



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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

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Councilmember Michael Gregory

City of Union City
Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, April 24, 2014, 2:00 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

Glossary of Acronyms

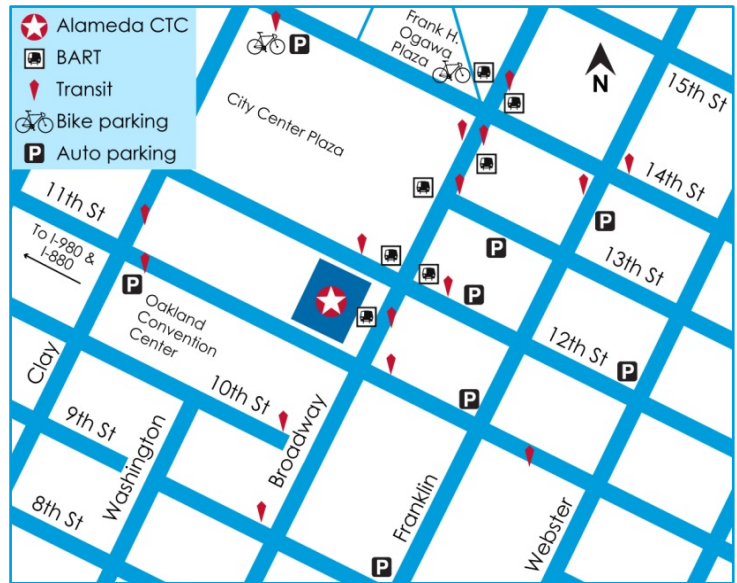
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda

Thursday, April 24, 2014, 2 p.m.

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

1. Pledge of Allegiance
2. Roll Call
3. Public Comment
4. Chair/Vice Chair Report
5. Executive Director Report

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

	Page	A/I*
6. Approval of Consent Calendar		
On April 14, 2014, Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.		
6.1. Approval of March 27, 2014 Minutes	1	A
Recommendation: Approve the March 27, 2014 meeting minutes.		
6.2. I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5 /724.4/724.5): Monthly Progress Report	5	I
6.3. I-580 Express Lane Projects (PN 720.4/724.1): Monthly Progress Report	15	I
6.4. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	29	I
6.5. California Transportation Commission march 2014 Meeting Summary	39	I
6.6. I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 717.0) Allocation of Regional Measure 2 (RM2) Funds for Right of Way / Utility Relocation	43	A
Recommendation: (1) Approve the Initial Project Report (IPR) Update and RM2 Allocation Request for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 717.0 and RM2 Project 30) and (2) Approve Resolution 14-006.		
6.7. Central Alameda County Same Day Taxi Services for Seniors and People with Disabilities	65	A
Recommendation: Authorize an amendment to agreement A12-0001 with St. Mini Cab Corporation for an additional \$107,126 to the current not-to-exceed budget.		

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

6.8.	<u>Altamont Commuter Express Baseline Service Plan for FY 2014-15</u>	67	A
	Recommendation: (1) Approve the Altamont Commuter Express (ACE) Baseline Service Plan for FY 2014-15 and (2) Approve a 4.75 percent ACE fare increase as proposed by the San Joaquin Regional Rail Commission (SJRRC).		
6.9.	<u>Alameda County Three Year Project Initiation Document Work Plan</u>	95	A
	Recommendation: Approve Three-Year Project Initiation Document (PID) Work Plan for Alameda County.		
6.10.	<u>Alameda CTC Semi-Annual Programs Status Update</u>	101	I
6.11.	<u>Draft FY 2014-15 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan</u>	111	A
	Recommendation: (1) Approve the assumptions described herein as the basis for the preparation of the FY 2014-15 Measure B Capital Program Strategic Plan Update. (2) Approve the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs, and confirm previously approved advances, exchanges and loans as presented herein. (3) Approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs. (4) Confirm debt service obligation from the 2000 Measure B Capital Fund related to the recent issuance of bond issuance.		
6.12.	<u>I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0): Ad-Hoc Project Advisory Committee (PAC) Composition</u>	137	A
	Recommendation: (1) Approve the modifications to the composition of the Ad-Hoc Project Advisory Committee (PAC) and (2) Appoint an Alameda CTC Commissioner for the vacant committee position.		
6.13.	<u>I-580 Corridor Improvement Projects (Various): Amendments to Existing Cooperative Agreements with Caltrans to Implement Contract Change Order Work and New Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project</u>	139	A
	Recommendation: (1) Authorize the Executive Director to amend the Existing Construction Cooperative Agreements for I-580 High Occupancy Vehicle (HOV) projects with Caltrans to implement High Occupancy Toll (HOT) elements by Contract Change Order (CCO) for a combined total not-to-exceed amount of \$23 million and (2) Authorize the Executive Director to enter into new Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project (PN 720.4/724.1).		
6.14.	<u>Time Extension Only Amendments</u>	143	A
	Recommendation: Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and		

Program delivery commitments.

6.15. [Investment Policy](#) 147 A

Recommendation: Approve the Alameda CTC Investment Policy

6.16. [Renewal of Existing Paratransit Coordination Services Contract for Fiscal Year 2014-15](#) 161 A

Recommendation: Approve the renewal of the current paratransit coordination services contract with Nelson/Nygaard Consulting Associates for Fiscal Year 2014-15 and authorize the Executive Director to enter into negotiations and execute a contract for a not-to-exceed budget of \$360,500.

6.17. [Community Advisory Committee Appointment](#) 163

Recommendation: Approve Community Advisory Committee Appointments.

7. Community Advisory Committee Reports

(Time limit: 3 minutes per speaker)

7.1. [Bicycle and Pedestrian Advisory Committee](#) - Midori Tabata, Chair 171 I

7.2. [Citizens Watchdog Committee](#) – James Paxson, Chair 177 I

7.3. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair 179 I

8. Planning, Policy and Legislation Committee Action Items

On April 14, 2014, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

8.1. Transportation Expenditure Plan Update (Verbal) I/A

8.2. [Legislative Update](#) 191 I

Recommendation: Approve recommended positions on legislation and receive an update on state and federal legislative activities

8.3. [2013 Performance Report](#) 203 I

8.4. [Countywide Multimodal Plans Update](#) 211 A

Recommendation: Approve an increase in the not-to-exceed amount for the consultant contract for the Countywide Transit Plan from \$900,000 to \$1,500,000 to include additional scope and budget from AC Transit for its Major Corridors Study.

9. Programs and Projects Committee Action Items

On April 14, 2014, the Programs and Projects Committee approved the following action items, unless otherwise noted in the recommendations.

9.1. [Semi-Annual Capital Projects Update](#) 213 I

10. Member Reports (Verbal)

11. Adjournment

Next meeting: May 22, 2014

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



1. Pledge of Allegiance

2. Roll Call

The clerk conducted a roll call. All Commissioners were present, except the following: Commissioner Luis Freitas, Commissioner Bill Harrison, and Commissioner Peggy Thomsen.

Commissioner Larry Reid arrived during agenda item 8.3.

Commissioner Pauline Cutter was present as the alternate for Commissioner Wilma Chan. Commissioner Don Biddle was present as an alternate for Commissioner Tim Sbranti.

3. Public Comment

There were no public comments.

4. Chair/Vice Chair Report

Vice Chair Kaplan informed the Commission that the Oakland City council unanimously voted to approve the Transportation Expenditure Plan (TEP).

5. Executive Director's Report

The executive directors report was included in the packet.

6. Consent Calendar

- 6.1. Approval of February 27, 2014 Minute
- 6.2. I-580 Corridor High Occupancy Vehicle Lane Projects (PN 720.5/724.4/724.5): Monthly Progress Report
- 6.3. I-580 Express (HOT) Lane Projects (PN 720.4/724.1): Monthly Progress Report
- 6.4. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.5. Sustainable Communities Technical Assistance Program (SCTAP) Draft Projects Recommendation
- 6.6. Alameda CTC Transportation Fund for Clean Air (TFCA) FY 2014-15 Program Guidelines
- 6.7. One Bay Area Grant (OBAG) Program - Local Streets and Roads (LSR) Funding
- 6.8. Third Cycle Lifeline Program Backfill for Lapsed Job Access and Reverse Commute (JARC) Funding
- 6.9. Wheelchair and Scooter Breakdown Transportation Service (WSBTS) and Hospital Discharge Transportation Service (HDTS) Contract Amendment
- 6.10. East Bay Greenway Project – Segment 7A (APN 635.1): Contract Amendment to

Existing Design Services Agreement

6.11. Time Extension Only Amendments

6.12. FY2013-14 Mid-Year Budget Update

6.13. FY2013-14 Second Quarter Financial Report

Commissioner Atkin motioned to approve the Consent Calendar. Commissioner Blalock seconded the motion. The motion passed unanimously (Freitas, Harrison, Reid, Thomsen absent)

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee

There was no one present from BPAC.

7.2. Citizens Watchdog Committee

James Paxson, Chair of the CWC, stated that the committee met on March 10, 2014. He reported that the committee reviewed outreach efforts and started vetting the draft annual report. He concluded by stating the committee reviewed compliance reports and vacancies on the committee.

7.3. Paratransit Advisory and Planning Committee

Sylvia Stadmire, Chair of PAPCO stated that PAPCO is working on the Access Alameda guide and website. The committee also held its annual finance and program review and reviewed current vacancies.

8. Planning, Policy and Legislation Committee Action Items

8.1. Goods Movement Collaborative and Plan Update

Tess Lengyel introduced the item and stated that the committee recommended that the Commission form an ad-hoc committee to further discuss the plan. She then introduced Michael Fischer from Cambridge Systematics, who reviewed the Freight study and plan on the state and local level. Michael updated the Commission on the four-phase project approach as well as the purpose of the goods movement plan. He covered goods movement in the bay area by trade and movement type as well as freight flows by commodity. He provided information on goods movement industries, functional elements of goods movement, air cargo and forecasts, and an analysis of urban goods movement and land use issues. Michael concluded by reviewing needs assessment, goods movement trends, and next steps for development of the plan.

Commissioner Kaplan requested freight route maps so that the plan can better address future needs. Alex stated that truck route information has been obtained from 10 cities in the county and analysis of the information will be integrated into the plan once all information is received.

Commissioner Miley wanted to know if the plan was inclusive of past work done by other counties. Alex stated that there was a review of all major goods movement plans throughout the region in an effort to produce a comprehensive plan.

Commissioner Fujioka wanted more information on outreach efforts made to inform cities of the development of the plan. Alex stated that there several outreach efforts made including development of a technical team to review the plan, distribution of a survey sent to city staff and creation of an ad-hoc committee, which will identify community groups that should be engaged. He also stated that there will be six roundtable meetings that will be publically advertised.

8.2. Legislative Update

Tess Lengyel provided an update on state and federal initiatives. On the federal side Tess updated the Commission on the president's budget, surface transportation program hearings in the Senate and House, and recommended that the Commission take a support position on AB 1811 (Buchanan).

On the state side, Tess updated the Commission on the state budget and provided a status update on Cap and Trade. She reported on the efforts made by all congestion management agencies to support implementation of the Sustainable Communities Strategy. She concluded by covering reports and hearings regarding Caltrans reform.

8.3. Transportation Expenditure Plan Update

(This item was heard after Item 6 on the agenda)

Tess Lengyel introduced the item by updating the Commission on the city council approvals of the TEP. She stated that the United Seniors of Oakland also expressed support of the plan. Tess introduced Alex Evans with EMC Research, who presented the Voters Survey and polling. Alex also covered study objectives, ballot questions, questionnaire structure and the survey timeline.

Commissioner Cutter wanted to know why there were more interviews scheduled in east county as opposed to other areas in the county. Alex stated that the number of interviews is intended to be reflective of the turnout amount.

Commissioner Dutra-Vernaci wanted to ensure that augmentation language is specifically called out in the ballot. Alex stated that the ballot language specifically uses the word "augment" and the survey makes mention to the increase in sales tax.

Commissioner Capitelli wanted to know if the wording for the ballots needs to be the same throughout every city in the county. Alex stated that the language needed to be consistent on the ballot.

9. Other Business

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

10. Member/Staff Reports

Capitelli stated that the City of Berkeley will send a letter to all jurisdictions regarding the movement of crude oil through the county.

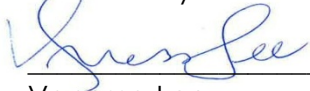
11. Adjournment

The next meeting is:

Date/Time: Thursday, April 24, 2014 @ 2:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

6.2

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

DATE: April 17, 2014

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

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

Summary

The Alameda CTC is sponsoring the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects along the I-580 corridor in the Tri-Valley. This monthly progress report provides a status update of the various projects currently underway in the corridor. This item is for information only.

Background

The Alameda CTC is the sponsor for the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects which include HOV lanes in the Eastbound and Westbound directions between Pleasanton and Livermore. The projects provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in partnership with Caltrans, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and the project partners held a groundbreaking ceremony in June 2013.

Attached for the Committee's review are the March 2014 progress reports for the I-580 Eastbound HOV Lane Project (Segment 3 Aux Lanes) and the I-580 Westbound HOV Lane Project (Segments 1 and 2).

Fiscal Impact: There is no fiscal impact.

Attachments

- A: I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 720.5)
- B: I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 724.4/724.5)
- C: I-580 Corridor HOV Lane Projects – Location Map

Staff Contact

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

[Stefan Garcia](#), Project Controls Team

ATTACHMENT A
I-580 Eastbound HOV Lane Project (PN 720.5)
Monthly Progress Report
March 2014

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project is completing one final construction segment, Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road. The Project scope includes:

- Construction of auxiliary lanes from Isabel Avenue to First Street;
- Pavement width necessary for a double express / high occupancy toll (HOT) lane facility;
- Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
- The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and
- The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for this project include:

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

Completed Activities – 49% of the contract work was completed as of 2/20/14

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

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

Ongoing & Upcoming Activities

Caltrans maintains a project website (<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

- Construct and backfill remaining retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Complete Subgrade preparation and cement treated soil
- Paving activities will begin this spring

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds.

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ million)						Total
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	
PA&ED						0.02	0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct 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 EB Auxiliary Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. Construction is planned to complete in late 2014.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	November 2014 (T)

ATTACHMENT B
I-580 Westbound HOV Lane Projects (PN 724.4/724.5)
Monthly Progress Report
March 2014

PROJECT DESCRIPTION

The Westbound I-580 HOV Lane Project includes three segments:

- **SEGMENT 1** – WB HOV Eastern Segment from Greenville Road to Isabel Avenue
- **SEGMENT 2** – WB HOV Western Segment from Isabel Avenue to San Ramon Road
- **SEGMENT 3** – Bridge widening at Arroyo Las Positas Creek. This work is included in the construction contract for the EB HOV Lane Project (see Attachment A).

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

Construction activities include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes; however, no complete freeway closures are anticipated. Due to heavy daytime traffic volumes, closing traffic lanes in the daytime is not feasible. For this reason, pavement rehabilitation work can only be done during nighttime hours. Night work will include setting lane closures and shifting traffic lanes (placement of safety barrier (k-rail) and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. Caltrans lane closure charts permit the contractor to perform this work at night between 9pm and 4am. Work behind k-rail and all bridge work is expected to occur during daytime hours.

