at Congested Segments/Locations on CMP	627.5	350,000	73,828	276,172	-	-	276,172	276,172	-	-	-	276,172
Project Management / Closeout	600.0	901,000	855,229	45,771	2,500,000	-	2,545,771	2,545,771	-	-	-	2,545,771
		<u>\$ 133,153,331</u>	<u>\$ 96,067,458</u>	<u>\$ 37,085,874</u>	<u>\$ 116,872,832</u>	<u>\$ 3,809,476</u>	<u>\$ 157,768,181</u>	<u>\$ 151,236,536</u>	<u>\$ 33,583</u>	<u>\$ 4,664,000</u>	<u>\$ 1,834,062</u>	<u>\$ 157,768,181</u>

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**1986 Measure B Sales Tax  
FY2014-15 Proposed Capital Projects Budget Update**

6.13F

		(A)	(B)	(C)	(D)	(E)	(C) + (D) + (E) = (F)
<b>Project Name</b>	<b>Project #</b>	<b>Adopted FY 2013-14 Capital Budget</b>	<b>Actual FY 2013-14 Expenditures</b>	<b>FY 2013-14 Rollover to FY 2014-15</b>	<b>Adopted FY 2014-15 Capital Budget</b>	<b>FY 2014-15 Capital Budget Adjustment</b>	<b>FY 2014-15 Capital Budget w/ Actual Rollover</b>
I-880 to Mission Blvd. Route 262 Interchange Reconstruction	501.0	\$ 581,414	\$ (16,217)	\$ 597,631	\$ -	\$ -	\$ 597,631
I-880 to Mission Blvd. and East-West Connector	505.0	22,485,397	44,827	22,440,570	-	-	22,440,570
Route 238/Mission-Foothill-Jackson Corridor Improvement	506.0	5,632,273	-	5,632,273	1,500,000	-	7,132,273
I-580 Interchange Improvements Project in Castro Valley (for ACTIA 12/612.0)	507.0	12,002,036	10,330,652	1,671,384	2,000,000	-	3,671,384
Central Alameda County Freeway System Operational Analysis	508.0	1,099,692	478,728	620,964	-	-	620,964
Castro Valley Local Area Traffic Circulation Improvement	509.0	2,080,224	-	2,080,224	-	-	2,080,224
Project Closeout	500.0	422,063	217,621	204,442	75,000	-	279,442
		<u>\$ 44,303,099</u>	<u>\$ 11,055,611</u>	<u>\$ 33,247,487</u>	<u>\$ 3,575,000</u>	<u>\$ -</u>	<u>\$ 36,822,487</u>

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**2000 Measure B Sales Tax  
FY2014-15 Proposed Budget Update Limitation Calculations**

Net Sales Tax	\$	127,500,000	A
Investments & Other Income		<u>15,839,738</u>	B
Funds Generated	\$	143,339,738	C
Administrative Salaries & Benefits	\$	689,006	D
Other Administration Costs		<u>3,596,607</u>	E
Total Administration Costs	\$	4,285,613	F

Gross Salaries & Benefits to Net Sales Tax 0.5404% = D/A

Gross Salaries & Benefits to Funds Generated 0.4807% = D/C

Total Administration Costs to Net Sales Tax 3.3613% = F/A

*\* Sales tax reauthorization ballot costs budgeted in the amount of \$1.4 million are not included in other administrative costs. They will be paid from prior year excess administrative costs limitation calculation balances.*

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# Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 19, 2014

**SUBJECT:** Alameda CTC FY2014-15 Second Quarter Financial Report

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

## Summary

The attached FY2014-15 Second Quarter Financial Report has been prepared on a consolidated basis by governmental fund type including the General Fund, Special Revenue Funds, the Exchange Fund, the Debt Service Fund, and the Capital Projects Funds. This report provides a summary of FY2014-15 actual revenues and expenditures through December 31, 2014 with comparisons to the year-to-date currently adopted budget. Variances from the year-to-date budget are demonstrated as a percentage of the budget used by line item as well as stating either a favorable or unfavorable variance in dollars. Percentages over 100% indicate that the actual revenue or expenditure item is over 50% of the total annual budget half way through the fiscal year, and percentages under 100% indicate that the actual revenue or expenditure item is under 50% of the total annual budget half way through the fiscal year. At the end of the second quarter, the Alameda CTC is showing a net decrease in fund balance in the amount of \$11.8 million primarily due to disbursements for ACTIA-related capital project expenditures.

## Activity

The following are highlights of actual revenues and expenditures compared to budget as of December 31, 2014 by fund type:

### *General Fund*

In the General Fund, the Alameda CTC's revenues are less than budget by \$3.2 million or 34.2%, and expenditures are under budget by \$3.7 million or 44.6% (see attachment A). These variances are mainly due to the timing of costs for Countywide Transportation Plan (CWTP) activities. In particular costs for Sustainable Communities-Technical Assistance Program (SC-TAP) were lower than anticipated for the first half of the year. Expenditures for the CWTP planning activities in the General Fund correspond directly to the reimbursement revenue therefore as expenditures increase next quarter, the revenues also will increase.

### *Special Revenue Funds*

The Special Revenue Funds group is made up of Measure B Program funds including funds for express bus, paratransit service, bike and pedestrian, transit oriented development, and direct local distributions as well as Transportation for Clean Air (TFCA) funds and Vehicle Registration Fee (VRF) funds. In the Special Revenue Funds, revenues are more than budget by \$2.5 million or 5.6% mainly due to actual collections of both sales tax and VRF revenues which were higher than anticipated (see attachment B). Expenditures in the Special Revenue Funds are \$4.9 million or 10.5% less than budget mostly attributable to the timing of Measure B, TFCA and VRF discretionary programming which were lower than projected in the second quarter of the fiscal year.

### *Exchange Fund*

As of December 31, 2014, Exchange Fund revenues were more than budget by \$0.8 million and expenditures were over budget by \$.8 million (see attachment C). Both the revenues and the corresponding expenditures are primarily related to the 2014 STIP exchange approved by the Commission in December 2013.

### *Debt Service Fund*

The Debt Service Fund, held by Union Bank as the bond trustee, originally received \$20.3 million in bond proceeds from Alameda CTC's inaugural Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 to pay interest costs. These funds were the premium amount, or the amount received over the par amount, of the bonds issued which is required to be used for debt service per our enabling legislation (see attachment D). The Government Accounting Standards Board requires bond interest to be recorded when paid; per the bond documents, interest payments are required to be made to bondholders on a semi-annually basis on September 1 and March 1 of each year.

### *Capital Projects Funds*

The Capital Projects Funds incorporate all Alameda CTC capital projects whether they were originally projects of the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Transportation Authority (ACTA) or the Alameda County Congestion Management Agency (ACCMA). In fiscal year 2011-2012, Alameda CTC implemented a rolling capital budget system in which any unused approved budget from prior years is available to pay for costs in subsequent fiscal years. Additional budget authority is requested by project only as needed in accordance with the budget process. The year to date budget amount used for comparisons is a straight line amortization of the total approved project budget including unspent funds rolled over from the prior year. Expenditures planned through December 31, 2014 in the budget process generally will differ from the straight line budgeted amount used for the comparison. However, presenting the information with this comparison helps financial report users, project managers, and the project control team to review year-to-date expenditures to give them an idea of how the project is progressing as compared to the approved budget.

In the Capital Projects Funds, the Alameda CTC's revenues are less than budget by \$22.0 million or 41.3%, and expenditures are less than budget by \$93.5 million or 66.7% (see attachment E). Grant revenue corresponds directly to expenditures for capital projects that receive outside funding.

#### ACTA

ACTA's East/West Connector project has been on hold following a funding shortfall due to the outcome of Measure B1; however, activity is expected to resume early next fiscal year when funding is available from Measure BB. Expenditure for ACTA's I-580/Redwood Road Interchange project are winding down as the project is nearing completion; an adjustment was made in the first quarter to reverse a prior year overstated accrual.

#### ACTIA

ACTIA related capital projects were below budget partially attributable to costs that were shifted from Measure B to another funding source for the I-680 Express Lane project to exhaust the funding source before expiration. The Isabel Avenue – 84/I-580 Interchange project is awaiting closeout invoices. A timing delay in Caltrans' invoicing for the I-580 Corridor/BART to Livermore Study project also contributed to the expenditures being under budget. Construction on this project is ongoing and expenses are expected to fall more in line with the budget as the fiscal year progresses.

#### ACCMA

Actual expenditures for both the ACCMA I-580 Eastbound HOV/HOT/AUX Lane projects and the I-580 Westbound HOV/HOT Lane projects have been affected by a lag in billing due to project change orders. Construction for both projects has been ongoing and expenses are estimated to draw closer to budget as invoices are received. Delays in a materials contract for the I-80 Integrated Corridor Mobility project also contributed to actual expenditures falling below budget.

#### *ACTIA Limitations Calculations*

Staff has made the calculations required per the 2000 Transportation Expenditure Plan related to salary and benefits and administration costs. The Salary and Benefits Limitation ratio of 0.62% and Administrative Cost Limitation ratio of 3.8% were calculated based on actual expenditures and were found to be in compliance with the requirements of 1.0% and 4.5%, respectively (see attachment F).

#### **Fiscal Impact**

There is no fiscal impact.