Construction Challenges

Alameda CTC staff is working in close coordination with Caltrans to implement the project within limited funding. Challenges and managed risks for the project include:

SEGMENT 1 (Eastern Segment)

- Installation of future HOT Lane components to facilitate HOT Lane completion. Project staff is working to combine HOV and HOT construction work in a manner that will allow the HOT/HOV express lane facility to be opened concurrently
- Additional widening of the North Livermore Avenue structure to accommodate HOT Lane width requirements
- New retaining wall to account for recent, accelerated erosion within the Arroyo Seco Creek adjacent to the widening necessary for westbound lanes
- Coordination with concurrent Caltrans projects in the area to reduce cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

SEGMENT 2 (Western Segment)

- Installation of future HOT Lane components to facilitate HOT Lane completion. Project staff is working to combine HOV and HOT construction work in a manner that will allow the HOT/HOV express lane facility to be opened concurrently
- Elimination of a retaining wall to reduce project cost

- Changes to the pavement cross section to reduce project cost
- Bird Nesting on structures and in adjacent field areas
- Revision of pavement slab replacements to prioritize in areas most in need

Completed Activities

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

SEGMENT 1 (Eastern Segment) – 42% of the contract work was completed as of 2/20/14

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

SEGMENT 2 (Western Segment – 41% of the contract work was completed as of 2/20/14

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

Ongoing & Upcoming Activities

Caltrans maintains a project website

(<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) and conducts public information and outreach efforts in cooperation with Alameda CTC. Ongoing and upcoming work activities include:

SEGMENT 1 (Eastern Segment)

- Excavate and construct retaining walls and soil nail walls
- Soundwall construction at Vasco Road
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Median widening for HOV lane

SEGMENT 2 (Western Segment)

- Completion of Stage 2 outside widening
- Installation of drainage systems
- Median barrier reconfiguration
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Final paving and striping of westbound I-580

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 1 (Eastern Segment)

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

Funding Plan – SEGMENT 2 (Western Segment)

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

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

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

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

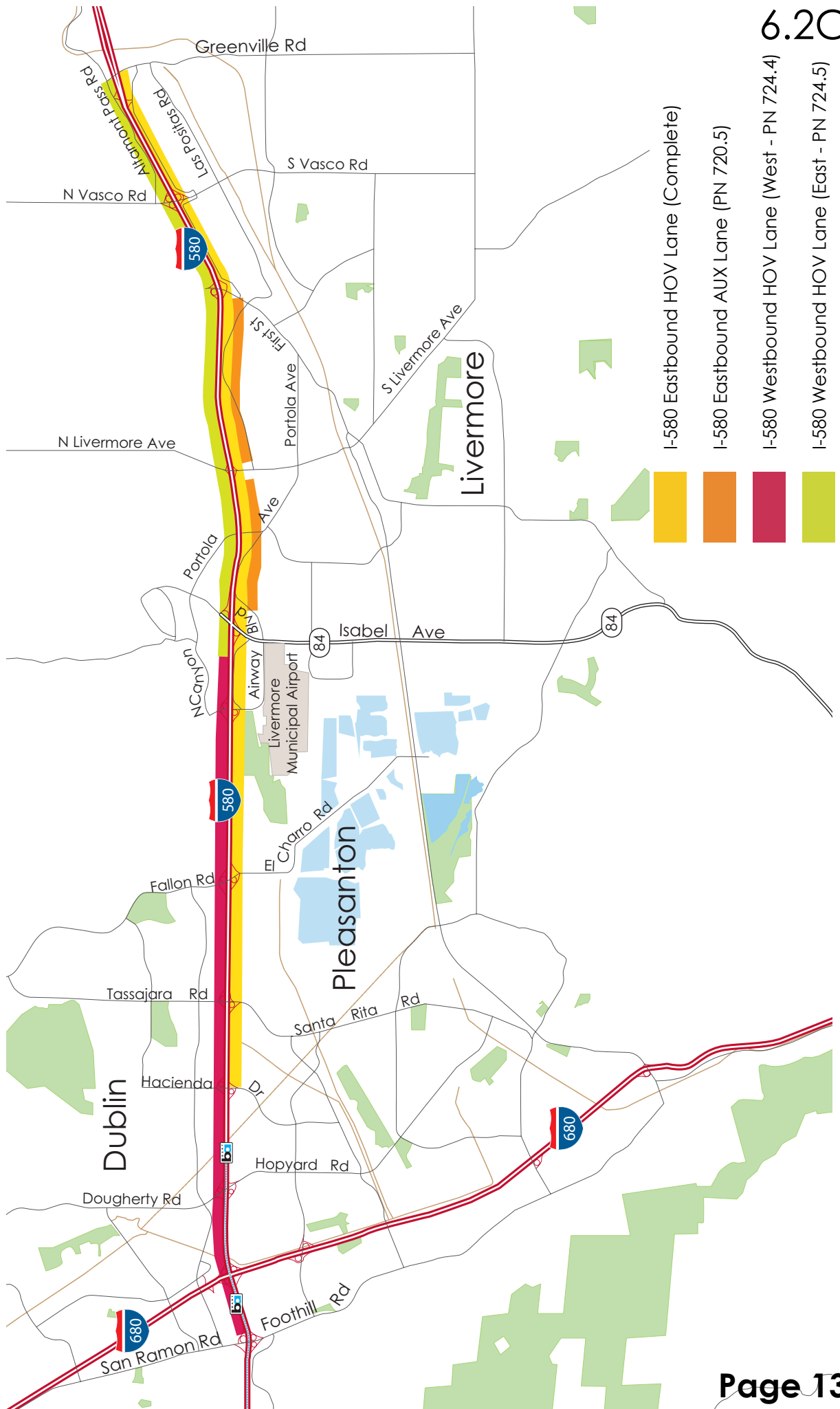
Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	May 2015 (T)

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. Construction is planned to complete in late 2014.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	November 2014 (T)

I-580 Corridor HOV Lane Projects - Location map



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Memorandum

6.3

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

DATE: April 17, 2014

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

RECOMMENDATION: Receive a monthly status update on the I-580 Express Lane Projects.

Summary

The Alameda CTC is sponsoring the Express Lane Projects along the I-580 corridor in the Tri-Valley. The Eastbound I-580 Express Lane Project will convert the newly constructed eastbound High Occupancy Vehicle Lane (HOV) lane, from Hacienda Drive to Greenville Road, to a double express lane facility. The I-580 Westbound Express Lane Project will convert the westbound HOV lane (currently under construction) to a single express lane facility from west of Greenville Road to west of the San Ramon Road/Foothill Road Overcrossing in Dublin/Pleasanton.

A Categorical Exemption/Exclusion (CE) for the westbound direction was approved on August 2, 2013. An Initial Study/Environmental Assessment (IS/EA) for the eastbound direction was approved on March 18, 2014. Staff is working with Caltrans to evaluate the option to implement civil construction through multiple contract change orders (CCO's) to the on-going construction contracts. The I-580 Eastbound and Westbound Express Lane civil construction work will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software. The express lane facility is scheduled to open for use in 2015.

For detailed information on project funding, schedule and status of the Eastbound I-580 Express (HOT) Lane Project, Westbound I-580 Express Lane Project and System Integration activities, see Attachments A, B and C of this report. This item is for information only.

Background

Delivery Strategy

I-580 Eastbound Express and I-580 Westbound Express Projects have been combined into one project for the construction phase. This will reduce bid advertising and construction support costs and minimize potential conflicts with two contractors performing work within the same project limits and median of the highway.

In October 2013, Staff issued four CCO's to the on-going construction contracts (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project) along I-580 to incorporate some scope elements (Tier 1 CCOs) for the express lane project. These CCOs are currently under construction. Staff has also recently issued additional CCO's (Tier 2 CCOs) to the above mentioned contracts to construct additional civil scope elements of the express lanes. Staff is also evaluating the option to implement the remaining civil construction work via CCO's (Tier 3 CCOs). The benefit of implementing CCO's is to avoid working in the environmentally sensitive area, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Items included in already issued CCOs and under consideration to be included in the potential future CCOs include:

- Electrical Conduit – across and along I-580
- Service and controller cabinets
- Striping – stripe to final express lane configuration
- Install K-rail along median at sign locations
- Median concrete barrier
- Fiber Optics Cable
- Sign structures including tolling gantries, dynamic messaging signs, lighting standards and other sign structures.

“Near Continuous” Access Configuration Status

Staff is currently moving forward with the concept of a “near continuous” (aka “more open”) access configuration in lieu of “limited” access for the express lanes on the I-580 corridor. The “near continuous” access configuration would eliminate the two foot buffer between the express lane and the general purpose lanes except at “hot spots” or “safety zones” such as between Hacienda and Fallon Road (eastbound) and Hacienda and I-680 (westbound). To support the implementation of near continuous access, zone tolling and automated toll violation enforcement strategies have been incorporated in project design.

Fiscal Impact: There is no fiscal impact.

Attachments

- A: I-580 Eastbound Express (HOT) Lane Project Monthly Progress Report
- B: I-580 Westbound Express (HOT) Lane Project Monthly Progress Report
- C: I-580 Express (HOT) Lanes System Integration Monthly Progress Report
- D: I-580 Corridor Express Lane Projects – Location Map

Staff Contact

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

[Gary Sidhu](#), Project Controls Team

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ATTACHMENT A
I-580 Eastbound Express (HOT) Lane Project
Monthly Progress Report
April 2014

PROJECT DESCRIPTION

The Eastbound I-580 Express (HOT) Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive in Dublin/Pleasanton to Greenville Road in Livermore, to a double express lane facility, a distance of approximately 11 miles.

PROJECT DELIVERY STATUS

- The Initial Study and Environmental Assessment (IS/EA) was approved on March 18, 2014 and the Project Study Report/Project Report (PSR/PR) was approved on March 21, 2014.
- Staff is coordinating with the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes) to implement the entire civil scope through Contract Change Orders (Tier 3 CCOs) in addition to already issued CCO's (Tier 1 & 2 CCO's) to on-going construction contracts.

RECENT ACTIVITIES

- Submitted Tier 2 and 3 CCO packages to Caltrans for their review and negotiation with the contractors
- Caltrans approved IS/EA and Project Study Report/Project Report (PSR/PR) marking completion of the Environmental Document and Project Report Approval Phase.

UPCOMING ACTIVITIES

- Finalize Tier 2 and 3 CCO's and complete cost negotiations with the contractors
- Amend construction cooperative agreements for three on-going construction contracts (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to implement additional CCO's (Tier 2 and 3 CCO's)
- Execute Operations & Maintenance Agreement with Caltrans to delineate roles and responsibilities for operations and maintenance of the high facilities within the express lanes limits

POTENTIAL ISSUES/RISKS

Construction implementation – due to potential delays in completion of construction contracts, it may not be possible to issue a stand-alone contract for civil construction in time to complete the project on schedule. Staff is working with Caltrans to evaluate the

option to complete the entire civil construction work via CCO's to the on-going contracts.

FUNDING AND FINANCIAL STATUS

See Attachment C for combined project funding and financial status.

SCHEDULE STATUS

I-580 Eastbound Express (HOT) Lane Project Schedule:

Project Approval	March 2014
RTL	April 2014
Begin Construction	September 2014
End Construction (Civil and System Integrator)	November 2015

ATTACHMENT B
I-580 Westbound Express (HOT) Lane Project
Monthly Progress Report
April 2014

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

- The environmental document, a Categorical Exemption (CE), has been approved
- Staff is coordinating with the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to implement the entire civil scope through Contract Change Orders (Tier 3 CCOs) in addition to already issued CCO's (Tier 1 & 2 CCO's)

RECENT ACTIVITIES

- Submitted Tier 2 and 3 CCO's to Caltrans for their review and negotiation with the contractors

UPCOMING ACTIVITIES

- Finalize Tier 2 and 3 CCO's and complete cost negotiations with the contractors
- Amend construction cooperative agreements for three on-going construction contracts (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to implement additional CCO's (Tier 2 and 3 CCO's)

POTENTIAL ISSUES/RISKS

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

FUNDING AND FINANCIAL STATUS

See Attachment C for combined project funding and financial status.

SCHEDULE STATUS

I-580 Westbound Express (HOT) Lane Project Schedule:

Project Approval	August 2013
RTL	April 2014
Begin Construction	September 2014
End Construction (Civil and System Integrator)	November 2015

ATTACHMENT C
I-580 Express (HOT) Lanes Systems Integration
Monthly Progress Report
April 2014

SYSTEM INTEGRATION SCOPE DESCRIPTION

The I-580 Express Lane civil contract will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and pavement striping to accommodate express lanes. The System Integrator will include tolling hardware design and software development, factory testing of design, equipment and system installation, and road geometry and toll system integration. It will also consist of field testing of the toll equipment and all subsystems including the interfaces to the BATA Regional Customer Service Center and Caltrans prior to implementing the new express lanes.

Detailed Discussion

The systems integration focuses on the most recent technologies including software, hardware and traffic detection that will be deployed to optimize the existing corridor capacity in order to effectively manage the current and forecasted traffic in the corridor. The system integrator, however, will continue to own the software while the implementing agency will pay for a license to allow for the use of the toll integrator's software.

The project toll system integrator, ETC Corporation, has been revising the system design to support the "near continuous" access configuration in both directions of I-580. The "near continuous" concept provides additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, it looks and feels similar to an HOV facility and, therefore, is expected to provide driver familiarity.

Project Geometry and Electronic Toll System Design

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

In the eastbound I-580 direction:

- Buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to Fallon Road
- Continuous access dual-lane HOV/Express Lane will be installed from Fallon Road to west of Vasco Road
- Continuous access single-lane HOV/Express Lane will be installed from west of Vasco Road to Greenville Road

In the westbound I-580 direction:

- Continuous access single-lane HOV/Express Lane will be installed from Greenville Road to Hacienda Drive

- A buffer separated single-lane HOV/Express Lane will be installed from Hacienda Drive to the I-580/I-680 Interchange

PROJECT STATUS

Concept of Operations/System Engineering Management & Enforcement Plans

CDM Smith staff updated the Concept of Operations (Con Ops) Plan and the System Engineering Management Plan (SEMP) to reflect the changes described above. These plans outline the engineering process, the testing process, QA/QC guidelines, toll maintenance and operations requirements, and communication network requirements. Both these documents have been approved by Caltrans and FHWA.

Software and hardware design

ETC staff has been revising the Detailed Design Document (DDD) for the software and hardware development based on deploying a "near continuous" access express lane system. The system designers are in the process of assessing the communication network and electrical power needs. ETC staff will then complete the system design, perform a series of factory and field tests and work with the agency staff to validate its hardware and software design, prior to opening the new express lanes facility.

Toll Pricing and Rate Publishing

As discussed in previous meetings, for practical purposes and to curtail toll violation, a zone-based tolling has been included in design to effectively support the "near continuous" access configuration. The zone-based toll rates will be displayed to patrons via the Dynamic Message Signs.

Toll Antennas, Readers and Violation Enforcement Subsystem

The toll gantries will be placed at approximately $\frac{3}{4}$ mile intervals. Closely spaced toll antennas and readers will help facilitate a "near continuous" access express lane configuration since it will lead to an effective FasTrak® transponder read. It should also support more effective toll violation enforcement.

As discussed previously, the system design includes an automated toll violation enforcement to effectively manage toll violations in this "near continuous" access express lane facility.

Agency staff are also working to deploy a comprehensive public education/outreach program in spring 2014 to support the implementation of a "near continuous" access configuration and the use of switchable transponders, which will be new to Bay Area toll customers.

The Golden Gate Bridge Authority implemented another payment option, payment through pay-by-plate. The user is required to open up an account to pay via their license plate. Our initial assessment indicates that this payment option is likely to encounter challenges since it will be difficult to distinguish the HOV and SOV users in an open/shared express lane facility, unless every vehicle is required to register as either an HOV or SOV vehicle. Staff will continue to evaluate and collaborate with other toll operators and report back to the committee on whether or not the I-580 Express Lanes will employ such payment option.