#### **Attachments**

- A. Alameda CTC General Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2014
- B. Alameda CTC Special Revenue Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2014

- C. Alameda CTC Exchange Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2014
- D. Alameda CTC Debt Service Fund Revenues/Expenditures Actual vs. Budget as of December 31, 2014
- E. Alameda CTC Capital Projects Funds Revenues/Expenditures Actual vs. Budget as of December 31, 2014
- F. ACTIA Fiscal Year 2014-2015 Budget Limitations Calculations as of December 31, 2014
- G. Summary of Active Professional Services and Construction Contracts

**Staff Contact**

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

**Alameda CTC General Fund  
Revenues/Expenditures  
Actual vs Budget  
as of December 31, 2014**

6.14A

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Sales Tax Revenues	\$ 3,041,381	\$ 2,868,750	106.02%	\$ 172,631
Investment Income	39,226	-	-	39,226
Member Agency Fees	348,705	697,410	50.00%	-
Other Revenues	6,538	6,401	102.15%	137
Grants	2,424,266	5,863,941	41.34%	(3,439,674)
<b>Total Revenues</b>	<b>\$ 5,860,115</b>	<b>\$ 9,436,501</b>		<b>\$ (3,227,680)</b>
<b>Expenditures:</b>				
<u>Administration</u>				
Salaries and Benefits	770,923	780,021	98.83%	9,098
General Office Expenses	541,740	742,026	73.01%	200,286
Other Administration	538,362	828,648	64.97%	290,286
Commission and Community Support	72,222	141,250	51.13%	69,028
Contingency	-	87,500	0.00%	87,500
<u>Planning</u>				
Salaries and Benefits	349,007	344,208	101.39%	(4,800)
Planning Management and Support	276,219	258,932	106.68%	(17,287)
Transportation Expenditure Plan / CWTP	1,692,570	3,833,001	44.16%	2,140,431
Congestion Management Program	160,500	287,500	55.83%	127,000
<u>Programs</u>				
Salaries and Benefits	99,873	164,281	60.79%	64,408
Safe Routes to School Programs	289,985	814,250	35.61%	524,265
Other Programming	109,314	273,185	40.01%	163,871
<u>Indirect Cost Recovery/Allocation</u>				
Indirect Cost Recovery from Capital, Spec Rev & Exch Funds	(326,010)	(294,283)	110.78%	31,727
<b>Total Expenditures</b>	<b>\$ 4,574,703</b>	<b>\$ 8,260,518</b>		<b>\$ 3,685,814</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ 1,285,412</b>	<b>\$ 1,175,983</b>		

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**Alameda CTC Special Revenue Funds**  
**Revenues/Expenditures**  
**Actual vs Budget**  
**as of December 31, 2014**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Sales Tax Revenues	\$ 38,662,375	\$ 36,467,869	106.02%	\$ 2,194,506
Investment Income	25,764	-	-	25,764
VRF Funds	6,162,537	6,000,000	102.71%	162,537
Other Revenues	-	43,125	0.00%	(43,125)
Grants	1,617,065	1,478,014	109.41%	139,051
<b>Total Revenues</b>	<b>\$ 46,467,741</b>	<b>\$ 43,989,008</b>		<b>\$ 2,478,733</b>
<b>Expenditures:</b>				
<u>Administration</u>				
Salaries and Benefits	168,727	202,374	83.37%	33,646
General Office Expenses	1,903	22,625	8.41%	20,722
Other Administration	-	14,500	0.00%	14,500
Commission and Community Support	5,550	16,500	33.64%	10,950
<u>Programs</u>				
Salaries and Benefits	72,149	116,033	62.18%	43,884
Programs Management	120,552	464,222	25.97%	343,669
VRF Programming and Other Costs	4,142,701	6,082,054	68.11%	1,939,353
Measure B Direct Local Distribution	35,449,170	33,437,048	106.02%	(2,012,122)
Grant Awards	1,259,045	3,182,311	39.56%	1,923,265
Other Programming	271,490	2,811,875	9.66%	2,540,384
<b>Total Expenditures</b>	<b>\$ 41,491,289</b>	<b>\$ 46,349,540</b>		<b>\$ 4,858,251</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ 4,976,453</b>	<b>\$ (2,360,532)</b>		

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**Alameda CTC Exchange Fund**  
**Revenues/Expenditures**  
**Actual vs Budget**  
**as of December 31, 2014**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Exchange Program Funds	\$ 3,962,725	\$ 3,207,684	123.54%	\$ 755,042
VRF Funds	-	32,838	0.00%	\$ (32,838)
Interest Revenue	3,298	-	-	3,298
Other Revenue	54,054	-	-	54,054
<b>Total Revenues</b>	<b>\$ 4,020,077</b>	<b>\$ 3,240,522</b>		<b>\$ 779,555</b>
<b>Expenditures:</b>				
Salaries	21,190	34,959	60.61%	13,769
Programs Management and Support	570	1,500	38.00%	930
Programming Funds	3,940,965	3,171,225	124.27%	(769,740)
<b>Total Expenditures</b>	<b>\$ 3,962,725</b>	<b>\$ 3,207,684</b>		<b>\$ (755,042)</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ 57,352</b>	<b>\$ 32,838</b>		

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**Alameda CTC Debt Service Fund**  
**Revenues/Expenditures**  
**Actual vs Budget**  
**as of December 31, 2014**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>Revenues:</b>				
Investment Income	\$ 52,114	\$ -	-	\$ 52,114
<b>Total Revenues</b>	<b>\$ 52,114</b>	<b>\$ -</b>		<b>\$ 52,114</b>
<b>Expenditures:</b>				
Bond Interest Expense	\$ 2,803,164	\$ 2,826,920	99.16%	23,756
<b>Total Expenditures</b>	<b>\$ 2,803,164</b>	<b>\$ 2,826,920</b>		<b>\$ 23,756</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ (2,751,050)</b>	<b>\$ (2,826,920)</b>		

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**Alameda CTC Capital Projects Funds**  
**Revenues/Expenditures**  
**Actual vs Budget**  
**as of December 31, 2014**

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	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>REVENUES</b>				
Sales Tax Revenues	\$ 25,882,492	\$ 24,413,381	106.02%	\$ 1,469,111
Investment Income	361,006	432,500	83.47%	(71,494)
VRF Funds	67,738	212,500	31.88%	(144,762)
Other Revenues	934	1,000,915	0.09%	(999,981)
Grants	5,003,725	27,286,279	18.34%	(22,282,554)
<b>Total Revenues</b>	<b>\$ 31,315,894</b>	<b>\$ 53,345,574</b>		<b>\$ (22,029,680)</b>
<b>EXPENDITURES</b>				
<b>Administration</b>				
Salaries and Benefits	102,037	93,276	109.39%	(8,761)
General Office Expenses	55,824	108,404	51.50%	52,580
Other Administration	158,273	228,794	69.18%	70,521
Commission and Community Support	4,656	10,000	46.56%	5,344
Contingency	-	12,500	0.00%	12,500
<b>Capital Projects</b>				
<b>ACTA</b>				
Salaries and Benefits	40,217	50,734	79.27%	10,517
Capital Expenditures	2,815	122,798	2.29%	119,983
I-800 Mod. Rte. 262-Mission Blvd	2,543	240,707	1.06%	238,164
E/W Connector Project in N. Fremont	5,684	11,205,199	0.05%	11,199,515
Rte. 238 Corridor Improvement	-	3,566,137	0.00%	3,566,137
I-580/Redwood Road Interchange	(9,355,820)	1,871,518	-499.91%	11,227,338
I-580, 238 and 880 Corridor Study	332,806	549,846	60.53%	217,040
Central Alameda County Freeway	98,283	1,040,112	9.45%	941,829
<b>ACTIA</b>				
Salaries and Benefits	109,954	128,380	85.65%	18,426
Project Management/Close Out	227,895	1,154,867	19.73%	926,972
ACE Capital Improvements	(18,897)	2,267,445	-0.83%	2,286,342
BART Warm Springs Extension	25,319,441	25,039,845	101.12%	(279,597)
BART Oakland Airport Connector	-	2,449,479	0.00%	2,449,479
Downtown Oakland Streetscape	-	1,891,350	0.00%	1,891,350
Telegraph Avenue Bus Rapid Transit	486,830	531,496	91.60%	44,666
I-680 Express Lane	(1,634,122)	3,196,548	-51.12%	4,830,670
Iron Horse Trail	-	500,000	0.00%	500,000
I-880/Broadway-Jackson Interchange	20,396	1,127,504	1.81%	1,107,108
I-580/Castro Vally Interchange Improvement	261,342	1,724,564	15.15%	1,463,222
Lewelling/East Lewelling Blvd Widening	(1,099,757)	308,611	-356.36%	1,408,368
I-580 Auxiliary Lanes	299,801	1,180,274	25.40%	880,473
Rte 92/Clawiter -Whitesell Interchange	-	3,532,749	0.00%	3,532,749
Hesperian Blvd/Lewelling Blvd Widening	-	299,811	0.00%	299,811
Westgate Parkway Extension	4	161,090	0.00%	161,086
E. 14th/Hesperian/150th Improvements	135,331	1,095,936	12.35%	960,604
I-238 Widening	515,929	147,082	350.78%	(368,847)
I-680/I-880 Cross Connector Study	-	175,887	0.00%	175,887
Isabel Avenue - 84/I-580 Interchange	703,913	5,267,788	13.36%	4,563,875
Route 84 Expressway	9,270,538	11,077,450	83.69%	1,806,911
Dumbarton Corridor Improvement	(44,520)	1,491,373	-2.99%	1,535,893
I-580 Corridor/BART to Livermore Study	6,574,174	13,233,916	49.68%	6,659,742
I-80 Integrated Corridor Mobility	28,974	167,500	17.30%	138,526
I-880 Corridor Improvements	253,711	1,466,552	17.30%	1,212,840
CWTP/TEP Development	-	24,000	0.00%	24,000
Studies at Congested Seg/Loc on CMP	-	173,448	0.00%	173,448