In summary, even though the “near continuous” access concept provides additional opportunities it is a relatively new concept for implementation in the region. Staff is committed to working closely with other like-minded agencies/industry experts to move forward and implement an effective electronic toll collection system strategy to effectively support a “near continuous” access express lane configuration.

RECENT ACTIVITIES

- Continued to work on accommodating “zone tolling” and automated violation enforcement in project design documents

UPCOMING ACTIVITIES

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

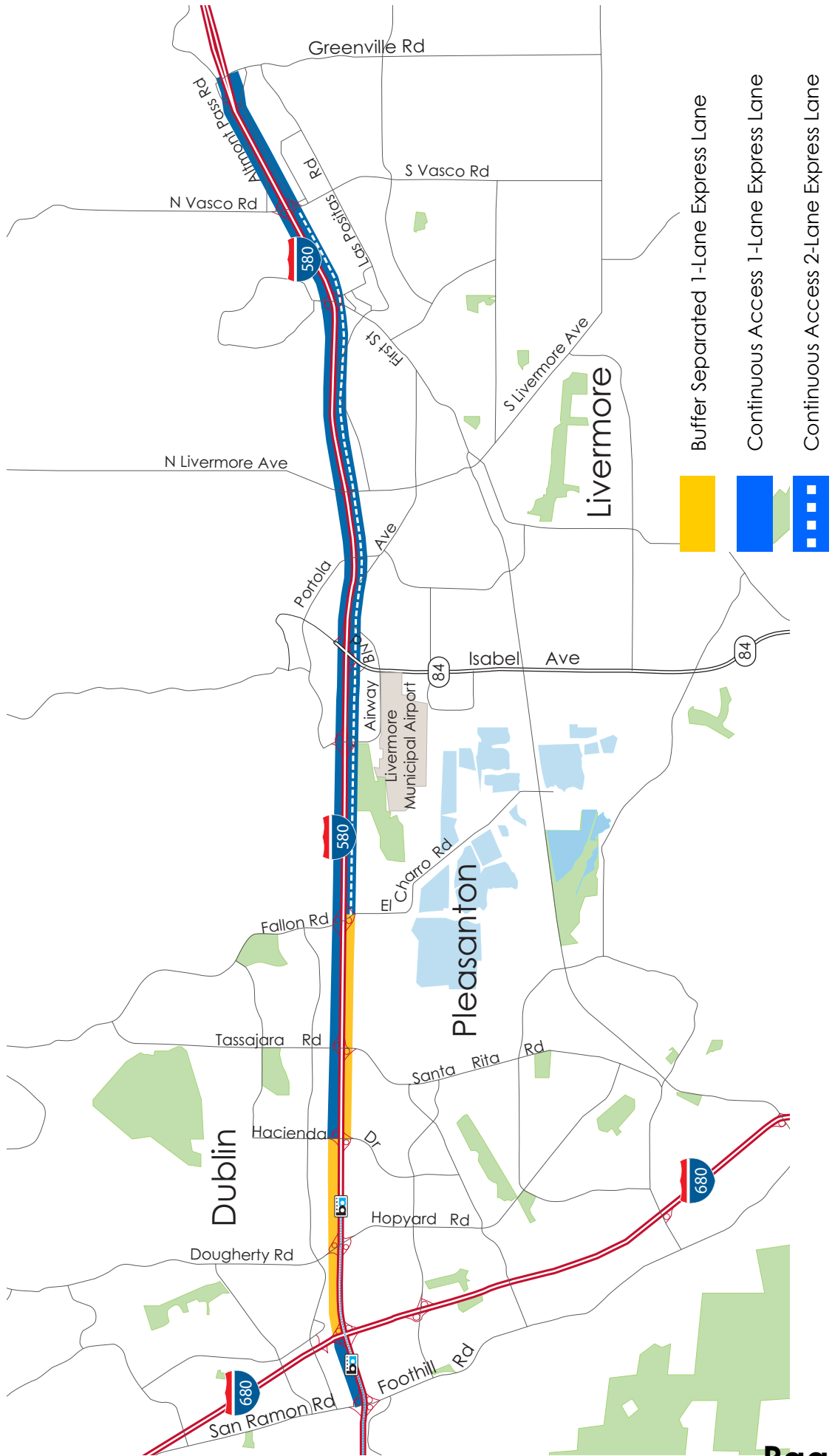
FUNDING AND FINANCIAL STATUS

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

Project Phase	Funding Source (\$ million)							Total
	ARRA	Federal Earmark	RM2	TVTC	TCRP Deferred	Local (Meas. B)	Other Local	
PA&ED			1.39	2.17	0.10			3.66
PS&E	0.70		0.11	0.93	3.10			4.84
Sys. Int.	6.80			0.68	1.47		8.05	17.00
ROW				0.37				0.37
Const. Support			2.55		0.05	1.47		4.07
Construct Cap		1.00		0.63	1.28		21.65	24.56
O&M						0.18	0.30	0.48
TOTAL	7.50	1.00	4.05	4.78	6.0	1.65	30.00	54.98
Total Project Cost: \$54.98M								

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I-580 Express Lane Projects Location map



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Memorandum

6.4

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

DATE: April 17, 2014

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

RECOMMENDATION: Receive an update on the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). As part of the LUAP, Alameda CTC reviews Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comments on them regarding the potential impact of proposed land development on the regional transportation system.

Since the last monthly update on March 10, 2014 the Alameda CTC reviewed three DEIRs. Comments were submitted for all three documents and are attached below.

Fiscal Impact:

There is no fiscal impact.

Attachments

- A) Alameda CTC comments on Warm Springs/South Fremont Community Plan DEIR
- B) Alameda CTC comments on West Oakland Specific Plan DEIR
- C) Alameda CTC comments on Hayward 2040 General Plan Update DEIR

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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February 28, 2014

Nancy Hutar
Project Manager
City of Fremont
Community Development Department
P.O. Box 5006
Fremont, CA 94537

SUBJECT: Comments on Draft Environmental Impact Report for City of Fremont Warm Springs/South Fremont Community Plan

Dear Ms. Hutar

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Fremont Warm Springs/South Fremont Community Plan. The Warm Springs/South Fremont Community Plan would guide future development within the +/- 879-acre Warm Springs/South Fremont Community Plan area. The Community Plan would facilitate an employment based transit oriented development (TOD) around the new Warm Springs/South Fremont Bay Area Rapid Transit (BART) station. The Community Plan area is +/- 879 acres generally bounded by I-880 on the west, I-680 on the east, Auto Mall Parkway on the north, and Mission Boulevard on the south. The existing area has a substantial job base of approximately 15,000 industrial and commercial jobs and no residential development.

The Community Plan identifies potential new development and redevelopment of properties to accommodate approximately 11.2 to 11.6 million square feet of light industrial, research and development, office, retail, and hotel uses that would generate as many as 20,000 jobs. In addition, the Community Plan would provide for approximately 2,700 to 4,000 new residential units and a public elementary school. Most of the new development is expected to be within 1/2 miles of the new BART station to promote high-density residential development between 30 and 50 units per acre minimum, with the potential for mixed-use retail and commercial uses. Development of individual sites would vary in intensity and height, based upon the targeted use and location within the plan area. The Community Plan would also include associated infrastructure improvements and public facility needs, as well as transportation and circulation network improvements.

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

Comments on Community Plan

- As the Warm Springs/South Fremont station area transitions from suburban to more urban, there may be a need to attenuate vehicle speeds. Many roadways in and around the Community Plan area are currently signed for speed limits of 40 miles per hour or higher, which may be incompatible with the vision of a "Connected" Community Plan area with "walkable

neighborhoods and ease or non-vehicular travel, including safe and convenient connections to BART, the Pacific Commons retail center, and other key resident and employee destinations.” To that end, the Community Plan should consider expanding the street typology analysis to establish design speeds for different roadway types. In addition, the discussion of traffic calming could be further elaborated, such as identifying specific traffic calming elements that are appropriate for different roadway types and identifying high priority locations for traffic calming improvements.

Comments on DEIR:

- On page 3.11-29, the DEIR makes reference to a CMP service standard of Level of Service (LOS) E. The LOS E standard applies to the Alameda CTC’s biennial auto LOS monitoring activities but is not intended as a threshold of significance for review of development projects through the Land Use Analysis Program. As stated in the Alameda CTC’s 2011 CMP document and the Alameda CTC’s NOP response for this project from April 22, 2014, “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.” The discussion of threshold of significance used for Alameda County CMP analysis should be revised to clarify that the threshold has been selected by the Project Sponsor and is not dictated by the Alameda CTC.
- On page 3.11-109, in reference to mitigation options for the impacts to MTS roadway segments in Alameda County, the DEIR claims that “mitigations for roadway segment impacts would require adding travel lanes and widening roadways throughout the City.” Given that the DEIR discusses mitigation measures other than adding vehicle capacity, consideration should be given to revising this statement.
- The DEIR includes less than one page of analysis of impacts to public transit, and this section is lacking any discussion of impacts to AC Transit, despite the fact that AC Transit operates several routes within the project area. The DEIR should consider analysis of whether new bus stops or relocated bus stops within the project area will be required to support the considerable build-out envisioned by the Community Plan. In addition, consideration should be given to revising the DEIR to extend the intersection operation analysis to discuss impacts to AC Transit speed and reliability. As appropriate, mitigation measures should be considered such as signal timing to support transit, transit signal priority, or queue jump lanes. These and other mitigation measures can avoid secondary impacts to multimodal users while ensuring that future declines in intersection level of service do not unacceptably degrade transit operations. Adding consideration of these impacts to the DEIR would be consistent with the City’s adopted General Plan policies and implementation actions (Policy 3-2.6, Action 3-1.1.A, and Action 3-2.6.B)
- The City of Fremont Bicycle Master Plan calls for Fremont Boulevard and I-880 Interchange improvements, and indeed the DEIR references this as a key bicycle network improvement to support the Community Plan’s transportation system. The DEIR should ensure that the environmental impacts of this improvement are fully analyzed so as to avoid future need to do a separate environmental analysis.

Nancy Hutar
February 28, 2014
Page 3

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014

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March 17, 2014

Ulla-Britt Jonsson
City of Oakland
Strategic Planning Division
250 Frank H. Ogawa Plaza, Suite 3312
Oakland, CA 94612

SUBJECT: Comments on Draft Environmental Impact Report for the West Oakland Specific Plan

Dear Ms. Jonnson,

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Oakland West Oakland Specific Plan. The nearly 3 square mile West Oakland Planning Area encompasses the area generally bounded by Interstate 580 to the north, Interstate 980 to the east and Interstate 880 to the west, plus two additional areas that are “gateways” to West Oakland: the industrial area south of I-880 centered on 3rd Street, and the Oakland portion of the East Bay Bridge Shopping Center north of I-580 adjacent to Emeryville.

The West Oakland Specific Plan establishes a land use and development framework, identifies needed transportation and infrastructure improvements, and recommends strategies needed to develop vacant and underutilized properties in West Oakland. The plan identifies several Opportunity Areas for new development. The Plan also assesses the impacts of Transit Oriented Development (TOD) build-out scenarios in these Opportunity Areas and the transportation infrastructure improvements needed to support this build-out. The Opportunity Areas currently contain 9,770 jobs and 265 housing units. With full build-out of a Residential TOD based scenario, the Opportunity Areas would contain 24,660 jobs and 5,264 housing units; with full build-out of a Commercial/Office TOD scenario, the Opportunity Areas would contain 26,335 jobs and 4,281 housing units. The plan also identifies a series of transportation improvements to support the projected land use build-out, including a series of road diets on roads with excess vehicle capacity to create a network of complete streets, roundabouts and other traffic calming features to enhance gateways at project boundary locations, and a circulator loop transit route to connect BART stations and other major regional destinations.

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

Comments on Specific Plan:

- The Specific Plan discusses creation of a new circulator bus route in West Oakland. The development of any such route should be closely coordinated with AC Transit as well as neighboring jurisdictions to ensure that operational considerations are appropriately accounted for and to ensure that any new routes are complementary and not duplicative of existing services. Moreover, the development of any such route should strive for consistency with the Alameda Countywide Transit Plan and AC Transit’s Major Corridor Study.

Comments on DEIR:

- The DEIR identifies an impact at the intersection of San Pablo Avenue and 40th Street and proposes that the City of Oakland should work with the City of Emeryville to determine the feasibility of mitigation measures, including the potential addition of a second eastbound left turn lane and signal retiming. As mitigation measures are explored, options other than roadway geometry changes and signal timing changes (which could have negative, secondary impacts for pedestrians and bicyclists) should be explored. For instance, much of the traffic making this eastbound left turn movement may be traveling from the nearby shopping center to destinations to the north in Emeryville and Berkeley, so improving connections between the shopping center and the 72 San Pablo bus route may be an alternative solution. Similarly, there may be network level solutions that can avoid costly intersection widening in an already built-out area, such as directing some vehicle traffic to Adeline Street, Market Street, and Sacramento Street which serves as a parallel route to San Pablo Avenue.
- The DEIR presents an analysis of impacts to transit travel times, however this analysis does not examine any impacts to the 72 San Pablo route, despite the fact that this is one of AC Transit's highest ridership routes and goes through the Project area. The DEIR should be explicit about the criteria used to select routes for analysis. Furthermore, in the quantitative analysis that is presented, the DEIR identifies that transit speeds will drop significantly for some routes and claims that "the travel time increase would be offset by support of the transit systems." The DEIR should more explicitly demonstrate how the transit strategies contained within the Specific Plan – which primarily involve introducing a new circulator route – will serve to protect the speed and competitiveness of existing transit routes.
- More generally, the DEIR notes that "bus service, in general, is extremely transitory" and further notes that "similar to parking, transit service is not part of the physical environment and can generally change over time." While these facts are acknowledged, it seems reasonable to assume that some level of transit service on major corridors like San Pablo Avenue, Martin Luther King Jr. Way, and Market Street will remain, particularly given the Specific Plan's vision for considerable additional Transit Oriented Development. To that end, the Specific Plan should seek to identify locations where improvements are needed to protect transit speed, even if such analysis is done as a non-CEQA issue. Such analysis is critical to ensure that high quality transit is present to accommodate the thousands of additional jobs and residents planned for the area.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014



March 21, 2014

Sara Buizer, AICP
Senior Planner
Development Services Department
777 B Street
Hayward, CA 94541

SUBJECT: Comments on Draft Environmental Impact Report for the City of Hayward 2040 General Plan

Dear Ms. Buizer,

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the City of Hayward 2040 General Plan. The City of Hayward 2040 General Plan represents the community's view of its future and expresses the community's conservation and development goals for the next 26 years (2014-2040). The 2040 General Plan also addresses new State mandates and topics relevant to the City that were not part of the currently adopted 2002 General Plan, such as community health, police services, greenhouse gas emissions, and climate change (AB 32 and SB 375), flood safety planning (AB 162) and complete streets (AB 1358). The Association of Bay Area Government projects that the City of Hayward will grow to a total of 60,584 dwelling units by 2040, which is the horizon year of the new General Plan. This projection is significantly lower (by over 6,500 dwelling units) than the estimated buildout of Hayward under its currently adopted 2002 General Plan. Consistent with these projections, the proposed 2040 General Plan does not significantly alter existing or create new land use designations, or result in significant redesignation of land, in the Hayward Planning Area.