**Alameda CTC Capital Projects Funds**  
**Revenues/Expenditures**  
**Actual vs Budget**  
**as of December 31, 2014**

	YTD Actuals	YTD Budget	% Used	Favorable (Unfavorable) Variance
<b>ACCMA</b>				
Salaries and Benefits	397,676	246,229	161.51%	(151,447)
Grand MacArthur	-	11,000	0.00%	11,000
I-680 Sunol Express Lanes-Southbound	(44,336)	155,543	-28.50%	199,879
Route 24 Caldecott Tunnel Settlement	378,900	640,267	59.18%	261,367
I-880 North Safety & Oper Impr @ 23rd/29th	1,593,512	2,953,347	53.96%	1,359,834
I-580 EB HOV/HOT/AUX Lane	4,951,601	10,187,260	48.61%	5,235,659
I-680 Sunol Express Lanes-Northbound	424,278	733,882	57.81%	309,604
I-580 Corridor ROW Preservation	21,569	-	-	(21,569)
I-580 Westbound HOV/HOT Lane	2,330,814	11,298,178	20.63%	8,967,364
Altamont Commuter Express-Operations	88,163	802,612	10.98%	714,449
I-880 Southbound HOV Lane	173,824	2,031,200	8.56%	1,857,375
Webster Street SMART Corridor	7,733	63,354	12.21%	55,620
Marina Boulevard/I-880 PSR	-	46,792	0.00%	46,792
I-80 Gilman Interchange Improvements	78,104	309,950	25.20%	231,846
I-680/I-880 Cross Connector PSR	-	171,216	0.00%	171,216
I-680 SB HOV Lane	-	1,692,876	0.00%	1,692,876
I-580 Soundwall Design	20,729	6,697	309.56%	(14,033)
Route 84 Widening-Pigeon Pass to I-680	16,921	817,910	2.07%	800,988
I-80 Integrated Corridor Mobility	3,367,016	8,448,781	39.85%	5,081,765
SMART Corridors Operations and Management	33,485	640,337	5.23%	606,852
<b>Total Expenditures</b>	<b>\$ 46,698,244</b>	<b>\$ 140,172,390</b>		<b>\$ 93,474,146</b>
<b>Net revenue over / (under) expenditures</b>	<b>\$ (15,382,350)</b>	<b>\$ (86,826,816)</b>		

**Alameda County Transportation Improvement Authority**  
**Fiscal Year 2014-2015**  
**Budget Limitations Calculations**  
**As of December 31, 2014**

Net Sales Tax	\$ 67,586,248.02	A
Investments & Other Income	<u>(8,147,076.46)</u>	B
Funds Generated	59,439,171.56	C
Salaries & Benefits	416,603.09	D
Other Admin Costs	<u>2,142,074.48</u>	E
Total Admin Costs	\$ 2,558,677.57	F

Gross Admin Salaries & Benefits to Net Sales Tax	0.6164% = D/A
Gross Admin Salaries & Benefits to Funds Generated	0.7009% = D/C
Total Admin Costs to Net Sales Tax	3.7858% = F/A

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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 <sup>3, 4</sup>	Last RFP Issuance Date	No. of Bids	Firm Location	Years Since Last RFP and/or Contract Term
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	Pleasanton, CA	2.5
	A12-0035	The PFM Group	Financial Advisory Services	1/2/2013	1/1/2015	\$300,000	LBCE	10/17/2012	6	San Francisco, CA	2.5
	A13-0004	GenSpring Family Offices, LLC	Investment Advisory Services	7/1/2013	6/30/2015	\$170,000	LBCE	4/8/2013	8	San Francisco, CA	2.0
	A13-0016	Platinum Advisors, LLC	State Legislative Advocacy Services	7/1/2013	6/30/2015	\$120,000	LBCE	3/21/2013	1	Sacramento, CA	2.0
	A13-0017	CJ Lake, LLC	Federal Legislative Advocacy Services	7/1/2013	6/30/2015	\$126,000	LBCE	3/21/2013	2	Washington, DC	2.0
	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	Oakland, CA	1.5
	A14-0014	Wendel, Rosen, Black & Dean LLP	General Counsel	7/1/2014	6/30/2015	\$700,000	DBE	3/12/2012	1	Oakland, CA	3.0
	A14-0016	Moore Iacofano Goltsman, Inc.	Media and Public Relations Services	7/1/2014	6/30/2015	\$149,112	DBE	3/1/2011	3	Berkeley, CA	4.0
	A14-0017	Novani, LLC	IT Support Services	7/1/2014	6/30/2015	\$115,100	DBE	3/1/2011	5	San Francisco, CA	4.0
	A14-0018	L. Luster & Associates	LBCE Program Support Services	7/1/2014	6/30/2015	\$75,000	LBCE	8/8/2008	5	Oakland, CA	6.5
	A14-0023	Nelson/Nygaard Consulting Associates	Paratransit coordination services	7/1/2014	6/30/2015	\$360,500	LBCE	1/23/2009	1	Oakland, CA	6.0
	A14-0024	Koff & Associates Inc	Human Resource Services	7/1/2014	6/30/2015	\$60,000	LBCE	8/21/2009	7	Emeryville, CA	5.5
Professional Services (Technical) (Multi-year contracts)	A14-0002	MV Transportation, Inc.	Emergency Wheelchair and Hospital Discharge Services	4/15/2014	6/30/2015	\$70,000	LBCE	2/14/2014	2	San Leandro, CA	1.0
	A05-0004	URS Corporation Americas	Route 84 Expressway South Segment	7/26/2007	6/30/2018	\$14,750,000	LBCE	9/1/2004	6	Oakland, CA	7.5
	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 <sup>2</sup>	\$3,905,000	LBCE	10/24/2001	5	Pleasanton, CA	9.5
	A07-0001	T.Y. Lin International CCS	East-West Connector (Preliminary Engineering, Environmental, and Design Services)	6/1/2007	8/31/2013 <sup>1</sup>	\$15,857,490	LBCE	1/16/2007	4	Oakland, CA	7.5
	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	Oakland, CA	6.5
	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	Pleasanton, CA	7.5
	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	Richardson, TX	6.5
	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	Oakland, CA	6
	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	Oakland, CA	6.5
	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	Oakland, CA	6
	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	Oakland, CA	6.5
	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	Pleasanton, CA	5.5
	A09-007	Electronic Transaction Consultants	I-580 Eastbound Express (HOT) Lanes	5/1/2010	11/30/2016 <sup>2</sup>	\$12,492,086	DBE	11/1/2009	2	Richardson, TX	5
	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	San Francisco, CA	5
	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	Oakland, CA	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	Walnut Creek, CA	4.5
	A10-010	Harris & Associates	CM Webster Street SMART Corridors	8/16/2010	12/31/2015	\$197,000	Exempt	3/17/2010	3	Oakland, CA	4.5
	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	Oakland, CA	4.5
	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	Oakland, CA	4.5
	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	Oakland, CA	3.5
	A11-0033	CDM Smith	System Manager Express Lanes	12/15/2011	8/28/2015	\$1,433,934	DBE	5/9/2011	2	San Francisco, CA	3
	A11-0034	WMH Corporation	PA/ED for I-680 NB Express Lane	8/9/2011	6/30/2016	\$6,611,366	LBCE	5/6/2011	5	Oakland, CA	3.5
	A11-0038	Delcan Corporation	System Integration Services for I-80 ICM Project	12/21/2012	12/31/2015	\$7,375,523	Exempt	9/30/2011	2	La Palma, CA	2
	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	Oakland, CA	3.5
	A11-0058	Vavrinek, Trine, Day & Co., LLP	Independent Financial Audit	4/1/2012	6/30/2015	\$220,500	LBCE	12/9/2011	5	Pleasanton, CA	3
	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	Oakland, CA	2.5
	A12-0028	Aegis	East Bay SMART Corridor Operations and Maintenance	6/28/2012	9/30/2015	\$700,000	Exempt	4/8/2010	3	San Jose, CA	2.5
	A13-0001	Alta Planning + Design	Safe Routes to Schools	11/1/2013	6/30/2016	\$4,441,096	DBE	3/18/2013	1	Oakland, CA	1