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

Comments on the DEIR

- The DEIR identifies a number of locations as having intersection Level of Service impacts in both existing (Impact 18-1) and cumulative (Impact 18-2) conditions. In some instances the DEIR claims that there is no feasible mitigation because "Widening and increasing capacity could require right-of-way acquisition and could impact the pedestrian and bicycle access and circulation at this location, which does not support the proposed General Plan policies and programs supporting alternative modes." In other locations, the DEIR identifies mitigation measures, many of which involve widening intersections. The Alameda CTC is supportive of a flexible approach that considers factors such as land use context and anticipated mix of transportation network users when determining whether to maintain a minimum LOS threshold. However, such an approach requires transparent presentation of reasoning for adhering or not adhering to a LOS threshold. As such, the DEIR should be more explicit about why intersection widenings are considered to cause unacceptable impacts to pedestrian and bicycle access and circulation at some intersections but not at other intersections.

- As part of this effort, the DEIR could consider factors such as whether an intersection is on the Countywide Bicycle Network or resides in an Area of Countywide Significance as identified in the Countywide Pedestrian Plan, whether transit traverses the intersection, and the adjacent land uses or nearby activity centers that may generate high levels of walking, biking, and transit riders.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2014



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 17, 2014

SUBJECT: California Transportation Commission March 2014 Meeting Summary

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

Summary

The March 2014 California Transportation Commission (CTC) meeting was held in Santa Ana, CA. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the March 2014 CTC meeting.

Background

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

Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the March 20, 2014 CTC meeting.

1. 2014 State Transportation Improvement Program (STIP)

The CTC approved the 2014 STIP which includes all Alameda County Projects approved by the Alameda CTC in October 2013. The 2014 STIP will cover the five-year period from 2014-15 through 2018-19.

2. 2014 Active Transportation Program

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

Outcome: CTC released a call for projects on March 21, 2014. Approximately \$180 Million will be available on a statewide competitive basis.

3. STIP / State Route 24 Caldecott Tunnel 4th Bore Project

CTC allocated \$1.6 Million STIP funds for the follow-up Landscaping & Environmental Enhancements contract of the State Route 24 Caldecott Tunnel 4th Bore project.

Outcome: Allocation will allow project to proceed to construction phase.

Fiscal Impact: There is no fiscal impact.

Attachments

A. March 2014 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

March 2014 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 State Transportation Improvement Program (STIP)	Approval of 2014 STIP.	Approved
Caltrans	2014 Active Transportation Program (ATP)	Approval of 2014 ATP Guidelines	Approved
Caltrans	STIP / State Route 24 Caldecott Tunnel 4th Bore Project	Allocation of \$1.6 Million STIP funds for the follow-up Landscaping & Environmental Enhancements contract of the State Route 24 Caldecott Tunnel 4th Bore project	Approved

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_03/000_ETAs.pdf

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Memorandum

6.6

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

DATE: April 17, 2014

SUBJECT: I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 717.0) Allocation of Regional Measure 2 (RM2) Funds for Right of Way / Utility Relocation

RECOMMENDATION: (1) Approve the Initial Project Report (IPR) Update and RM2 Allocation Request for the I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (PN 717.0 and RM2 Project 30) and (2) Approve Resolution 14-006.

Summary

The I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project (Project) will construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. The majority of the Project is funded with \$73.4 million from the Trade Corridor Improvements Fund (TCIF) and also includes a mix of Federal, State, Local and Regional Measure 2 (RM2) funds.

The Initial Project Report (IPR) update is a requirement for requesting the Metropolitan Transportation Commission (MTC) to allocate \$2.3 million in RM2 funds for Right of Way / Utility Relocation activities for the Project.

Background

The Alameda CTC is the implementing agency for Final Design and Right of Way Phases of the I-880 Operational and Safety Improvements at 23rd and 29th Avenue Project. California Department of Transportation (Caltrans) will be administering the construction contract and Alameda CTC will be performing Design Services During Construction, i.e., construction support. The Project was advertised by Caltrans in September 2013. Bids were opened on March 18, 2014. The current lowest responsive bid is marginally under the Engineer's Estimate.

Right of Way acquisition activities for the Project are underway and are expected to be completed by December 2018. The requested allocation of \$2.3 million in RM2 funds will provide funding for the Alameda CTC to perform the Right of Way / Utility relocation activities. The following actions are required to support the RM2 allocation request.

Action 1:

An IPR update is required for the allocation of RM2 funds. It is recommended that the Commission approve the IPR update requesting an allocation of \$2.3 million to fund Right of Way / Utilities relocation activities for Project (see Attachment A).

Action 2:

In order to comply with MTC's RM2 policies, a Commission Resolution is required to adopt the revised IPR and current allocation request. It is recommended that the Commission approve Alameda CTC's Resolution 14-006 (see Attachment B).

Fiscal Impact: The budget for these services is included in the Alameda CTC's consolidated FY 2013-14 Budget.

Attachments:

- A. Initial Project Report
- B. Alameda County Transportation Commission Resolution 14-006
- C. I-880 Operational and Safety Improvements at 23rd and 29th Avenues Project Fact Sheet

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

Regional Measure 2

Initial Project Report (IPR)

**I-880 – North Safety Improvement Project
Operational and Safety Improvements at 29th Avenue
and 23rd Avenue**

#30

**Submitted by
Alameda County Transportation Commission**

April 24, 2014

Regional Measure 2 Initial Project Report (IPR)

Project Title: I-880 North Safety Improvements Project

RM2 Project No. 30

Allocation History:

	MTC Approval Date	Amount	Phase
#1:	10/04	\$ 1.1 M	Scoping
#2	09/07	\$.7 M	PA/ED & PE
#3	04/08	\$ 2.3 M	PA/ED & PE
#4	05/10	\$ 4.56M	Right of Way (.75M) and Final PS&E (3.81M)
#5	01/13	\$ 1.34 M	Construction

Total: \$10.0 M

Current Allocation Request:

IPR Date	Amount Being Requested	Phase Requested
04/24/14	\$2.3 M	Right of Way

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

The Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans are the lead sponsors responsible for the delivery of this project.

The ACTC, with support from the City of Oakland and Caltrans, will be responsible for delivering the environmental, PSE, ROW phases of this project, as well as Design Services During Construction, i.e., construction support. Caltrans will be responsible for constructing the project.

The ACTC will be the responsible agency for delivering the RM-2 funded segments and seeking RM-2 allocations.

B. Project Purpose

The purpose of the proposed project is to improve the mobility of mainline vehicles and improve traffic safety through the I-880 corridor, in the vicinity of 29th Avenue and 23rd Avenue.

The purpose of the Project includes:

- To correct existing geometric deficiencies of the overcrossings at 29th Avenue and 23rd Avenue along I-880;
 - To improve the safety and operations of I-880 from PM 28.4 to PM 29.2;
 - To improve operational deficiencies of the northbound ramps at 29th Avenue and 23rd Avenue for I-880; and,
- To provide I-880 noise protection to the Jingletown residential community.

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

The proposed specific improvements include:

- Relocating the northbound Lisbon Avenue on ramp to begin at 29th Avenue and constructing a sound wall along the northbound auxiliary lane between 29th and 23rd Avenue;
- Lengthening the northbound auxiliary lane between 29th Avenue and 23rd Avenue;
- Removing and reconstructing the 29th Avenue overcrossing;
- Removing and reconstructing both the eastbound and westbound 23rd Avenue overcrossings;
- Reconstructing the 23rd Avenue / I-880 Northbound ramps / 11th Street intersection into a roundabout;
- Lengthening and improving the northbound off ramp at 29th Avenue to terminate directly onto the 29th Avenue overcrossing.

D. Impediments to Project Completion

Critical items remaining to be completed at this time are R/W acquisition, utility relocations, freeway and maintenance agreements between Caltrans and Oakland.

Regional Measure 2 – INITIAL PROJECT REPORT

E. Operability

When the project is completed, the ramp elements will be maintained by Caltrans and local streets will be maintained by the City of Oakland. An area underneath the 29th Avenue Overcrossing will require a Caltrans/City of Oakland Maintenance Agreement to define the responsibilities of each agency.

II. PROJECT PHASE DESCRIPTION and STATUS

F. Environmental –

Does NEPA Apply: Yes No

An Initial Study with Mitigated Negative Declaration / Environmental Assessment with Finding of No Significant Impact was approved in April 2010.

G. Design –

The Design Package (PS&E) activities for the project have been completed and approved by Caltrans .

H. Right-of-Way Activities / Acquisition –

Right of Way acquisition activities for the project are complete. Several utility relocations will be performed concurrent with the main construction contract; all utility relocations are expected to be completed by December 2018.

I. Construction / Vehicle Acquisition -

Construction award is expected in May 2014 and construction is expected to be completed by July 2018.

Regional Measure 2 – INITIAL PROJECT REPORT

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,838
Design - Plans, Specifications and Estimates (PS&E)	\$9,878
Right-of-Way Activities /Acquisition (R/W)	\$9,279
Construction / Rolling Stock Acquisition (CON)	\$74,786
Total Project Budget (in thousands)	\$99,781

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	\$5,838
Design - Plans, Specifications and Estimates (PS&E)	\$9,878
Right-of-Way Activities /Acquisition (R/W)	\$9,279
Construction / Rolling Stock Acquisition (CON)	\$74,786
Total Project Budget (in thousands)	\$99,781

L. Project Budget – Deliverable Segment (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

M. Project Budget – Deliverable Segment(De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document	5/08	4/10
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	5/08	4/10
Final Design - Plans, Specs. & Estimates (PS&E)	4/10	09/12
Right-of-Way Activities /Acquisition (R/W)	4/10	12/18
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	5/14	7/18

V. ALLOCATION REQUEST INFORMATION

N. Detailed Description of Allocation Request

Describe the scope of the allocation request. Provide background and other details as necessary.

This request will fund Right of Way and Utility Relocation activities for the project, including the relocation of PG&E electric and gas facilities and East Bay Municipal Utility District water facilities. The utility relocation work will be performed concurrent with the main construction contract as specific contract stages allow. All utility relocations are expected to be completed by December 2018.

Amount being requested (in escalated dollars)	\$2,300,000
Project Phase being requested	R/W
Are there other fund sources involved in this phase?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	04/24/14
Month/year being requested for MTC Commission approval of allocation	05/14

Regional Measure 2 – INITIAL PROJECT REPORT

O. Status of Previous Allocations (if any)

A Caltrans Project Study Report (PSR) was approved in September 2007. The PAED Phase (Environmental Document and Project Report) was approved in April 2010. The Design Package (PS&E) activities for the project have been completed and approved by Caltrans District 4. The Final PS&E was completed on 1/31/13. RTL except for Buy-America compliance achieved on 4/30/2013. Freeway & Maintenance Agreement between Caltrans and Oakland executed. Construction contract was advertised 9/30/13 by Caltrans.

P. Workplan

Workplan in Alternate Format Enclosed

TASK NO	Description	Deliverables	Completion Date
1	Draft PA/ED	Draft ED	4/09
2	Final PA/ED	Final ED	4/10
3	Final PS&E	Final PS&E to Caltrans HQ	9/12
4	Final ROW	ROW Certification No. 2	12/12

Q. Impediments to Allocation Implementation

None identified at this time

VI. RM-2 FUNDING INFORMATION

R. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

S. Next Anticipated RM2 Allocation Request.

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before: 04/25/14

Regional Measure 2 – INITIAL PROJECT REPORT

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant's Agency

Name: Stewart Ng

Phone: 510-208-7437

Title: Deputy Director, Programming and Projects

E-mail: stewartng@alamedactc.org

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

Information on Person Preparing IPR

Name: Vivek Bhat

Phone: 510-208-7430

Title: Senior Transportation Engineer

E-mail: vbhat@alamedactc.org

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

Applicant Agency's Accounting Contact

Name: Lily Balinton

Phone: 510-208-7416

Title: Accounting Manager

E-mail: lbalinton@alamedactc.org

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

Revised 6.6_A1_IPR.doc

RM-2 Initial Project Report

TOTAL PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: I-880 North Safety Improvements (Phase1)		Project ID: 30													
Agency: Alameda CTC		Date: 4/16/2014													
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED* TO BE DETERMINED															
COMMITTED FUNDING PLAN (PROGRAMMED, ALLOCATED, APPROVED FUNDING)															
RM-2	Scoping		1,100												1,100
RM-2	PA/ED/PE				3,257										3,257
Local - Meas B	PA/ED/PE				1,469										1,469
Local - Other	PA/ED/PE				12										12
RM-2	PS&E			3,553											3,553
State - STIP	PS&E			2,112											2,112
Federal - Demo	PS&E			1,566											1,566
Local - Meas B	PS&E			2,505											2,505
Local - Other	PS&E			142											142
RM-2	ROW			750				2,300							3,050
Local - Meas B	ROW			3,908											3,908
State - SHOPP	ROW			4,400											4,400
Federal - Demo	ROW			221											221
RM-2	Construction					1,340									1,340
TCIF - SHOPP	Construction					73,433									73,433
Local - Meas B	Construction					13									13
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)															
FUNDING SOURCE STILL TO BE DETERMINED (LIST POTENTIAL SOURCES THAT WILL LIKELY BE PURSUED)															
TOTAL PROJECT: COMMITTED + UNCOMMITTED + TBD FUNDING TOTAL															
			1,100			4,738			16,510	2,647	74,786	2,300			102,081

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding. Eligible Phases: ENV (or PA&ED), PS&E, ROW or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

RM-2 Initial Project Report

EXPENDITURES TO-DATE BY PHASE AND FUND SOURCES

Phase	Fund Source	Date of Last Expenditure	Amount Expended to date (Thousands)	Available Balance Remaining (Thousands)
ENV / PA&ED	RM2		4,357	-
	Local		1,481	-
PS&E	RM2		3,553	-
	STIP		2,112	-
	Federal		1,566	-
	Local		1,852	795
R/W	RM2		700	50
	State-SHOPP		2,378	2,022
	Local		1,300	2,608
	Federal		221	-
CON / Operating	RM2		35	1,305
	TCIF		-	73,433
	State-SHOPP		-	-
	Local		-	13
Total to date (in thousands)			19,555	80,226

Comments:

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any available balance remaining to be expended.

Project ID: 30
Date: 4/16/2014

RM-2 Initial Project Report

**RM-2 FUNDING CASH FLOW PLAN For Allocation
(RM-2 Allocation Funding Only)**

(Amounts Escalated in Thousands)

Project Title: I-880 North Safety Improvements (Phase1)		Project ID: 30											
Agency: Alameda CTC		Plan Date: 04/16/14											
RM-2 CASH FLOW PLAN													
RM-2 Expenditures	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
ENV/PA&ED	1,100			3,000									4,100
PS&E					3,810								3,810
R/W					750				2,300				3,050
CON							1,340						1,340
Prior													
	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
RM-2 CASH FLOW PLAN TOTAL				3,000			4,560		1,340	2,300			12,300

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year). Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation. Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Regional Measure 2 Program
Estimated Budget Plan

Please complete this form based the proposed allocation for your project. The scope should be consistent with the funding you are requesting the MTC allocate. Projects with complementary fund sources, should list the estimated cost of the entire work scope. Note that this information may not only represent the RM2 funding. A separate EBP needs to be completed for each allocation request or each phase of such request.