Contract Type	Contract No.	Firm	Project/Scope	Contract Start	Contract Expiration	Current Contract Amount	Contract Equity Program <sup>3, 4</sup>	Last RFP Issuance Date	No. of Bids	Firm Location	Years Since Last RFP and/or Contract Term
	A13-0020	Ghirardelli & Associates	Construction Management East Bay Greenway	11/1/2012	3/31/2015	\$535,800	DBE	9/26/2012	2	Oakland, CA	2.5
Professional Services (Technical) (Multi-year contracts)	A13-0024	Community Design & Architecture	Transportation & Land Use Work Program	10/1/2013	3/30/2015	\$144,983	LBCE	7/17/2013	3	Oakland, CA	1.5
	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	Oakland, CA	1.5
	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	Emeryville, CA	1
	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 <sup>2</sup>	\$3,299,405	DBE	11/1/2009	2	Richardson, TX	1
	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	Berkeley, CA	1
	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	Oakland, CA	1
	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	Oakland, CA	< 1
	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	Oakland, CA	< 1
	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	Oakland, CA	< 1
	A14-0034	Kittelson & Associates, Inc.	Downtown Oakland Comprehensive Circulation Study	2/1/2015	6/30/2016	\$900,000	DBE	6/10/2014	2	Oakland, CA	< 1
	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	San Francisco, CA	< 1
	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	Oakland, CA	< 1
	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	Oakland, CA	< 1
	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	Beverly Hills, CA	< 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	Emeryville, CA	< 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	Oakland, CA	< 1
	A14-0077	ComputerWorks NFP Solutions	New accounting software implementation services	1/15/2015	1/14/2016	\$73,000	LBCE	6/21/2014	4	Ontario, CA	< 1
	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	Oakland, CA	16
Construction	A11-0026	Steiny & Company, Inc.	I-80 ICM San Pablo Corridor Arterial and Transit Improvements	8/23/2011	12/31/2015 <sup>2</sup>	\$10,280,128	Exempt	4/14/2011	4	Vallejo, CA	3.5
	A11-0030	Bortolussi & Watkin, Inc.	Planting and Irrigation of I-580 Landscaping Project	10/29/2012	12/31/2015 <sup>2</sup>	\$251,920	DBE	7/6/2012	1	San Rafael, CA	2.5
	A11-0036	Forster and Kroeger, Inc.	Landscape Maintenance for the I-580 Castro Valley I/C Project	7/28/2011	12/31/2015 <sup>2</sup>	\$231,820	LBCE	6/30/2011	2	San Anselmo, CA	3.5
	A11-0062	Amland Corp.	Construction of Webster Street SMART Corridor Project	11/26/2012	6/30/2015 <sup>2</sup>	\$652,226	DBE	8/17/2012	4	San Jose, CA	2
	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	Walnut Creek, CA	2.5
	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	Castro Valley, CA	1.5

Notes

<sup>1</sup> Reflects estimated completion of tasks at time of suspension in April 2012.

<sup>2</sup> Date reflects estimated work completion.

<sup>3</sup> The Disadvantaged Business Enterprise Program (DBE) is a United States Department of Transportation (U.S. DOT) administered contract equity program. The Alameda CTC is committed to the participation of DBE firms in Alameda CTC's contracting opportunities in accordance with federal regulations 49 C.F.R. Part 26, Amended May 1, 2006 by the U.S. DOT, as amended from time to time. The DBE Program applies to all federally funded contracts.

<sup>4</sup> The Local Business Contract Equity Program (LBCE) Program is an Alameda CTC administered contract equity program that encourages businesses to locate and remain in Alameda County, to employ residents of Alameda County and to spend Measure B funds for goods and services with local Alameda County businesses.

**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		<b>Vacancy</b>			<b>Alameda County Supervisor Richard Valle, District 2</b>				

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# Citizens Watchdog Committee Meeting Minutes

7.2

Monday, January 12, 2015, 5:30 p.m.\*

\*Earlier time for audit and compliance report review

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

## Special Annual Compliance Review

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

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

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

Staff reviewed a sample Audited Financial Statement and compliance report with the CWC. This review served as a training tool for new members and was a refresher for existing members. Staff indicated that the compliance review tracking and comment forms will be emailed to the CWC to allow members to record their comments. Staff requested comments from CWC members by January 30, 2015.

## Regular Meeting Minutes

### 1. Welcome and Call to Order

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

### 2. Public Comment

Ken Bukowski informed the committee that he is videotaping the meetings, and all of his videos can be accessed at <http://regional-video.com/>.

Jason Bezis requested the CWC investigate if Measure B funds were used to promote Measure BB. He stated that he believes that Measure B funds were used to campaign and generate campaign materials for Measure BB. Jason specifically mentioned the "Consider the Future of BART" educational material and stated that BART claimed that the educational material was hype because the literature alleged that Measure BB will "modernize and improve access to all BART stations." Jason also mentioned that Wendel Rosen, as legal counsel for Alameda CTC, had a conflict of interest because they were also the legal advisor for the "Yes on BB" campaign.

### 3. CWC Meeting Minutes

#### 3.1. Approval of October 27, 2014 CWC Meeting Minutes

*Matt Turner moved to approve the minutes. Harriette Saunders seconded the motion. The motion passed unanimously 9-0 (Cynthia Dorsey, Brian Lester, Robert Tucknott, and Hale Zukas were absent).*

#### **4. CWC Annual Report Outreach Summary and Cost Benefit Analysis**

Tess Lengyel reviewed and discussed the memo and cost benefit analysis in the agenda packet. She informed the committee that the budget for the CWC Annual Report was \$50,000, and the actual cost \$38,311, which was \$11,689 under budget. Tess reviewed the various methods of outreach that Alameda CTC and the CWC members performed.

Questions and feedback from members:

- Each year, the cost benefit analysis report is very informative.
- Did the annual report assist in the passing of Measure BB? Tess said that historically, we do not get a lot of feedback from the public on this report.
- How did Alameda CTC determine the number of people who saw the ads? The newspapers provide Alameda CTC with readership for the advertisements, and Alameda CTC estimates readership of the report. Discussion took place regarding the click-throughs. Staff mentioned that the online vendors do not always track the click-throughs, and Alameda CTC does not have the data. It is not possible to determine the exact number of people who saw a specific ad.

James Paxson stated that the cost benefit analysis is used to drive the outreach for the next annual report that will be discussed by the Annual Report Subcommittee. He also suggested that the CWC Annual Report Subcommittee review the advertising/outreach considerations brought up at an earlier meeting. The outreach considerations are:

- Advertise on local billboards;
- Produce a 1-3 minute video; and
- Place public service announcements on cable television.

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

##### **5.1. Measure B Programs**

John Nguyen reviewed the presentation on the Measure B Direct Local Distributions and grant program for Fiscal Year (FY) 2013-14. The presentation included the breakdown of the 60 percent of Measure B funds allocated to programs. He stated that in FY2013-14, Alameda CTC collected approximately \$120 million in net sales tax revenue and distributed \$67 million directly to the cities and County of Alameda. John highlighted the array of services, projects, programs and plans implemented throughout the county using Measure B Direct Local Distributions and discretionary funds. John informed the committee that the fund balance reserves have declined by 25 percent since the modifications to the Master Programs Funding Agreement in 2012.

Questions/feedback from members:

- Do the Bike-Go-Round Education/Safety program benefits encourage bicycle and pedestrian travel? Does the program include wheelchairs? Staff said that Alameda CTC is a funding agency, and the implementation agency responsible for building infrastructure incorporates design standards that accommodate wheelchairs.
- The number of transit oriented development projects increased from three to four, why? Staff stated that funds were committed to the Sustainable Communities Technical Assistance Program.
- On bicycle and pedestrian gap closures, the unincorporated urban areas are not receiving assistance from the Alameda County Public Works Department (PWD). Is there a way to show how the money is divided in the

unincorporated area? Staff stated that Direct Local Distributions are used for local priorities dictated by the fund recipient, Alameda County. The CWC can look at the Alameda County's capital improvement plan and compliance report to see their planned expenditures. The CWC can request the PWD to explain how Measure B funds are planned for specific projects/programs.

- Does Alameda CTC know what the grants are used for? Staff said that the proposed grant projects or programs undergo a competitive selection and evaluation process to ensure awarded projects/programs meet eligibility requirements and achieve grant program objectives.

## **5.2. Measure B Projects**

Raj Murthy gave an overview on the status of the capital projects. He noted that 40 percent of Measure B funds are used for capital projects. Raj discussed the five 2000 Measure B major investments and the remaining active projects.

Questions/feedback from the committee:

- How many projects are there? Staff said there were 27 original projects. Some projects were split into multiple projects, which became more than the 27 projects that Alameda CTC managed. For example, ACTIA #27 split into five projects. It was noted that slide 22 shows the remaining active projects.

At the October 27, 2014 meeting, CWC members requested Alameda CTC to provide an update on the following BART projects:

- Oakland Airport Connector (OAC)
- Warm Springs Extension (WSX)
- State of good repair

Alameda CTC invited BART to give an update to the CWC at the January meeting. CWC members requested BART to answer the following questions during the presentation to the committee:

- During the current rainstorm (in December), did BART Oakland Airport Connector have flooding?
- In light of the recent problems, will BART need to increase its maintenance budget for the Oakland Airport Connector?
- A couple of years ago a study done at the U.C. Institute of Transportation Studies concluded that BART had deferred maintenance needs of over \$15 billion, and that some of those needs, if unmet, would create dangerous conditions for patrons.
  - Do you (BART) agree with the estimate from that study?
  - What are BART's priorities for meeting its deferred maintenance needs?
  - How does BART plan to fund the needed maintenance?
  - How much of the funding for the planned extensions could instead be used to take care of deferred maintenance for the core system?

Don Allen, Chief Engineer, is responsible for BART's infrastructure. He gave an update to the committee on BART Risk-Based Asset Management Planning. His approach was to share with the committee the asset management process, steps

taken, and where BART is in the process. Don stated that BART's primary interests are safety, reliability, and customer friendly service. He discussed the key risks of the system, which are:

- Age and condition of BART's Infrastructure
- Loss of skilled people due to retirement
- Increased ridership placing additional strain on the system

Don said that BART's approach to Risk-Based Asset Management Planning should address the steps needed to improve the state of good repair and maintain the system over 30 years. To address the issues, BART is looking at developing risk definitions, priorities, and mitigation. Some of the largest risks are:

- Train control (safety and operational), which includes track safety
- Cars
- Hayward Maintenance Complex (HMC), a facility to launch strategic maintenance programs for the future
- Traction power
- Track, guide ways, aerial structure, bridges, track ways, and track beds

Don stated that BART has completed extensions in the East Bay and West Bay without having a full maintenance program. BART has done minor improvements to its roll-and-stop shops to maintain the existing system until the HMC is complete.

Currently, BART has a funding shortfall of approximately \$4.8 billion for the 10-year project look ahead. He said the question regarding the \$15 billion mentioned in the study done by U.C. Institute of Transportation is for maintenance deferred over 30 years. To fund a robust maintenance program, BART is looking at state, federal, and local funding and is considering funding through a bond measure if necessary. Regarding the question of using funding for the planned extensions toward maintaining the core system, Don responded that the funds dedicated toward extensions must go toward extensions.

Questions/feedback from members:

- Why is BART losing personnel? Don stated that staff turnover is due to retirement.
- Concern was expressed regarding BART experiencing a high turnover in staff who have very specialized skills, and public safety has become an issue. BART stated that BART's intent is not to run an unsafe system. If the track degrades, BART may need to slow down trains and run fewer trains if BART doesn't invest in system upgrades.
- When will the new cars arrive? BART said around 2017.
- Why did BART go to Europe for the new cars instead looking for the cars in the United States?

Bob Mitroff, Chief Planning and Development Officer at BART, stated that OAC began service November 22, 2014. BART is currently doing project completion and close out activity. Bob informed the committee that AirBART handled 2,200 passengers per day, and OAC handles 3,000 passengers a day. He expects an increase of approximately 1,000 passengers by FY2015-16.



Regarding the question about flooding during the heavy rain in December, Bob responded that OAC did not flood. He informed the committee that the rain was blowing horizontally through a gap between the decorative glasswork and the roof of the station, causing the tile floor to be slippery. BART is addressing this issue by putting up weather panels to cover the gap and retexturing the floor to address safety. Bob informed the committee that a plastic bag flew onto the OAC connector shoes and damaged the third rail, which doesn't propel the train, but lights up the inside of the car. Bob informed the committee that BART has a maintenance contract with Doppelmayr to handle OAC maintenance over the next 20 years.

Questions/feedback from the members:

- How many trips does the train make throughout the day? Bob said hundreds.
- A member suggested that BART allow cabs to be close to the Coliseum Station. It's very inconvenient to get off OAC and walk a block to access a cab.

Paul Medved, principal engineer with BART, gave a presentation on the BART Warm Springs Extension and informed the committee that the Warm Springs Extension will add 5.4 miles of new track from the existing Fremont Station south to a new station in the Warm Springs District of the City of Fremont, with an optional station located approximately midway, in the Irvington District. The optional Irvington Station is dependent on future funding through the City of Fremont and may be added at a later date. Paul discussed the project scope, schedule, funding, and BART non-discrimination program; he also showed progress photos.

## **6. FY2014-15 First Quarter Investment Report**

Patricia Reavey reviewed the Alameda CTC FY2014-15 First Quarter Investment Report with the committee.

Questions/feedback from the members:

- Will Alameda CTC go out for additional funding for Measure B? Patricia said that Measure B will not require additional financing.

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

Jo Ann Lew emailed a question regarding bond issuance to make sure the committee stays diligent on watching out for payment of the bond. Arthur L. Dao said Alameda CTC will report to CWC regularly on bond issuance. The CWC will review the operating and capital budget for FY2015-16, the mid-year budget update, and the audited financial report that will include a debt financing line item.

Several members of the committee inquired what happens to the CWC now that Measure BB has been approved. Art stated that the 2014 Expenditure Plan says the Independent Watchdog Committee (IWC) will be similar to the CWC as stated in the 2000 Expenditure Plan in terms of committee structure. Likewise, from a membership perspective, the IWC will be the same as the CWC. Art informed the committee that before Alameda CTC can receive the Measure BB funds, an agreement must be in place with the Board of Equalization (BOE), and the Commission will approve the agreement in January. He noted that we promised the voters that policies and procedures will be

adopted before Alameda CTC embarks on spending the funds. Documenting the structure of the IWC is part of the process. Tess said many things must be done to be ready for Measure BB. The 2014 Transportation Expenditure Plan says that IWC is the same as CWC, and Alameda CTC will go to the Commission to get certain things set in stone by the July timeframe. Tess reiterated that Measure BB sales tax collection will begin April 1, 2015, and Alameda CTC should start to receive money from the BOE sometime in mid to late summer 2015. The IWC will form around that timeframe. Members inquired if the IWC will perform the function mentioned on page 34 of the 2014 Expenditure Plan regarding reviewing and evaluating performance measures for Measure BB.

## **8. CWC Member Reports/Issues Identification (Verbal)**

### **8.1. CWC Issues Identification Process and Form**

James Paxson explained the process for this agenda item.

### **8.2. Issues Discussion**

#### **8.2.1. Local Streets and Roads Current Funding Formula**

Art Dao stated that Jason Bezis raised the issue that according to the 2000 Measure B Local Streets and Roads (LSR) formula, it appears that certain areas of the county are not getting their fair share of the funding. Alameda CTC provided Jason the formula/equation used to determine funding for this program. In terms of fairness, Art stated that Alameda CTC is doing exactly what the voters approved for Measure B. He stated that over the years, Alameda CTC has been through many financial audits during which an independent auditor reviews the LSR formula and the direct local distributions made to each jurisdiction. Art noted that there is no financial wrong doing on the part of Alameda CTC, and the agency has been consistent in receiving clean audit reports from independent auditors.

#### **8.2.2. Oakland Airport Connector Funding**

Art Dao stated that the 2000 Expenditure Plan shows \$65 million for the OAC project. The CWC Annual Report and the financial audit show approximately \$90 million. Jason Bezis asked how Measure B funding went from \$65 to \$90 million? Art stated that the 2000 Expenditure Plan allows for a project cost escalation factor which is approved by the Commission annually as part of the strategic plan. This information is in the strategic plan and on the Alameda CTC website.

Art stated that for both agenda items 8.2.1 and 8.2.2, Alameda CTC has provided information to Jason Bezis.

Questions/feedback from members:

- A member of the Paratransit Advisory and Planning Committee confirmed that the funding formula for paratransit is as stated in the 2000 Expenditure Plan and does not believe that the Alameda CTC would handle it differently for other programs.
- Is the LSR funding based on population? Staff stated that when the LSR percentage was originally negotiated, it was 22.34 percent of total net sales tax revenue to be distributed to each planning area. The cities' and the County's population and road miles were used to determine the percentage distributed to each city and the County. Staff stated that Jason's concern is that the Tri-Valley is not receiving its fair share for LSR. Staff noted that geographic equity must be considered for the totality of the

2000 Expenditure Plan and to consider the \$1.3 billion investment the Tri-Valley received for capital projects, as well as the work done on I-580, I-680, Route 84, the BART extension to Pleasanton, and LSR projects. The 2000 Expenditure Plan also provides funds for the Livermore Amador Valley Transit Authority and Altamont Commuter Express, both of which are in the Tri-Valley. Alameda CTC's job is to execute the Expenditure Plan, and the CWC's job is to ensure that Alameda CTC does exactly that.

James Paxson stated that a new decision needs to be made for Measure BB regarding fairness for the cities. Staff stated that Alameda CTC is currently working on a Comprehensive Investment Plan, which will include reviewing the funding formulas and exploring equity. It was noted that equity consists of many criteria such as local population, lane miles, modal equity, etc., and the Commission must define equity.

- How can the unincorporated areas get involved with the negotiation to ensure funds are earmarked to each unincorporated area, and be treated like the cities? Staff noted the Alameda County Technical Advisory Committee is very interested in equity, and there will be a public discussion about this. Staff noted that the unincorporated areas issues are accountability and equity. There will be a public debate and the Alameda County Technical Advisory Committee is very interested in the topic of equity.

Public Comment: Jason Bezis stated that the CWC Annual Report regarding the OAC project is incorrect. He stated that the 9th Annual Report to the Public shows that funding and certainty for OAC is zero. He said that there was a \$100 million mistake that was made for several years. He stated that federal funding was never received for the OAC. BART told Jason that the funding information in the CWC Annual Report is incorrect. Jason stated that the project cost escalation in Measure B does not exist. If the committee looks at the 2000 Expenditure Plan, it will see project funding for a capital project can't be increased by more than 15 percent. Jason requested that the CWC look at the project cost escalation.