TITLE OF PROJECT I-880 North Safety Improvements (Phase1)	RM2 Legislation ID (and project subelements if any) <div style="text-align: right;">30</div>
NAME AND ADDRESS OF IMPLEMENTING AGENCY Alameda County Transportation Commission 1111 Broadway, Suite 800 Oakland CA 94607	

DETAIL DESCRIPTION	ESTIMATED HOURS	RATE/HOUR	TOTAL ESTIMATED COST (Dollars)
1. DIRECT LABOR of Implementing Agency (Specify by name & job function)			
			0
			0
			0
			0
			0
TOTAL DIRECT LABOR			0
2. OVERHEAD & DIRECT BENEFITS (Specify)			
	RATE	X BASE	
Overhead		0	
Direct Benefit		0	
TOTAL OVERHEAD & DIRECT BENEFIT			0
3. DIRECT CAPITAL COSTS (include enigneer's estimate on construction, right-of-way, or vehicle acquisition)			
	Unit (if applicable)	Cost per Unit (\$)	
Utility Relocations			2300000
TOTAL DIRECT CAPITAL COSTS			2,300,000
4. CONSULTANTS (Identify purpose and or consultant)			
Utility Relocation Design Support			
Utility Relocation Construction Management			
TOTAL CONSULTANTS			0
5. OTHER DIRECT COSTS (Specify - explain costs, if any)			
TOTAL OTHER DIRECT COSTS			
6. TOTAL ESTIMATED COST			2,300,000

Comments:

Date: 4/16/2014

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 14-006

RM2 Project 30: I-880 – North Safety Improvement Project Operational and Safety Improvements at 29th Avenue and 23rd Avenue

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

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

BART
Director Thomas Blalock

City of Alameda
Mayor Marie Gilmore

City of Albany
Mayor Peggy Thomsen

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor Tim Sbranti

City of Emeryville
Vice Mayor Ruth Atkin

City of Fremont
Mayor Bill Harrison

City of Hayward
Councilmember Marvin Peixoto

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Vice Mayor Larry Reid

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, the Alameda County Transportation Commission (ACTC) is an eligible sponsor of transportation projects in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, Project 30: I-880 – North Safety Improvement Project, Operational and Safety Improvements at 29th Avenue and 23rd Avenue is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which ACTC is requesting that MTC allocate Regional Measure 2 funds; and therefore be it

RESOLVED, that the ACTC, and its agents shall comply with the provisions of the Metropolitan Transportation Commission’s Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that the ACTC certifies that the project is consistent with the Regional Transportation Plan (“RTP”); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that the ACTC approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that the ACTC approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that the ACTC has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that the ACTC is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that the ACTC is authorized to submit an application for Regional Measure 2 funds for the RM2 Project 30: I-880 – North Safety Improvement Project, Operational and Safety Improvements at 29th Avenue and 23rd Avenue, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that the ACTC certifies that the project and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations there under; and be it further

RESOLVED, that there is no legal impediment to the ACTC making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of the ACTC to deliver such project; and be it further

RESOLVED, that ACTC indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of the ACTC, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services

under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that the ACTC shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that the ACTC shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that the ACTC authorizes its Executive Director, or his designee, to execute and submit an allocation request of \$2,300,000 for the Right of Way Phase of the subject project with MTC for Regional Measure 2 funds, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or his designee, is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the ACTC application referenced herein.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, April 24, 2014 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

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PROJECT SPONSOR

Alameda CTC

PROJECT DESCRIPTION

This project proposes to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, safety improvements to the northbound on and off ramps as well as the freeway mainline. A soundwall will be constructed in the northbound direction between 29th and 26th Avenues. The total project cost is currently estimated at \$101 million; the majority of which is funded by the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B in November 2006.

PROJECT STATUS

The project was advertised by Caltrans in September 2013. Construction activities are anticipated to begin in summer 2014 and continue through summer 2018.

I-880 North Safety and Operational Improvements at 23rd and 29th Avenues

Project Number: 717.0 | March 2014



Project Highlights

- The project was advertised by Caltrans in September 2013
- Utility relocations necessary for the project are ongoing
- Construction activities are anticipated to begin in summer 2014
- Stage 1 work will focus on construction of a soundwall on I-880 between 29th and 23th Avenues in the northbound direction
- **Future Transportation Funding Opportunity:** The [2014 Transportation Expenditure Plan](#) and measure will be on the ballot in November 2014 to fund essential transportation improvements in every city and throughout Alameda County; Visit http://www.alamedactc.org/app_pages/view/13235 to learn more

Project Fact Sheet

I-880 North Safety and Operational Improvements at 23rd/29th Ave. | Project Number: 717.0 | March 2014

PROJECT COST ESTIMATE	
Cost Estimate by Phase (\$ X 1,000)	
PE/Environmental	\$ 5,838
Final Design (PS&E)	\$ 9,878
Right-Of-Way / Utility Relocation	\$ 9,279
Construction	\$ 74,786
TOTAL Expenditures:	\$ 99,781

PROJECT FUNDING	
Funding by Fund Source (\$ X 1,000)	
Measure B	\$ 4,720
Federal	\$ 1,787
State	\$ 79,945
Regional	\$ 10,000
Local	\$ 3,329
TOTAL Revenues:	\$ 99,781

PROJECT SCHEDULE									
Project Phase	Begin - End MM/YY	2012	2013	2014	2015	2016	2017	2018	
PE/Environmental	11/07 - 04/10								
Final Design (PS&E)	04/10 - 05/13	█							
Right-of-Way	05/10 - 12/18	█							
Vote / Adv. / Award	08/13 - 04/14		█						
Construction	05/14 - 06/18			█					
Plant Establishment	07/18 - 06/19							█	



Top Left: Current I-880 northbound on-ramp near 23rd Avenue in Oakland, CA. Top Right: Aerial of approximate project location.

Note: The information on this fact sheet is subject to periodic updates.



Memorandum

6.7

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

DATE: April 17, 2014

SUBJECT: Central Alameda County Same Day Taxi Services for Seniors and People with Disabilities

RECOMMENDATION: Authorize an amendment to agreement A12-0001 with St. Mini Cab Corporation for an additional \$107,126 to the current not-to-exceed budget.

Summary

The Central County Same Day Transportation Service Program (Program) was initiated by the Alameda CTC in 2012 as a two-year pilot in central Alameda County to provide same day transportation services for seniors and people with disabilities. This amendment request is for an additional \$107,126 to allow St. Mini Cab Corporation, the current contractor, to continue to provide the contracted services for the full two-year pilot period which ends July 31, 2014. The current not-to-exceed budget of \$209,400 is insufficient due to the Program's significant growth in the City of Hayward. The additional \$107,126 will be funded through the City of Hayward's Measure B Paratransit direct local program distribution (pass-through) funds.

Background

The services for the Alameda CTC administered pilot Program are currently provided by St. Mini Cab Corporation under Agreement No. A12-0001, for a total not-to-exceed amount of \$209,400. The Program which initially proposed to serve approximately 2,000 senior and disabled residents in Central Alameda County over a two-year period has experienced significant growth, particularly in the City of Hayward, resulting in a current budget insufficient to fund the contract through the established pilot period. In response, Hayward has agreed to increase its funding contribution to the Program to ensure the continuation of the Program through July 31, 2014.

To fund the increased budget, the Commission previously approved amending the existing memorandum of understanding (MOU) with the City to provide funding through its Measure B Paratransit direct local program distribution funds. The revised MOU has been executed and subsequently, staff recommends the Commission authorize the Executive Director, or his designee, to amend Agreement No. A12-0001 with St. Mini Cab Corporation for an additional \$107,126 (for a revised total not-to-exceed contract amount of

\$316,526). Alameda CTC and Hayward staff are currently coordinating on transitioning the administration of the Program to the City of Hayward starting August 1, 2014.

Fiscal Impact: The fiscal impact for approving this item is \$107,126 which is to be funded by the City of Hayward's Measure B Paratransit direct local program distribution (pass-through) funding, which has been included in the current budget.

Staff Contact

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

[Jacki Taylor](#), Program Analyst



Memorandum

6.8

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

DATE: April 17, 2014

SUBJECT: Altamont Commuter Express Baseline Service Plan for FY 2014-15

RECOMMENDATION: (1) Approve the Altamont Commuter Express (ACE) Baseline Service Plan for FY 2014-15 and (2) Approve a 4.75 percent ACE fare increase as proposed by the San Joaquin Regional Rail Commission (SJRRC).

Summary

The Cooperative Service Agreement (CSA) for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRC) calls for SJRRC staff to prepare an annual report on the operation of the ACE service. The attached ACE Baseline Service Plan details the ACE proposed service and budget, including funding requested from the Alameda CTC, for the upcoming 2014-15 fiscal year. Measure B direct local distribution funding is proposed to fund operating and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds and Proposition 1B Transit Security funds are proposed for the capital projects.

The CSA also states that the SJRRC is to seek and receive approval from the Alameda CTC before modifying the Baseline ACE Service Plan, including changes to the ACE fare structure. SJRRC is proposing a 4.75 percent fare increase. The proposed new fares will take effect on October 1, 2014.

Background

ACE staff provided the Draft FY 2014-15 Baseline Service Plan (Attachment A) to the Alameda CTC for review and comment. Listed below are Alameda CTC staff's comments on specific issues.

Operations and Maintenance:

Based on the terms of the CSA, Alameda CTC funds about a third of the operating cost subsidy provided by the three partner agencies (Alameda CTC/VTA/SJRRC). The Alameda County contribution towards ACE Operations and Maintenance for FY 2013-14 was \$2,145,893. Based on the terms of the CSA, the Alameda County contribution towards

ACE Operations and Maintenance for FY 2014-15 should be approximately \$2,199,653. The increase over last year's amount is based on an adjusted Consumer Price Index (CPI) increase from 2.31 percent to 3.65 percent for FY 2013-14 and 1.18 percent estimated CPI increase for FY 2014-15.

On October 1, 2012, the ACE introduced a fourth train service. Through the FY 2014-15 BSP, ACE is requesting \$2,855,650 as Alameda County's Operation and Maintenance contribution. This increase in \$655,997 represents about one-third of the operating subsidy of the fourth train.

Funding for Alameda's share of the three train service has been provided with Measure B direct local distribution funds over the last 10 years. Based on the annual contribution being slightly less than annual revenues over the last ten (10) years, there is currently a Measure B Operation fund reserve of approximately \$2,480,000 (June 30, 2013). Funding the Alameda share of a fourth train service requires the use of a portion of the reserve. Assuming the four train funding level continues in the future, the reserve is projected to be in compliance with accepted reserve fund levels in FY 2015-16.

Under this scenario, from FY 2017-18 onwards, Measure B funds generated on an annual basis will not meet the operations needs of the full funding request for four trains. ACE staff acknowledges this issue and has confirmed that any remaining operations funds needs would be met with alternate fund sources through SJRRC, consistent with the terms of the current CSA.

Through the FY 2014-15 BSP, SJRRC is also claiming \$186,290 in Alameda CTC State Transit Assistance (STA) funds corresponding to the ACE service operations.

Capital Projects:

The total new Alameda County funds requested in FY 2014-15 is \$416,620 for the ACE Electronic Fare Collection project. This includes \$377,794 of Proposition 1B PTMISEA funds and \$38,826 Proposition 1B Transit Security funds.

FY 2013-14 Proposition 1B PTMISEA funds are proposed in the governor's Draft FY2014-15 State Budget. These funds are anticipated to be available in the next fiscal year.

Fare Increase:

In 2012, the SJRRC approved a fare increase of 10 percent for the ACE service effective January 1, 2013. As part of the public comments, passengers expressed a desire to have annual fare increases in small increments rather than larger increases every few years. This was consistent with SJRRC's adopted Fare Program which allows for annual increases.

The adopted ACE Fare Program utilizes the annual CPI for Urban Wage Earner and Clerical Workers, San Francisco-Oakland-San Jose Area as a basis for fare increases,

adjusted by any significant regional or industry factors. The CPIs for December 2011-December 2013 is shown below:

Year	CPI
December 2011-2012	3.65%
December 2012-2013	1.18%
Total CPI Increase Since Last Fare Increase	4.83%

Based upon the CPI data, SJRRC staff is proposing a 4.75 percent increase (actual CPI down to the nearest .25 percent) to all fares, with all increases rounded up to the nearest \$0.25 increment. The proposed new fares would take effect on October 1, 2014.

The SJRRC Board is scheduled to consider the fare increase at its May 2014 meeting. Attached is the letter from SJRRC requesting Alameda CTC approval for the fare increase along with additional background information (Attachment C). Also attached are tables showing the current and proposed ACE fares (Attachments D and E).

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

Attachments:

- A. ACE FY 2014-15 Draft Baseline Service Plan
- B. Alameda County Passenger Summary
- C. SJRRC letter requesting Alameda CTC approval for the proposed fare increase
- D. Current ACE Regular Train Fares
- E. Proposed ACE Regular Fares (Effective October 1, 2014)

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer

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The background of the page features a faded image of a two-story brick building with arched windows and a train track with gravel beds extending into the distance under a bright sky.

Altamont Corridor Express

2014 - 2015

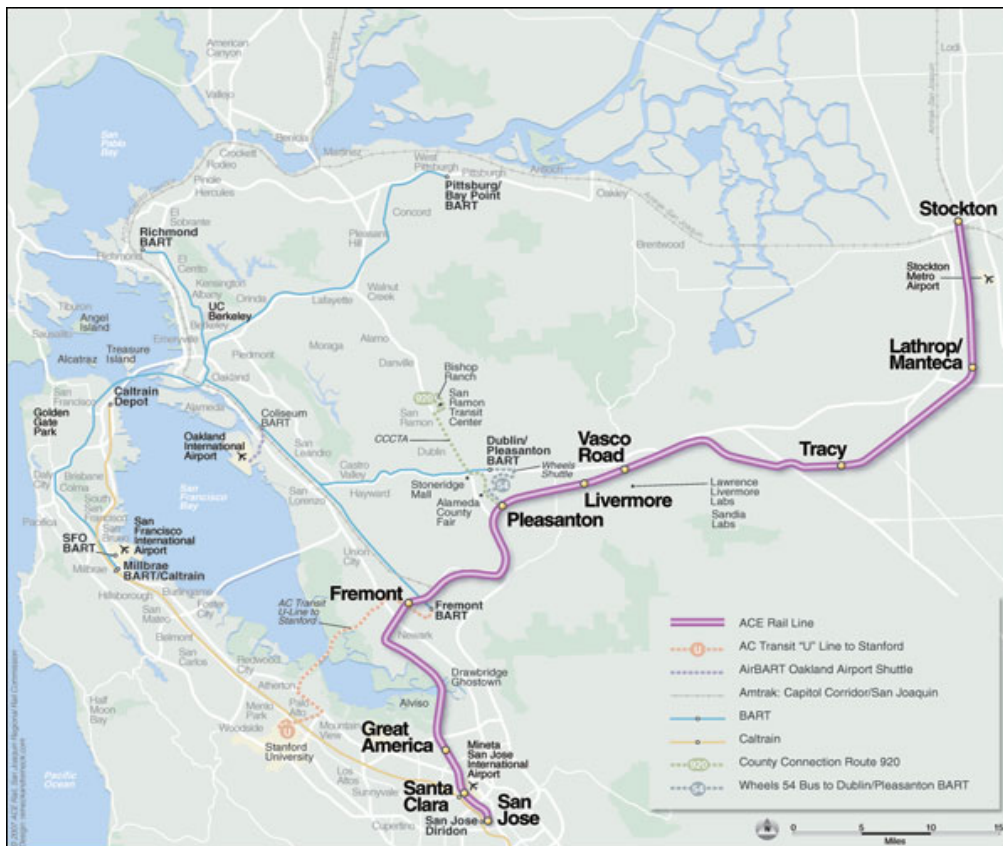
DRAFT BASELINE SERVICE PLAN

Train Service

The Altamont Corridor Express (ACE) Baseline Service Plan provides 4 weekday roundtrips between Stockton, CA and San Jose, CA. The four trains consist of one three car set, two 6 car sets, and one 7 car set providing seating for between approximately 500 and 900 seats depending on the number of passenger cars.

Service Corridor

ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains service 10 stations in San Joaquin, Alameda, and Santa Clara Counties.



COUNTY STATIONS SERVED		
SAN JOAQUIN	ALAMEDA	SANTA CLARA
Stockton	Vasco Road	Great America
Lathrop/Manteca	Livermore	Santa Clara - Caltrain
Tracy	Pleasanton	San Jose - Caltrain
	Fremont	

Train Schedule

AM – WESTBOUND

Stockton To San Jose	#01	#03	#05	#07
Stockton	4:20 AM	5:35 AM	6:40 AM	7:05 AM
Lathrop/Manteca	4:39 AM	5:54 AM	6:59 AM	7:24 AM
Tracy	4:51 AM	6:06 AM	7:11 AM	7:36 AM
Vasco	5:20 AM	6:35 AM	7:40 AM	8:05 AM
Livermore	5:25 AM	6:40 AM	7:45 AM	8:10 AM
Pleasanton	5:33 AM	6:48 AM	7:53 AM	8:18 AM
Fremont	5:55 AM	7:10 AM	8:15 AM	8:40 AM
Great America	L6:13 AM	L7:28 AM	L8:33 AM	L8:58 AM
Santa Clara	L6:20 AM	L7:35 AM	L8:40 AM	L9:05 AM
San Jose	6:32 AM	7:47 AM	8:52 AM	9:17 AM

PM – EASTBOUND

San Jose To Stockton	#04	#06	#08	#10
San Jose	3:35 PM	4:35 PM	5:35 PM	6:38 PM
Santa Clara	3:40 PM	4:40 PM	5:40 PM	6:43 PM
Great America	3:49 PM	4:49 PM	5:49 PM	6:52 PM
Fremont	4:05 PM	5:05 PM	6:05 PM	7:08 PM
Pleasanton	4:28 PM	5:28 PM	6:28 PM	7:31 PM
Livermore	4:37 PM	5:37 PM	6:37 PM	7:40 PM
Vasco	4:42 PM	5:42 PM	6:42 PM	7:45 PM
Tracy	5:11 PM	L6:11 PM	L7:11 PM	L8:14 PM
Lathrop / Manteca	5:23 PM	L6:23 PM	L7:23 PM	L8:26 PM
Stockton	5:47 PM	6:47 PM	7:47 PM	8:50 PM

L = Trains may leave early after all riders have de-boarded.

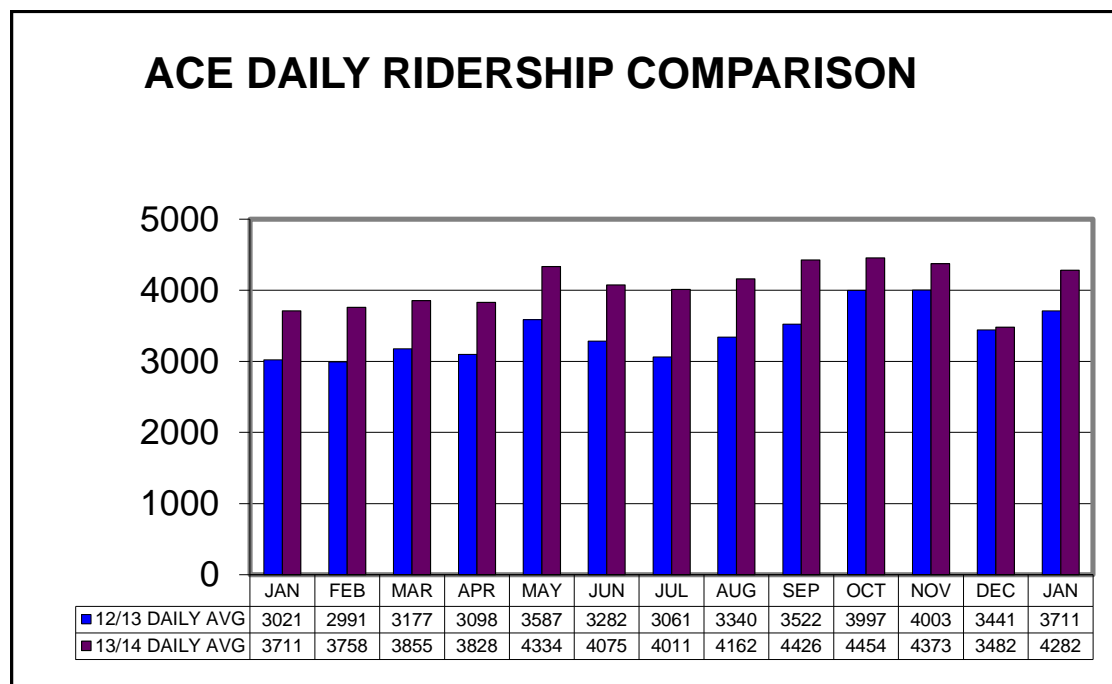
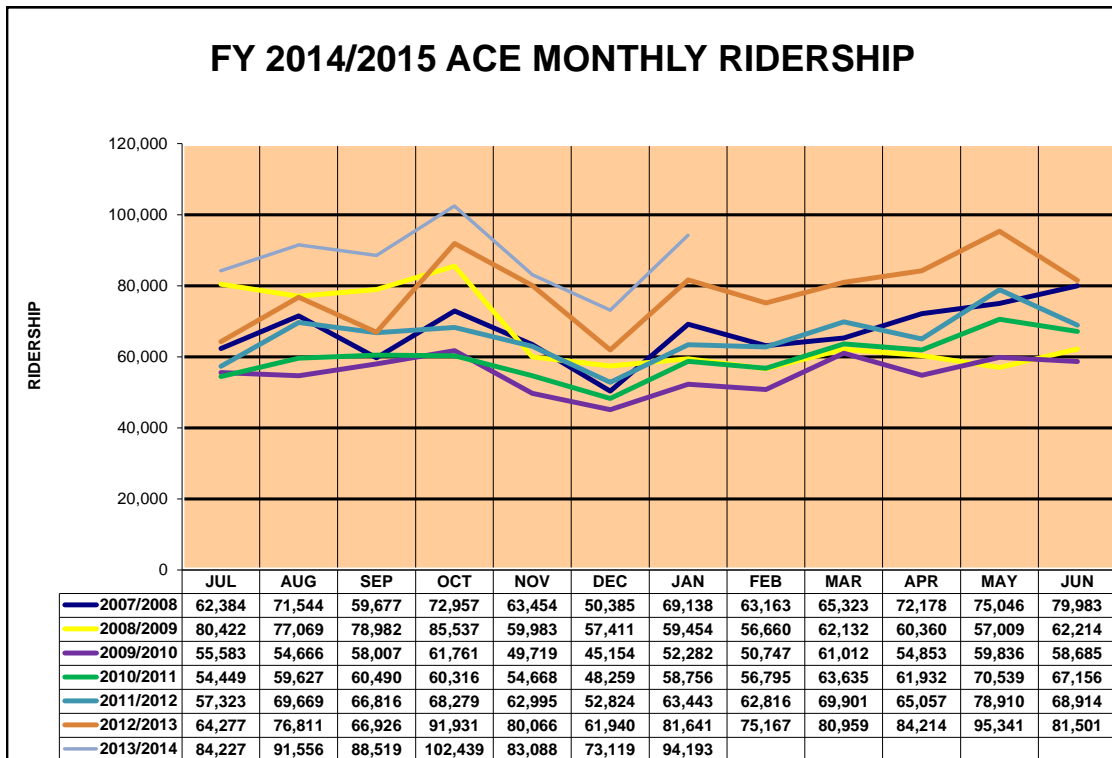
Fare Structure

The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares (below) have been in effect since January 1, 2013. A proposal to increase fares was presented to the SJRRC Board in February 2014 with new fares proposed to take effect on October 1, 2014.

ORIGIN STATION		DESTINATION STATION	LATHROP	TRACY	VASCO	LIVERMORE	PLEA SANTON	FREMONT	G. A MERICA	SANTA CLARA	SAN JOSE
SKT	ONE WAY		4.25	5.25	9.00	9.00	9.00	10.25	13.00	13.00	13.00
	ROUND TRIP		5.25	10.25	14.00	14.00	14.00	18.50	23.00	23.00	23.00
	20 RIDE		44.50	79.25	112.25	112.25	112.25	145.50	179.50	179.50	179.50
	MONTHLY		83.00	144.00	206.50	206.50	206.50	267.50	330.00	330.00	330.00
LAT	ONE WAY			5.00	8.50	8.50	8.50	9.75	12.00	12.00	12.00
	ROUND TRIP			9.75	13.50	13.50	13.50	17.00	22.00	22.00	22.00
	20 RIDE			75.25	107.25	107.25	107.25	139.25	171.75	171.75	171.75
	MONTHLY			137.50	197.50	197.50	197.50	256.25	316.25	316.25	316.25
TRC	ONE WAY				5.00	5.00	5.00	8.50	9.75	9.75	9.75
	ROUND TRIP				9.75	9.75	9.75	13.50	17.00	17.00	17.00
	20 RIDE				75.25	75.25	75.25	107.25	139.25	139.25	139.25
	MONTHLY				137.50	137.50	137.50	197.50	256.25	256.25	256.25
VAR	ONE WAY					3.75	3.75	5.00	8.50	8.50	8.50
	ROUND TRIP					5.00	5.00	9.75	13.50	13.50	13.50
	20 RIDE					42.75	42.75	75.25	107.25	107.25	107.25
	MONTHLY					79.50	79.50	137.50	197.50	197.50	197.50
LVA	ONE WAY						3.75	5.00	8.50	8.50	8.50
	ROUND TRIP						5.00	9.75	13.50	13.50	13.50
	20 RIDE						42.75	75.25	107.25	107.25	107.25
	MONTHLY						79.50	137.50	197.50	197.50	197.50
PLD	ONE WAY							5.00	8.50	8.50	8.50
	ROUND TRIP							9.75	13.50	13.50	13.50
	20 RIDE							75.25	107.25	107.25	107.25
	MONTHLY							137.50	197.50	197.50	197.50
FMT	ONE WAY								5.00	5.00	5.00
	ROUND TRIP								9.75	9.75	9.75
	20 RIDE								75.25	75.25	75.25
	MONTHLY								137.50	137.50	137.50
GAC	ONE WAY										
	ROUND TRIP										
	20 RIDE										
	MONTHLY										
SCC	ONE WAY										
	ROUND TRIP										
	20 TRIP										
	MONTHLY										

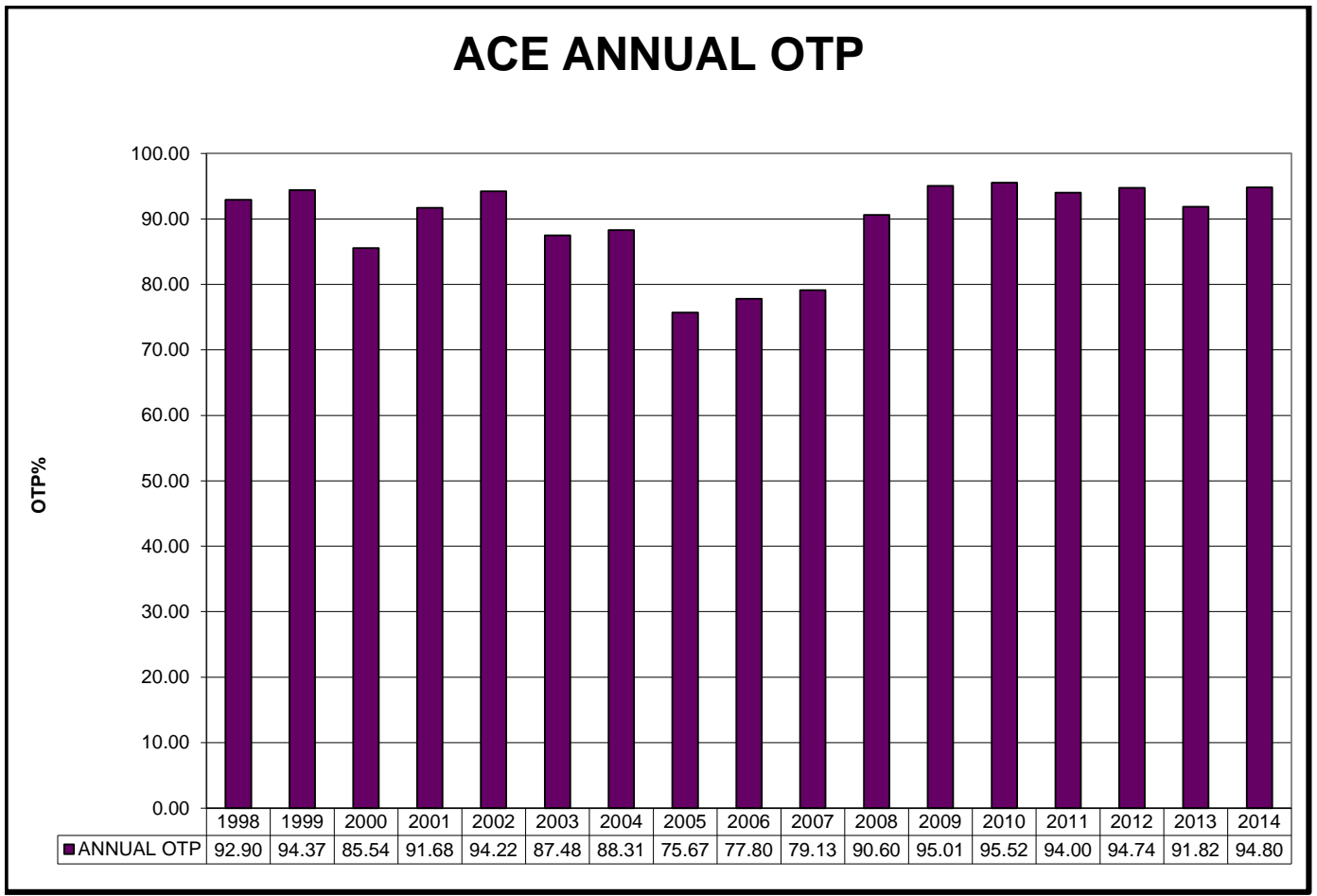
Ridership

FY 2013/2014 continues to outperform last fiscal year's month over month with October 2013 the highest ridership month in ACE's history. Current fiscal year-to-date trends indicate ridership to grow to over one million riders – ACE's best year ever! While fuel is certainly a factor in riders considering the ACE service, continuing economic recovery in the East Bay & San Jose continues to attract passengers.



On-Time Performance

ACE on-time performance for FY 13/14 year to date is 94.8%. Prior FY, on-time performance was 94.75%. It is anticipated that FY 13/14 will maintain last FY's on-time performance as the spring and summer months often yield better times. ACE's on-time performance is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. Since 2007, on-time performance has grown almost 17% - a significant dividend representing SJRRC's commitment to track maintenance and improvement in the ACE corridor.



Shuttles

A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at five of the current stations. There are also connecting services that are funded by other Agencies or private businesses.