James Paxson requested that staff explain the \$100 million federal funds used in the annual report and to further explain the project cost escalation in the 2000 Expenditure Plan. Art mentioned that Alameda CTC will bring this information back to the CWC.

## **9. FY2013-14 Annual Local Business Enterprise/Small Local Business Enterprise Utilization**

Due to time constraints this item was not reviewed, however it was included as part of the meeting packet for individual review by CWC members.

## **10. Staff Reports/Board Actions (Verbal)**

### **10.1. CWC Calendar FY14-15**

The calendar is in the agenda packet for review purposes.

### **11.2. CWC Roster**

The committee roster is in the agenda packet for review purposes.

### **11.3. Alameda CTC Commission Action Items**

The Commission action items are listed in the agenda packet.

### **11. Adjournment**

The meeting adjourned at 9:15 p.m. The next meeting is scheduled for March 9, 2015 at the Alameda CTC offices.

**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	1
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	2
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	4
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	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.	Tucknott	Robert A.	Pleasanton	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	1
15	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	2

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 Committee7.3

## Meeting Minutes

Monday, January 26, 2015, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

### MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

#### Members:

P Sylvia Stadmire,  
Chair

P Will Scott,  
Vice-Chair

A Larry Bunn

A Shawn Costello

P Herb Hastings

P Joyce  
Jacobson

P Sandra  
Johnson-Simon

P Jonah Markowitz

A Rev. Carolyn Orr

P Suzanne Ort

P Thomas Perez

A Sharon Powers

P Vanessa Proee

A Carmen Rivera-  
Hendrickson

P Michelle Rousey

P Harriette

Saunders

P Esther Waltz

P Hale Zukas

#### Staff:

P Jacki Taylor, Program Analyst

P Naomi Armenta, Paratransit Coordinator

P Krystle Pasco, Paratransit Coordination Team

P Terra Curtis, Paratransit Coordination Team

P Christina Ramos, Project Controls Team

#### Guests:

Tighe Boyle, Senior Helpline Services; Ken Bukowski, Public Member; Catherine Callahan, Center for Independent Living; Jennifer Cullen, Senior Support Program of the Tri-Valley; Shawn Fong, City of Fremont Paratransit Program; Doug Howerton, HOSC; Kadri Klm, LAVTA; Hakeim McGee, City of Oakland Paratransit Program; Kim Ridgeway, AC Transit; Andre Turner, City of Oakland Paratransit Program; April Wick, Easy Does It; Victoria Williams, Senior Helpline Services

## 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

There were no public comments.

### 3. Administration

#### 3.1. November 24, 2014 PAPCO Meeting Minutes

*Harriette Saunders moved to approve the November 24, 2014 PAPCO Meeting minutes as written. Michelle Rousey seconded the motion. The motion passed (13-0-0). Members Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Suzanne Ortt, Thomas Perez, Vanessa Proee, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire, Esther Waltz, and Hale Zukas were present.*

### 4. Draft Implementation Guidelines Review and Discussion

Terra Curtis gave an overview of the draft Implementation Guidelines including their purpose and the services provided. She reviewed the guidelines and discussed the potential changes regarding serving minors, temporary eligibility, taxi guidelines, volunteer driver program guidelines, and scholarship/subsidized fares. PAPCO members had the opportunity to discuss these potential changes.

Questions and feedback from PAPCO members:

- Since the guidelines will now explicitly state that the importance of destinations should be determined by the consumer and there will be no limitations regarding trip purpose, will there be limitations regarding the amount of trips taken in a given time period? Yes, the guidelines already offer the option of limiting the amount of trips taken in a given time period due to budgetary constraints.



- Why is there a restriction on meal delivery programs? The meal delivery programs are not providing a direct transportation service so they are not as appropriate for this funding source. They may be covered under other funding sources.
- Can organizations that have received funding for Meal Delivery programs in the past but discontinued their programs still apply for funding in the future since they provided a program at one point? No, if program managers take out that expense from their budgets they are not allowed to apply for funding again because they are not protected by the grandfathering clause that was established. They are advised of this rule if they propose that change.
- Why would a limit on trip purpose be allowed for city-based door-to-door programs? City based programs have more flexibility to provide trips with varying purposes than do the ADA programs. Although none of the city based programs are planning to limit trips due to their purpose, staff and ParaTAC members agree that it could be a useful tool for demand management. However, the importance of destinations should be determined by the consumers.
- One member proposed that limitations by trip purpose be subject to staff approval. There was consensus support for this suggestion and staff agreed to add it to city-based door-to-door programs.
- Is there still discussion regarding lowering the minimum age for paratransit service eligibility? Staff decided to hold off on making any changes to the minimum age criteria until there is more information on how the additional funding will impact the programs.
- Can the funding for the volunteer driver programs be used for reimbursement and administrative purposes? Yes, funding can be used for both.

Final comments and edits are due to Alameda CTC staff by Thursday, February 5<sup>th</sup>. The final Implementation Guidelines will be reviewed again at the Joint PAPCO and ParaTAC meeting on Monday, February 23<sup>rd</sup>.

## **5. Livermore Amador Valley Transit Authority (LAVTA) Quarterly Report**

Kadri Klm gave a quarterly presentation on LAVTA's new service provider, quarterly ridership and customer satisfaction.

Questions and feedback from PAPCO members:

- Why did you change transportation providers? Our previous contractor made a corporate decision to end their existing paratransit contracts with public transit agencies including LAVTA.
- Do you feel the incentive that you offer your provider for their performance has helped them maintain a focus on providing excellent service? Yes, staff believes that the incentives that are built into the contract are improving customer service overall.
- Thank you for sharing the ridership information for the Para-Taxi program.
- Did you conduct a customer satisfaction survey and what is your process for receiving complaints from customers? Staff does conduct a customer satisfaction survey and information regarding ridership and on time performance is collected. There are also penalties built into the contract when the provider does not meet the minimum performance requirements and incentives if they do. Currently we have only recorded one complaint in the last 1,000 rides.
- What do you mean by unlinked boardings? Is this considered a round trip? Unlinked boardings are recorded as one way trips regardless if multiple people are travelling together.
- A member commended LAVTA and its transportation provider for always being on time for his early trips to work.
- A member noted that PAPCO members who are a part of WAAC also receive detailed quarterly ridership information from LAVTA.
- A member suggested that there be a template of information provided for future presentations made by partner agencies. Information should include data on customer satisfaction, ridership, cost per trip, etc. Staff will request more specific information from partner agencies for future presentations and reports. Staff also noted that the applications for extension for Gap Grant Cycle 5 funding will include more standardized

performance measures like customer satisfaction, ridership and cost per trip.

- Can you provide more information on the Para-Taxi program? It seems as though there is a big difference between the average and median cost per trip with regards to the fare and the rider. Staff noted that although riders are only allowed a reimbursement of up to \$20.00, some riders are still willing to take long distance trips. This explains the difference in the average and median costs per trip.

## **6. Gap Grant Cycle 5 Program Report: Tri-City Volunteer Driver Programs**

Shawn Fong gave a Gap Grant Cycle 5 program report on the Tri-City Volunteer Driver programs which include LIFE ElderCare's VIP Rides program and the Drivers for Survivors program. She gave an overview of the programs' eligibility, service parameters and a summary of recent activities.

Questions and feedback from PAPCO members:

- A member stated "Congratulations! Your programs are excellent. I appreciated the specific information in your report."
- A member noted that LIFE ElderCare does a great job with recruiting volunteers from the Lions Club meetings.
- How does the \$5.00 gas card work? Volunteers can receive mileage reimbursement from both of the agencies however volunteers are not necessarily requesting this reimbursement. So the agencies have purchased gas cards as a thank you back to the volunteers. Volunteers are also claiming their miles on their tax forms.
- A member stated "I appreciate the message that you are sending out into the community that independence and mobility is indeed an option when you get older and possibly frail. I also appreciate the work that PAPCO is doing in this regard."
- A member of the public noted that Shawn Fong is a great resource for information on volunteer driver programs and for programs that are just starting up. She provided their volunteer driver program with a lot of valuable information when they were just starting.

## **7. Gap Grant Cycle 5 Program Report: Rides for Seniors**

Tighe Boyle and Victoria Williams gave a Gap Grant Cycle 5 program report on the Rides for Seniors program. They gave an overview of the program and services.

Questions and feedback from PAPCO members:

- This is a great program. You only have 76 program participants for all of Alameda County, what are you doing to recruit more participants? Staff is focused more on recruiting volunteer drivers at the moment. The more volunteer drivers they have in our program the more program participants they can have.
- How do you address the liability issue with the volunteer drivers in your program? Staff requires all volunteer drivers to have the state minimum insurance. Although this is not enough insurance, the agency does carry a \$1,000,000 umbrella insurance policy to cover our volunteers and participants. This costs about \$2,400 a year.
- At what point do you help people when they fall down? Do you call 911? Staff and volunteers do not have the expertise to help program participants if they injure themselves during a ride. They are trained to call 911 immediately. Also if there is a client that is at risk of falling and is no longer safe to be transported by a volunteer then the program participant will no longer be able to use the program as a higher level of transportation assistance is needed.
- Have you reached out to the Center for Independent Living for volunteers? Staff is in the process of looking into that opportunity for volunteers.
- A member stated "I can see that there is a lot of growth in this program, however, when it comes time to evaluate your overall ridership and program costs, I will be looking closely at the costs per trip and deciding whether this program is essentially cost effective for a nonprofit agency to provide."
- What is your cost per trip? Currently the cost per trip is very high and is around \$100 per one way trip.