(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)

San Joaquin County

- Lathrop Manteca Station - Modesto Max bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)

Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)
- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton BART, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra Costa County Transit servicing Bishop Ranch Business Park.
- Fremont Station – Connecting service to AC Transit.(Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes provided by El Paseo Limousine, managed by the VTA, cover 728 miles per day to various businesses in the Silicon Valley. In addition Light Rail Service from the Lick Mill Station also provides connection alternatives to the passengers. Approximately 12 private company shuttles service the station. A shuttle from the Great America Station is also provided by El Paseo Limousine to accommodate employees in Santa Clara and Cupertino working at Agilent, Hitachi, Hewlett Packard and Kaiser.
- Santa Clara Station – Connecting service to VTA. (Not part of ACE operating budget.)
- San Jose Diridon Station - ACE riders have access to the free DASH shuttles, VTA light rail, six bus routes and four regional express routes to and from the San Jose Diridon Station providing connection alternatives for passengers. DASH shuttles provide an important link for ACE passengers traveling to downtown San Jose. DASH shuttles are operated by VTA with funds from the Bay Area Air Quality Management District (BAAQMD), the San Jose State University, and the VTA.

ACE Service Contributions

The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI, unless unusual industry factors affect the service. The following chart shows the contributions by Fiscal Year:

Fiscal Year	Dec-Dec CPI	Revised Dec-Dec CPI	Alameda CTC	Santa Clara VTA
FY 2008 - 2009	3.60%		\$1,931,187	\$2,689,659
FY 2009 - 2010	0.30%		\$1,936,981	\$2,689,659
FY 2010 - 2011*	2.39%		\$1,983,274	\$2,689,659
FY 2011 - 2012*	3.48%		\$2,052,292	\$2,689,659
FY 2012 - 2013**	2.20%		\$2,097,443	\$2,097,443
FY 2013 - 2014	2.31%		\$2,145,893	\$2,988,692
FY 2013 - 2014		3.65%	\$2,174,000	\$3,027,836
Adjustment			\$28,107	\$39,144
FY 2014 - 2015***	1.18%		\$2,199,653	\$3,063,565

* Due to economic constraints, SCVTA held the FY 2011 & FY 2012 contribution at the FY 2009 level.

** SCVTA number based off full rate contributions under CPI inflators for FY 2010 forward.

*** FY 14/15 Levels are based off the revised FY13/14 levels.

ACE Operations and Maintenance Contributions:

The published FY 2012/2013 December-December CPI is 1.18 percent. Local contributions are projected to increase 1.18 percent over FY 2012/2013. The table below notes the projected commitment for three trains. The table continues by adding the fractional cost of the fourth train as a supplemental cost to arrive at the total request from Alameda CTC. *SCVTA is not participating in funding the 4th train.*

	FY 2013 - 2014 (revised)	FY 2014 - 2015	Adjustment (FY13/14)	Fourth Train Costs	FY 2014 - 2015 Request with 4 th Train
ALAMEDA CTC	\$2,829,997	\$2,199,653	\$28,107	\$655,997	\$2,883,757
SCVTA	\$3,027,836	\$3,063,564	\$39,144	\$0	\$3,102,708

Fourth Train Cost	\$2,133,284	100%
ACTC Contribution	\$655,977	31%
ACE Contribution	\$1,477,307	69%

** Alameda CTC's figure includes \$20,000 for maintenance of the Vasco Road and Pleasanton Stations, but does not include \$20,000 for the Administrative Management of Alameda CTC's contribution.

ACE is also claiming \$186,290 in Alameda CTC State Transit Assistance (STA) funds corresponding to the ACE service.

ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, and CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

The overall shuttle budget for FY 2013/2014 was \$1.26 million. Estimated shuttle budget for FY 2014/2015 is \$1.6 million.

The increase in the Shuttle Budget from 2013/2014 from \$1.26 million to \$1.6 million reflects a full year of fourth train shuttle operations, increases in CPI, and adjustments to the cost of service provision following fresh procurements.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRC staff. VTA manages this service and contracts with El Paseo, who utilizes propane clean-air vehicles. Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2013/2014 is covered under the current grant.

ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues. The FY 2014/2015 Capital Project budget is listed below. A more detailed level of funding is included as Appendix A.

- 1. ACE Electronic Fare Collection Project
 - \$ 377,794 (Proposed Prop 1B PTMISEA FY 2013-2014)
 - \$ 38,826 (Prop 1B CTSGP FY 2013-2014)

Total Capital Project Expenses for FY 2014/15	\$26,000,000
Total SJRRC Capital Funds Committed for FY 2014/15	\$24,583,380
Total ALAMEDA County Capital Funds Requested for FY 2014/15	\$416,620
Total SCVTA Capital Funds Requested for FY 2014/15	\$0

Annually as part of the Baseline Service Plan SJRRC, ALAMEDA CTC, and SCVTA discuss the programming and funding of future capital projects. These meetings will take place prior to the completion of the Final Budget. Any projects agreed to will be incorporated into this document by amendment.

ACE Service Improvements Beyond the Baseline Service

SJRRC is completing work on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phase I of the project is completed and Phase II & III anticipated to be completed in FY 14/15.

As ridership from Alameda County continues to grow, passengers have contacted ACE to report insufficient parking at the Pleasanton ACE Station. SJRRC will begin discussing parking solutions with our partners in Alameda and identify options for accommodating the increased demand.

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PROJECT	Total Budget	Prior Year Requests	Budgeted for FY 14/15
ACE Electronic Fare Collection	\$57,289		
Funding Type			Alameda CTC FY 14/15 Request
Alameda Co. Prop 1B CTSGP (FY 12/13)		\$ 38,826	
Alameda Co. Prop 1B CTSGP (FY 13/14)			\$ 38,826
SJCOG Prop 1B CTSGP (FY 12/13)		\$ 18,463	
Alameda Co. Prop 1B PTMISEA (FY 13/14)*			\$ 377,794
SJRRRC Prop 1B PTMISEA (FY 13/14)		\$ 246,281	
Section 5307		\$ 821,495	
Totals		\$ 57,289	\$ 416,620
		\$ 1,067,776	\$ 416,620

Total Other Funds/Prior Requests committed in FY 14/15 (includes VTA) \$ 1,125,065

Total new VTA Funds in requested FY 14/15 \$ -

Total Alameda Co. Funds in requested FY 14/15 \$ 416,620

* FY13/14 Prop 1B PTMISEA funds proposed in Governors Draft 14/15 State Budget

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Alameda County Passenger Summary

ACE A.M. RIDERSHIP DETAILS

	FY12/13 473,819		FY13/14* 403,656	
	Boarding	Alighting	Boarding	Alighting
Total ACE Ridership				
Stockton	61247	0	48567	0
Lathrop/Manteca	116110	39	93931	20
Tracy	119490	741	98019	663
Total San Joaquin County Passengers	296847	780	240517	683
Vasco Road	30810	15699	28911	12181
Livermore	36806	15100	32836	12592
Pleasanton	81427	60374	78172	52412
Fremont	27926	49582	23219	41640
Total Alameda County Passengers	176969	140755	163138	118825
Great America	1	249931	1	211917
Santa Clara	2	14356	0	14992
San Jose	0	67997	0	57204
Total Santa Clara County	3	332284	1	284113

* FY 13/14 through February 2014

ACE OPERATIONS AND PERFORMANCE DETAILS

	FY12/13**	FY13/14*
ACE Service Cost	\$ 15,191,630	\$9,578,295
Fare Revenue	\$ 5,718,654	\$4,484,657
Farebox Recovery Ratio	38%	47%
Net Cost of Service	\$ 9,472,976	\$5,093,638
Subsidy Per Passenger	\$ 10.08	\$7.22

ACE Average Trip Length	Miles
FY12/13	45
FY13/14	46

* FY 13/14 through February 2014
 ** Data Source: ACE Expense Report

Measure	ACE***
Operating Expense	\$12,206,566
Fare Revenue	\$4,196,216
Farebox Recovery	34%
Cost per Vehicle Revenue Mile	\$15.16
Cost per Vehicle Revenue Hour	\$604.46
Operating Expense per Passenger Mile	\$0.34
Operating Expense per Passenger Trip	\$15.51
Passenger Trips per Revenue Mile	0.98
Passenger Trips per Revenue Hour	38.97

***Data Source: 2012 National Transit Database
 (FY 11/12)



February 10, 2014

Dedicated to
passengers

Responsive
to change

Committed
to growth

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John W. Harris
City of Manteca

Steve Bestolarides
San Joaquin County

Brent H. Ives
City of Tracy

Kathy Miller
City of Stockton

Omar Ornelas
City of Lathrop

Executive Director
Stacey Mortensen

Mr. Jim Unites
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134

Mr. Matt Todd
Alameda County Transportation Commission
1333 Broadway, Suite 300
Oakland, CA 94612

SUBJECT: REQUEST APPROVAL FOR A PROPOSED FARE INCREASE OF 4.75% ON
THE ACE SERVICE EFFECTIVE OCTOBER 1, 2014

Mr. Unites/Mr. Todd:

Pursuant to the Section 6.2.3. Responsibilities of the Cooperative Services Agreement for the Altamont Commuter Express (ACE), the San Joaquin Regional Rail Commission (SJRRC) requests approval from VTA and Alameda CTC to implement a 4.75% fare increase effective October 1, 2014 subject to Board review and approval.

At the February 7, 2014 Rail Commission Board meeting, staff presented a report (attached) outlining the CPI increases and other cost drivers effecting service delivery since the last fare increase in 2013. The Board of Commissioners took action on the item and directed staff to begin the process for increasing fares on the ACE service, opened the public comment period, and set a Public Hearing for the April 4, 2014 Rail Commission meeting.

The Staff Report as presented to the SJRRC Board is attached along with the proposed fare sheet for you review.

If you have any questions or comments, please do not hesitate to contact me at 209-944-6235 or email george@acerail.com

Sincerely,

George K. Fink
Manager of Planning & Programming



SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of February 7, 2014

STAFF REPORT

Item 7 Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Opening of the Public Comment Period Until April 4, 2014, for a Proposed 4.75% Fare Increase for All ACE Service Fare Media, Effective October 1, 2014, and Setting a Public Hearing for Adoption of the ACE Fare Increase at the May 2, 2014 Rail Commission Meeting

Background:

In 2012, the San Joaquin Regional Rail Commission (SJRRRC) approved a fare increase of 10% for the Altamont Corridor Express (ACE) service effective January 1, 2013. As part of the public comments, passengers expressed a desire to have annual fare increases in small increments rather than larger increases every few years. This was consistent with the adopted Fare Program which allows for annual increases. However, further evaluation of cost and required staff time involved deemed a biennial increase more acceptable.

On September 6, 2013, staff presented the Board with an information item detailing the benefits of biennial fare increases. Discussion from the Board indicated there was a consensus on the approach and staff noted a biennial increase would be prepared for formal action at a later date.

Proposed Fare Increase:

The adopted ACE Fare Program utilizes the annual Consumer Price Index (CPI) for Urban Wage Earner and Clerical Workers, San Francisco-Oakland-San Jose Area as a basis for fare increases, adjusted by any significant regional or industry factors. The CPIs for December 2011-December 2013 is shown below:

Year	CPI
<i>December 2011-2012</i>	3.65%
<i>December 2012-2013</i>	1.18%
Total CPI Increase Since Last Fare Increase	4.83%

Based upon the CPI data, staff is proposing a 4.75% increase (actual CPI down to the nearest .25%) to all fares, with all increases rounded up to the nearest \$0.25 increment.

Fare Increase Adoption Schedule:

As part of the Rail Commission's fare increase policy a public comment period is required. A proposed schedule is included below:

February 7, 2014 : Open Public Comment Period until April 4, 2014

April 4, 2014 : Public Comment Period Closes

April 4, 2014 : Open Public Hearing
: Receive Comments
: Close Public Hearing

May 2, 2014 : Adopt resolution implementing fare increase

Staff will assemble the comments received prior to mailout for the April 4, 2014 Board meeting and provide all comments received after the mailout date to the Board during the staff presentation. Additionally, the Cooperative Services Agreement dated June 30, 2003 states the Commission must seek and receive approval from the Alameda County Transportation Commission (ACTC) and the Santa Clara Valley Transportation Authority (VTA) prior to approving the increase.

The approval process for ACTC and VTA will be completed prior to the May 2, 2014 Board meeting.

If approved, staff will redesign the fare media to create a distinctly new identity allowing the Passenger Service Agents (PSAs) to quickly determine valid fares. Older ticket stock will be honored for no more than 90 days (October 1, 2014 – December 31, 2014) for travel or exchange at face value.

During the last fare increase, the adopted policy allowed for refunds and exchanges 90 days prior to the implementation of the increase. Passengers did not act in a timely manner and staff extended the time period for refunds and exchanges 90 days past the implementation of the fare increase. During this 90 day period, there were significant complications in the processing of refunds due to passengers that attempted to purchase cheaper tickets at the old price only to learn those would not be honored after the fare increase and a deluge of unanticipated work for both SJRRC staff as well as the County. The result was overwhelmed staff at SJRRC and the County as well as passengers upset at the time necessary to process a refund (typically 6 weeks). Additionally, staff was also refunding partially used 20 trip tickets that resulted in checks being processed for mere dollars and cents.

To avoid confusion and delay, staff is proposing that refunds are prohibited due to the high cost, passenger inconvenience, and disruptive process of returning partially used and/or previous fare media.

Attached is a copy of the Proposed Fare Increase for review.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Opening of the Public Comment Period Until April 4, 2014, for a Proposed 4.75% Fare Increase for All ACE Service Fare Media, Effective October 1, 2014, and Setting a Public Hearing for Adoption of the ACE Fare Increase at the May 2, 2014 Rail Commission Meeting.

RESOLUTION RRC-R-13/14-___

RESOLUTION OF THE BOARD OF COMMISSIONERS OF THE SAN JOAQUIN REGIONAL RAIL COMMISSION AUTHORIZING THE OPENING OF THE PUBLIC COMMENT PERIOD UNTIL APRIL 4, 2014, FOR A PROPOSED 4.75% FARE INCREASE FOR ALL ACE SERVICE FARE MEDIA, EFFECTIVE OCTOBER 1, 2014, AND SETTING A PUBLIC HEARING FOR ADOPTION OF THE ACE FARE INCREASE AT THE MAY 2, 2014 RAIL COMMISSION MEETING

WHEREAS, the Adopted ACE Fare Program allows for fare increases to be implemented each year based upon the Consumer Price Index (CPI) for Urban Wage Earner and Clerical Workers, San Francisco-Oakland-San Jose Area; and

WHEREAS, the ACE fares were last increased in January 2013 by 10%; and

WHEREAS, the Board was briefed on the efficiencies of a biennial increase on September 6, 2013; and

WHEREAS, the CPI increases over the last two years have totaled approximately 4.75%; and

WHEREAS, the Board desires for passengers to use or exchange their previous fare media at face value for no more than 90 days following adoption; and

WHEREAS, refunds are prohibited due to the high cost, passenger inconvenience, and disruptive process of returning partially used and/or previous fare media.

NOW THEREFORE, BE IT RESOLVED that the Board of Commissioners of the San Joaquin Regional Rail Commission hereby authorizes the opening of the Public Comment for a proposed 4.75% fare increase for all ACE service fare media, effective October 1, 2014, until April 4, 2014, and setting a Public Hearing for adoption of the ACE fare increase at the May 2, 2014 Rail Commission meeting.