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

Vanessa Proee announced that IHSS is reinstating hours in July.

Sandra Johnson-Simon announced that USOAC is celebrating its 2015 Annual Convention on March 20<sup>th</sup> at the Ashland Community Center in San Leandro, CA.

Joyce Jacobson announced that the City of Emeryville Commission on Aging is addressing the BART management on the issue around the lack of benches at the MacArthur BART station for the Emery-Go-Round shuttles. She also wrote an article on this issue which will appear in a local online blog.

Jonah Markowitz announced that he will be celebrating his 50<sup>th</sup> birthday in February.

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

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

Harriette Saunders noted that the next SRAC meeting is on March 26<sup>th</sup> at 11:30 a.m. Staff will be reviewing their program plan application and giving another update on IVR system.

### **9.2. Citizens Watchdog Committee (CWC)**

Herb Hastings reported that at the last meeting members received an updated report on the Oakland Airport Connector. Service providers' reports were also reviewed and discussed. The next meeting is on Monday, March 9<sup>th</sup>.

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

PAPCO members were asked to review the information provided in their packets.

## **11. Information Items**

### **11.1. Mobility Management – Planning for Transportation after Medical Services: A Guide for Service Members, Veterans & Their Family Caregivers**

Naomi Armenta reviewed the Planning for Transportation after Medical Services: A Guide for Service Members, Veterans & Their Family Caregivers attachment in the agenda packet. Naomi also noted that there is a lot of new resources and funding available for veterans' transportation services.

### **11.2. Outreach Update – 2014 Paratransit Outreach Summary Report**

Krystle Pasco gave a summary report on PAPCO's 2014 Paratransit Outreach efforts. She provided information on outreach events attended, including types of events and locations in the county, interagency outreach efforts, and materials distribution to nonprofits, city-based paratransit programs and transit agencies. She also noted the PAPCO members that attended the various outreach events and, finally, she thanked members for their continued support.

Krystle then 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.

### **11.3. Gap Grant Cycle 5 Update**

Jacki Taylor gave an update on the Gap Grant Cycle 5 funding process. She noted that in February the Commission will be asked to approve a one-year extension of the Gap Grant Cycle 5 program and applications for an extension will be released in March. The requests will be presented to PAPCO in May and a programming recommendation will go to the Commission in June.

Questions and feedback from PAPCO members:

- Why is staff pushing the release of Gap Grant Cycle 6 funding another year? Staff wants to hold off on issuing new calls for projects for this coming year until the Master

Program Funding Agreements are finalized and the Implementation Guidelines are reviewed and updated.

- A member requested that the applications for extension contain all of the required information before going to PAPCO members for review. Some applications contained missing information in the past and it was difficult to make a fully informed decision.
- A member requested that a representative be present during the application review process for any questions that PAPCO members may have.

#### **11.4. Section 5310 Funding Update**

Naomi Armenta announced that the draft program of projects for the recent 5310 funding cycle for large urbanized areas has been finalized. More information is available in the memo in the agenda packet. Applications from Alameda County did very well and all applicants received funding. More information regarding the awards for small urbanized areas will be released soon.

#### **11.5. Preparedness Follow-up**

Naomi Armenta reviewed the Earthquake Preparedness Guide for People with Disabilities and Other Access or Functional Needs attachment in the agenda packet. She highlighted the disaster supplies list and encouraged members to keep these items in an accessible location at home.

#### **11.6. Other Staff Updates**

There were no other staff updates.

### **12. Draft Agenda Items for February 23, 2015 PAPCO and Joint PAPCO/ParaTAC Meetings**

**12.1.** Gap Grant Cycle 5 Update

**12.2.** Gap Grant Cycle 5 Program Report: Taxi-Up & Go Project

**12.3.** Final Implementation Guidelines Review and Discussion

**12.4.** Joint Discussion – Countywide Transit Plan

### **13. Adjournment**

The meeting adjourned at 3:30 p.m. The next PAPCO and Joint PAPCO/ParaTAC meeting is scheduled for February 23, 2015 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.



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

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

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

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
13	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	<b>Jan-16</b>	2
14	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	<b>Feb-16</b>	4
15	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	<b>Jan-16</b>	0
16	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	<b>Oct-14</b>	1
17	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	<b>May-16</b>	0
18	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	<b>Jan-16</b>	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				



# Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

**DATE:** March 19, 2015

**SUBJECT:** Legislative Update

**RECOMMENDATION:** Receive an update on state and federal legislative activities and approve legislative positions.

## 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:** On February 2, the Obama administration released its budget recommendations for Fiscal Year 2016 (FY16). These recommendations reflect the first year of the Administration's six-year reauthorization proposal, the GROW AMERICA Act, which calls for a 30% increase in funding from FY15 enacted levels.

The Administration's previous four-year transportation authorization proposal introduced last year, would have provided \$75.6 billion annually in surface transportation spending through FY18. The revamped proposal will extend the solvency of DOT's Highway Trust

fund for six years, rather than four, and uses a combination of the revenues generated from the current gas tax and revenues from repatriation to pay for it. This year's proposal would boost funding for the program by \$176 billion to \$478 billion (which is approximately a 37% increase from the \$302 billion in last year's plan).

Similar to last year's proposal, the new bill proposes to convert Amtrak, high-speed rail, mass transit capital investment grants, administrative expenses and research, TIGER grants, and National Highway Traffic Safety Administration (NHTSA) vehicle safety programs from their current general fund status to mandatory programs paid out of the Highway Trust Fund, which would be renamed the Transportation Trust Fund.

The bill is paid for over six years by extending the existing levels of gasoline, diesel and trucking industry taxes, plus \$239 billion in one-time revenue from a new 14 percent tax on overseas earnings of foreign corporations that would now be subject to mandatory repatriation. These new revenues would offset six years of general fund transfers to the Trust Fund at \$39.733 billion per year. Of course, Congress would need to approve this new proposal in order for it to move forward.

Department of Transportation Secretary Anthony Foxx, embarked on a bus tour in late February to promote the Administration's GROW AMERICA Act outlined in the President's FY16 budget request. Secretary Foxx's bus tour focused on the need for a long-term surface transportation reauthorization bill. He also asked for input from the public on the future of transportation in the United States and his 30- year framework "Beyond Traffic: 2045" report published earlier in February.

Members of Congress in both parties continue to struggle with finding a funding mechanism that would replenish the Highway Trust Fund (HTF) and provide much needed certainty to states that are struggling to combat their crumbling infrastructure.

Senate Environment and Public Works Committee and the House Transportation Housing and Urban Development Committee held separate hearings at the end of February on funding and a long-term transportation bill.

**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

### **BUDGET**

**Revenues:** The Department of Finance released its revenue bulletin for January. The revenue targets are now based on the updated estimates included in the Governor proposed 2015-16 budget. Based on the new targets personal income tax revenues were \$114 million below the January estimate of \$10.295 billion, but sales tax revenue was up by \$500 million and corporation tax revenue was \$126 million above the target of \$115 million.

**Legislative Analyst's Office Evaluation of Cap & Trade Revenue:** The LAO released its analysis of the Governor's proposed resources budget, including a review of the proposed Cap & Trade expenditure plan. While the Governor estimates that the Cap & Trade auction will generate \$1 billion in 2015-16 and \$700 million in 2014-15, the LAO believes that combined auction revenue for 2014-15 and 2015-16 will range from \$3.3 billion to \$7.7 billion. The LAO estimates that a mid-range target of \$3.7 billion over the current and budget years is a prudent estimate, which is a little over twice the amount assumed in the Governor's budget. The \$3.7 billion target assumes that all allowances are sold at a price ranging from \$12-\$13, with the high end scenario assuming allowances are sold for \$25.

If the LAO's mid-range estimate comes true then an extra \$2 billion in Cap & Trade revenue could be available for programs in 2015-16. Based on the existing expenditure plan, 60%, or \$1.2 billion, would be allocated to the continuously appropriated programs, which include High Speed Rail, transit capital, transit operations, and affordable housing

& sustainable communities programs. The remaining \$800 million could be appropriated by the Legislature for existing or new funding programs.

**Gas Tax Revenue Reduction and the Board of Equalization:** The gas tax swap of 2010 requires the BOE to adjust the gasoline tax rate by March 1<sup>st</sup> of each year in order to maintain revenue neutrality. The new tax rate takes effect on July 1<sup>st</sup>. Based upon last year's revenue, BOE staff estimate that the excise tax should be reduced by 7.5 cents, which is 2 cent more than the Governor's estimated reduction of 5.5 cents. While the Governor's number would reduce funding by nearly \$800 million, the BOE's estimate will reduce funding in 2015-16 by \$1 billion. The BOE adopted a new rate at its February 24<sup>th</sup> meeting in Culver City of 6.5 cents. Attachment B includes the estimated effect of the BOE reduction on Alameda County gas tax subvention funding amounts.

The revenue neutrality test requires the amount of excise tax revenue to equal the amount of sales tax revenue that would have been collected if the state sales tax still applied to gasoline sales. This calculation must take into consideration any under/over collections for the current fiscal year, and an estimate on future fuel prices for the next fiscal year.

Meetings have already occurred with BOE board members urging them to take a more conservative approach. Fuel prices are highly volatile, which was underscored this week with the refinery explosion in Southern California causing prices to jump in a matter of days. A conservative approach now would also prevent an equally disruptive action next year by the BOE if they are forced to significantly increase the excise tax if the current price forecast is proven wrong.

## **POLICY**

**Transportation 101:** On Monday, February 23<sup>rd</sup>, the Assembly Committee on Transportation held an informational hearing to educate the Committee members on the history of transportation funding in California and how the fuel tax is no longer an adequate means to fund the state's transportation system. This hearing will set the stage for future action on the Speaker's transportation funding plan.

At the hearing LAO staff presented the various streams of transportation funding, and discussed the bleak future of the excise tax revenue. The BOE was available to explain the gas tax swap true-up process, and Will Kempton, CTC Executive Director, illustrated the impact on delivering transportation projects. Stakeholder representatives also presented the challenging funding picture, including Randy Iwasaki from CCTA, Michael Turner from LAMTA, Randy Rentschler from MTC, among other stakeholders.

Additional policy items that staff will present to the Commission in March include current polling on revenue increase options and state highway relinquishment proposals.

## **Legislation**

February 27 was the final date for bill introduction this year, and over 3,000 separate pieces of legislation were introduced. Staff is evaluating bills and will bring recommendations beginning in March/April 2015.

Below is a summary of a few bills associated with climate change and housing.

***Climate Change:*** Senate Pro Tem de Leon backed by several Dem Caucus members, environmental groups, and labor unveiled a package of bills aimed at implementing the Governor's pledge to take the next step to reduce greenhouse gas emissions.

The center piece of this package is SB 32 by Senator Fran Pavley which would extend the 2030 goals set in AB 32 with a new target to reduce GHG emissions by 80% below 1990 levels by 2050. The other major piece is SB 350 by Senator Kevin de Leon. SB 350 would provide the authority to implement the Governor's call to reduce petroleum use by 50%, increase the amount of electricity from renewable sources to 50%, and increase the energy efficiency of all existing buildings by 50%. The goal is to accomplish these tasks by 2030.

Other bills in this package include: SB 185 (de Leon), which would require state pension plans to divest from coal and move toward lower carbon investments; and, SB 189 (Hueso), which would establish a committee to provide input on state clean energy and climate action to ensure maximum job creation and economic benefit in California. In addition, Senator Wieckowski has introduced SB 207, which would require the Cap & Trade investment plan to identify any conflicting or overlapping policies that may interfere with the state's ability to meet GHG reduction targets.

***Speaker's Transportation Plan:*** Assembly Speaker Toni Atkins announced an ambitious proposal to address the funding crisis facing California's transportation infrastructure. The plan that would be advanced by the Assembly Democratic Caucus would provide \$10 billion over the next 5 years. The plan includes the following elements:

- Halt the use of \$1 billion in truck weight fees for transportation bond debt service. This would reverse the funding round-about that was enacted as part of the gas tax swap and provide \$1 billion for transportation projects.
- Provide \$200 million per year to repay over \$900 million in loans made to the general fund from various transportation accounts.
- Impose a road user fee, or vehicle fee, of approximately \$50 annually. This would generate about \$1.8 billion per year. These funds would be used for transportation bond debt payments of \$1 billion, leaving \$800 million per year in new transportation funding. Speaker Atkins stated that something needs to be done now, and this fee could be reduced or eliminated once a mileage based road user fee is implemented.

Last year attempts were made to return the truck weight fees back to transportation accounts, but those efforts failed primarily due to the impact it would have on the general fund. Speaker Atkin's proposal includes a vehicle fee in order to eliminate the \$1 billion general fund impact. In addition, the extra \$800 million roughly equals the revenue that will be lost when the excise tax is adjusted downward in response to lower gasoline prices.

However, the details have yet to emerge. It has not been decided how the road user fee would be imposed – whether it will include a mileage component or simply a per vehicle fee. Regardless, this new fee will require a 2/3 vote for approval. In addition, it is not clear how the returning weight fee funds will be allocated. Assemblyman Luis Alejo introduced AB 227, which would implement most of the Speaker's proposal, but additional measure are expected to be introduced.

### Recommended bill positions:

Staff recommends the SUPPORT positions on the following bills:

<a href="#"><u>AB 464</u></a> <b>(Mullin D)</b> Transactions and use taxes: maximum combined rate	Existing law caps the cumulative total amount of locally imposed sales taxes at 2%. However, many counties, including Alameda, are currently at that limit. AB 464 would amend existing law to increase the cap up to 3%.  Alameda CTC secured special legislative authority to exceed the 2% cap specifically for enacting a transportation sales tax. Without this authority Measure BB could not have been enacted.	SUPPORT
<a href="#"><u>ACA 4</u></a> <b>(Frazier D)</b> Local government transportation projects: special taxes: voter approval.	ACA 4 would amend the Constitution to lower the approval threshold to impose a special sales tax that provides funding for local transportation project to 55%. Local transportation projects are defined to include the funding needs for local streets and roads, state highways and freeways, and public transit systems. ACA 4 does not lower the voter threshold for parcel taxes.	SUPPORT
<a href="#"><u>SB 321</u></a> <b>(Beall D)</b> Motor vehicle fuel taxes: rates: adjustments.	SB 321 is intended to smooth out the up and down spikes to the excise tax adjustment that result from volatile fuel prices. This bill would allow the BOE to forecast the revenue neutrality calculation based on a five year horizon, rather than the current one year outlook. According to the bill the BOE could also phase in any adjust over three years, as well as authorize the BOE to update the rate on a quarterly rather than an annual basis if conditions warrant.	SUPPORT



<a href="#">AB 516</a> <a href="#">(Mullin D)</a> Vehicles: temporary license plates	AB 516 would require the DMV to develop a system that issues a temporary license plate that would be installed when a vehicle is sold. The purpose of the bill is to improve the ability to identify vehicles and eliminate any reason for a vehicle to be driven without a plate.	SUPPORT
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**Fiscal Impact:** There is no fiscal impact.

#### **Attachments**

- A. Alameda CTC 2014 Legislation Program
- B. Gas Tax Subvention estimated reduction in Alameda County

#### **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](http://www.AlamedaCTC.org)

*"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; 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"> <li>• Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures.</li> <li>• Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means.</li> <li>• Support efforts that protect against transportation funding diversions.</li> </ul>
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs.</li> <li>• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.</li> <li>• Support efforts that streamline financing and delivery of transportation projects and programs.</li> <li>• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.</li> <li>• Seek, acquire, and implement grants to advance project and program delivery.</li> </ul>
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> <li>• Support environmental streamlining and expedited project delivery.</li> <li>• Support contracting flexibility and innovative project delivery methods.</li> <li>• Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area, implementation of AB 1811, and efforts that promote effective implementation.</li> <li>• Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.</li> </ul>
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> <li>• Support efforts that reduce project and program implementation costs.</li> <li>• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.</li> </ul>
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> <li>• Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs.</li> <li>• Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs).</li> <li>• Support innovative financing opportunities to fund TOD and PDA implementation.</li> </ul>
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> <li>• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.</li> <li>• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.</li> <li>• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.</li> </ul>

Issue	Priority	Strategy Concepts
<b>Climate Change</b>	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> <li>• Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development.</li> <li>• Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy.</li> <li>• Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions.</li> <li>• Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.</li> </ul>
<b>Goods Movement</b>	Expand goods movement funding and policy development	<ul style="list-style-type: none"> <li>• Support goods movement efforts that enhance the economy, local communities, and the environment, and reduce impacts.</li> <li>• Support a designated funding stream for goods movement.</li> <li>• Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy.</li> <li>• Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.</li> </ul>
<b>Partnerships</b>	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> <li>• Support efforts that encourage regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation.</li> <li>• Support policy development to influence transportation planning, policy, and funding at the county, regional, state, and federal levels.</li> <li>• Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.</li> </ul>

Estimated Highway Users Tax - Projected FY 2014-15 and FY 15-16 Revenues

Jurisdiction in Alameda County	TOTAL Estimated FY 14-15 A	TOTAL Estimated FY 15-16 A	Difference A-B
Alameda	\$2,159,606	\$1,607,999	\$551,607
Albany	\$535,030	\$399,850	\$135,180
Berkeley	\$3,331,555	\$2,479,537	\$852,018
Dublin	\$1,523,055	\$1,134,968	\$388,087
Emeryville	\$304,260	\$228,104	\$76,156
Fremont	\$6,343,910	\$4,718,069	\$1,625,841
Hayward	\$4,341,287	\$3,229,886	\$1,111,401
Livermore	\$2,423,088	\$1,803,797	\$619,291
Newark	\$1,264,912	\$942,752	\$322,160
Oakland	\$12,184,769	\$9,058,511	\$3,126,258
Piedmont	\$326,047	\$244,295	\$81,752
Pleasanton	\$2,077,063	\$1,546,660	\$530,403
San Leandro	\$2,490,315	\$1,853,755	\$636,560
Union City	\$2,133,212	\$1,588,386	\$544,826
<b>COUNTY TOTAL</b>	<b>\$41,438,109</b>	<b>\$30,836,569</b>	<b>\$10,601,540</b>

Source: [californiacityfinance.com](http://californiacityfinance.com)

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