PASSED AND ADOPTED, by the Board of Commissioners this 7th day of February, 2014, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL
RAIL COMMISSION

STACEY MORTENSEN, Secretary

BOB JOHNSON, Chair

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ALTAMONT COMMUTER EXPRESS REGULAR TRAIN FARES

EFFECTIVE January 2, 2013

ORIGIN STATION		DESTINATION STATION	LATHROP	TRACY	VASCO	LIVERMORE	PLEASANTON	FREMONT	G. AMERICA	SANTA CLARA	SAN JOSE
SKT	ONE WAY		4.25	5.25	9.00	9.00	9.00	10.25	13.00	13.00	13.00
	ROUND TRIP		5.25	10.25	14.00	14.00	14.00	18.50	23.00	23.00	23.00
	20 RIDE		44.50	79.25	112.25	112.25	112.25	145.50	179.50	179.50	179.50
	MONTHLY		83.00	144.00	206.50	206.50	206.50	267.50	330.00	330.00	330.00
LAT	ONE WAY			5.00	8.50	8.50	8.50	9.75	12.00	12.00	12.00
	ROUND TRIP			9.75	13.50	13.50	13.50	17.00	22.00	22.00	22.00
	20 RIDE			75.25	107.25	107.25	107.25	139.25	171.75	171.75	171.75
	MONTHLY			137.50	197.50	197.50	197.50	256.25	316.25	316.25	316.25
TRC	ONE WAY				5.00	5.00	5.00	8.50	9.75	9.75	9.75
	ROUND TRIP				9.75	9.75	9.75	13.50	17.00	17.00	17.00
	20 RIDE				75.25	75.25	75.25	107.25	139.25	139.25	139.25
	MONTHLY				137.50	137.50	137.50	197.50	256.25	256.25	256.25
TRI-VALLEY	ONE WAY					3.75	3.75	5.00	8.50	8.50	8.50
	ROUND TRIP					5.00	5.00	9.75	13.50	13.50	13.50
	20 RIDE					42.75	42.75	75.25	107.25	107.25	107.25
	MONTHLY					79.50	79.50	137.50	197.50	197.50	197.50
TRI-VALLEY	ONE WAY						3.75	5.00	8.50	8.50	8.50
	ROUND TRIP						5.00	9.75	13.50	13.50	13.50
	20 RIDE						42.75	75.25	107.25	107.25	107.25
	MONTHLY						79.50	137.50	197.50	197.50	197.50
TRI-VALLEY	ONE WAY							5.00	8.50	8.50	8.50
	ROUND TRIP							9.75	13.50	13.50	13.50
	20 RIDE							75.25	107.25	107.25	107.25
	MONTHLY							137.50	197.50	197.50	197.50
FMT	ONE WAY								5.00	5.00	5.00
	ROUND TRIP								9.75	9.75	9.75
	20 RIDE								75.25	75.25	75.25
	MONTHLY								137.50	137.50	137.50

DISCOUNT TRAIN FARES ARE 50% OF THESE REGULAR FARES

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Proposed ACE Regular Fares

		Lathrop	Tracy	Vasco	Livermore	Pleasanton	Fremont	G. America	Santa Clara	San Jose
SKT	One Way	4.50	5.50	9.50	9.50	9.50	10.75	13.75	13.75	13.75
	R/T	5.50	10.75	14.75	14.75	14.75	19.50	24.25	24.25	24.25
	20 Ride	46.75	83.25	117.75	117.75	117.75	152.50	188.25	188.25	188.25
	Monthly	87.00	151.00	216.50	216.50	216.50	280.25	345.75	345.75	345.75
LAT	One Way		5.25	9.00	9.00	9.00	10.25	12.75	12.75	12.75
	R/T		10.25	14.25	14.25	14.25	18.00	23.25	23.25	23.25
	20 Ride		79.00	112.50	112.50	112.50	146.00	180.00	180.00	180.00
	Monthly		144.25	207.00	207.00	207.00	268.50	331.50	331.50	331.50
TRC	One Way			5.25	5.25	5.25	9.00	10.25	10.25	10.25
	R/T			10.25	10.25	10.25	14.25	18.00	18.00	18.00
	20 Ride			79.00	79.00	79.00	112.50	146.00	146.00	146.00
	Monthly			144.25	144.25	144.25	207.00	268.50	268.50	268.50
TRI-VALLEY	One Way				4.00	4.00	5.25	9.00	9.00	9.00
	R/T				5.25	5.25	10.25	14.25	14.25	14.25
	20 Ride				45.00	45.00	79.00	112.50	112.50	112.50
	Monthly				83.50	83.50	144.25	207.00	207.00	207.00
TRI-VALLEY	One Way					4.00	5.25	9.00	9.00	9.00
	R/T					5.25	10.25	14.25	14.25	14.25
	20 Ride					45.00	79.00	112.50	112.50	112.50
	Monthly					83.50	144.25	207.00	207.00	207.00
TRI-VALLEY	One Way						5.25	9.00	9.00	9.00
	R/T						10.25	14.25	14.25	14.25
	20 Ride						79.00	112.50	112.50	112.50
	Monthly						144.25	207.00	207.00	207.00
FMT	One Way							5.25	5.25	5.25
	R/T							10.25	10.25	10.25
	20 Ride							79.00	79.00	79.00
	Monthly							144.25	144.25	144.25

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Memorandum

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DATE: April 17, 2014

SUBJECT: Alameda County Three Year Project Initiation Document Work Plan

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

Summary

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2014-15, 2015-16 and 2016-17).

Background

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

Caltrans has requested the Alameda CTC to update the Three-Year PID Work Plan for Alameda County (FY 2014-15, 2015-16 and 2016-17) (Attachment A). Per Caltrans' Non-SHOPP Workload Guidance, any PSR/PID work that needs Caltrans oversight must be listed in this three year Work Plan.

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

The FY 2014-15 list includes projects carried over from FY 2013-14. Projects with an identified fund source i.e. SR-238 LATIP funds, are proposed to be considered in FY 2015-16. Projects with less secured fund sources are proposed in FY 2016-17. Project sponsors would be provided an opportunity to re-prioritize projects when this list will be revisited in the upcoming fiscal years.

The PSR/PID work plan process in the future will be coordinated within the Alameda CTC's Strategic Planning and Investment Policy framework that establishes a comprehensive approach for allocating federal, state, regional and local funds. A final list will be transmitted to Caltrans upon approval by the Commission.

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

Attachments:

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

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

DRAFT ALAMEDA COUNTY Three-Year PID Work Plan(FY2014/15, 15/16, 16/17)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2014/15 WORK PLAN (includes Prior Years)																		
1	SHA	Y	04-2368	IQA	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Gilman St I/C in Berkeley	21144	3/4/2004	06/2014	7.0	2.0	PSR-PDS	City of Berkeley ACTC	City of Berkeley ACTC
2	Reim	N	04-2516	IQA	880	30.9	31.5	Bike Ped	Lake Merritt Channel Bicycle Pedestrian Bridge	In Oakland, below 1880 between the San Francisco Bay Trail and Laney College	240227	TBD	06/2014	10.5	2.0	PSR-PDS	City of Oakland	City of Oakland
3	Reim	N	04-2465	IQA	580	13.5	19.9	Improve traffic operations	BART to Livermore	From Dublin BART Station to Isabel I/C in Livermore		TBD	06/2016	1200	360.0	PSR-PDS	BART	BART
PROPOSED FY 2015/16 WORK PLAN																		
4	Reim	N	TBD	IQA	84 680	18.0	19.0	Improve traffic operations	Improve Interchange for better operations	In Sunol SR-84 at I-680	240062	TBD	06/2016	80.0	10.0	PSR-PDS	ACTC	ACTC
5	Reim	N	TBD	IQA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C		TBD	06/2016	7.5	1.5	PSR-PDS	Alameda County redevelopment Agency Caltrans	Alameda County redevelopment Agency Caltrans
6	Reim	N	TBD	IQA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits		TBD	06/2016	6.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
7	Reim	N	TBD	IQA	185	3.6	3.9	Improve traffic operations	Intersection Improvements: Adding lane, signal modification	E.14th St/Hesperian Blvd, and E.14th St/150th Ave		TBD	06/2016	2.4	0.7	PSR-PDS	City of San Leandro ACTC	City of San Leandro ACTC
8	Reim	N	TBD	IQA	262	0.0	1.1	Improve traffic operations	I-680 I/C Improvement: Rt 262 roadway iprovement, and Rt 262/Warm Springs Blvd Intersection Improvement	Rte 262 (Mission Blvd)	230110	TBD	06/2016	10.0	2.0	PSR-PDS	ACTC	ACTC
9	Reim	N	TBD	IQA	580	Var	Var	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley		TBD	06/2016	3.5	1.5	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
10	Reim	N	TBD	IQA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier	Along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	230094	TBD	06/2016	10.0	2.0	NBSSR	City of Oakland	City of Oakland
11	Reim	N	TBD	IQA	238 580 880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	230091	TBD	06/2016	12.0	3.0	PSR-PDS	ACTC	ACTC
12	Reim	N	TBD	IQA	SR-61 SR-77 238	Var	Var	Improve bicycle and pedestrian safety and mobility	12-mile Class I bicycle/pedestrian facility generally in BART alignment that crosses various state route facilities	BART alignment from Fruitvale BART to Hayward BART	240347	TBD	06/2016	30.0	6.0	PSR-PDS	ACTC	ACTC
13	Reim	N	TBD	IQA	80	Var	Var	Improve traffic operations	Conversion of HOV lanes to Express Lanes	SFOBB approach on I-80, I-880 & I-580; SFOBB Direct Connector in Oakland to SR-4; SR-4 to Carquinez Bridge Toll Plaza	230656 230657 240741	01/2016	01/2018	70.2	19.7	PSR-PDS	ACTC MTC CCTA	ACTC MTC CCTA

Note: Projects NOT Listed in order of Priority

DRAFT ALAMEDA COUNTY Three-Year PID Work Plan(FY2014/15, 15/16, 16/17)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2016/17 WORK PLAN																		
14	Reim	N	TBD	IQA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	TBD	06/2017	3.0	1.0	PSR-PDS	City of Emeryville	City of Emeryville
15	Reim	N	TBD	IQA	80	4.6	4.6	Improve multi-modal traffic operations	Reconstruct Ashby Avenue Interchange on I-80	Emeryville	240318	TBD	01/2018	46.3	5.6	PSR-PDS	City of Emeryville	City of Emeryville
16	Reim	N	TBD	IQA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward		TBD	06/2017	4.5	1.5	PSR-PDS	City of Hayward	City of Hayward
17	Reim	N	TBD	IQA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21093	TBD	06/2017	45.0	7.0	PSR-PDS	City of Hayward	City of Hayward
18	Reim	N	TBD	IQA	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238(Mission Blvd Improvements in the vicinity of the East West Connector Project)	94506	TBD	06/2017	12.0	3.0	PSR-PDS	ACTC	ACTC
19	Reim	N	TBD	IQA	238	16.3	16.7	Improve traffic operations	Widen connector to NB 880	San Leandro		TBD	06/2017	100.0	22.0	PSR-PDS	ACTC	ACTC
20	Reim	N	TBD	IQA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier	Along I-580 Between 106th Ave. and Peralta Oaks Ct. - Westbound traffic side	230094	TBD	06/2017	10.0	2.0	NBSSR	City of Oakland	City of Oakland
21	Reim	N	TBD	IQA	580	9.2	10.2	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	TBD	06/2017	27.5	5.0	PSR-PDS	City of Livermore	City of Livermore
22	Reim	N	TBD	IQA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strohbridge/Castro Valley I/C	Strohbridge/Castro Valley		TBD	06/2017	7.0	2.0	PSR-PDS	Alameda County Public Works Agency	Alameda County Public Works Agency
23	Reim	N	TBD	IQA	580	20.0	21.0	Improve traffic operations	I580 /680 Interchange Improvements	Tri Valley		TBD	06/2017	150.0	20.0	PSR-PDS	ACTC	ACTC

Note: Projects NOT Listed in order of Priority

DRAFT ALAMEDA COUNTY Three-Year PID Work Plan(FY2014/15, 15/16, 16/17)

Index #	SHA or R (Reimbursement)	Executed Reimbursement Agreement (Y/N)	Agreement Number	Lead/QA/IQA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	Initiation Date (MM/DD/YYYY)	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	Type of PID	Project Sponsor	Implementing Agency
PROPOSED FY 2016/17 WORK PLAN (continued)																		
24	Reim	N	TBD	IQA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683	TBD	06/2017	310.0	50.0	PSR-PDS	ACTC	ACTC
25	Reim	N	TBD	IQA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	230053	TBD	06/2017	36.0	5.0	PSR-PDS	City of Hayward ACTC	City of Hayward ACTC
26	Reim	N	TBD	IQA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052	TBD	06/2017	27.5	5.0	PSR-PDS	ACTC	ACTC
27	Reim	N	TBD	IQA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054	TBD	06/2017	15.0	4.5	PSR-PDS	ACTC	ACTC
28	Reim	N	TBD	IQA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	230052	TBD	06/2017	34.0	5.0	PSR-PDS	City of Hayward	City of Hayward
29	Reim	N	TBD	IQA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange	Union City		TBD	06/2017	34.0	5.0	PSR-PDS	Union City/ Hayward	Union City/ Hayward
30	Reim	N	TBD	IQA	880	20.3	25.5	Improve traffic operations	Extend NB HOV/HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Ala County	230088 240741	07/2016	06/2017	170.0	45.0	PSR-PDS	ACTC MTC	ACTC MTC
31	Reim	N	TBD	IQA	880	20.2	20.8	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro		TBD	06/2017	34.0	5.0	PSR-PDS	ACTC	ACTC
32	Reim	N	TBD	IQA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	TBD	06/2017	22.0	5.0	PSR-PDS	ACTC	ACTC
33	Reim	N	TBD	IQA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City		TBD	06/2017	20.0	5.0	PSR-PDS	ACTC Caltrans	ACTC Caltrans
34	SHA	N	TBD	IQA	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Gilman St I/C in Berkeley -Pedestrian Bridge	21144	TBD	06/2017	8.0	2.2	PSR-PDS	City of Berkeley ACTC	City of Berkeley ACTC

Note: Projects NOT Listed in order of Priority

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Memorandum

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DATE: April 17, 2014

SUBJECT: Alameda CTC Semi-Annual Programs Status Update

RECOMMENDATION: Receive a semi-annual update on the Measure B and Vehicle Registration Fee Programs

Summary

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

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

The Alameda CTC is responsible for administering the Measure B and the VRF Programs. A defined portion of Measure B/VRF funds are distributed directly to 20 eligible jurisdictions as Direct Local Program Distributions or through discretionary grant allocations. Measure B/VRF revenues finance local transportation needs, bicycle/pedestrian, mass transit, and paratransit improvements to maintain and enhance Alameda County's transportation system. At the end of each calendar year, Alameda CTC requires recipients to submit Audited Financial Statements and compliance reports to monitor Measure B/VRF expenditures and planned uses.

Alameda CTC distributes Measure B/VRF Direct Local Program Distribution funds by formula allocations to eligible local jurisdictions and transit agencies. During the first half of fiscal year 2013-2014 (FY 13-14), the Direct Local Program Distribution fund recipients received approximately \$33.3 million in Measure B and \$3.5 million in VRF distributions, as summarized by program in Table 1 on the following page.

Table 1: Measure B/VRF Direct Local Program Distributions
(First Half of FY 13/14)

Measure B Programs	Measure B Funds (in millions)	Vehicle Registration Fee Program	VRF Funds (in millions)	Total Funds (in millions)
Local Transportation Needs (includes Local Streets and Roads)	\$13.2	Local Road Improvement and Repair Program	\$3.5	\$16.7
Mass Transit	\$12.6			\$12.6
Special Transportation for Senior and People with Disabilities (Paratransit)	\$5.3			\$5.3
Bicycle and Pedestrian Safety	\$2.2			\$2.2
TOTAL	\$33.3		\$3.5	\$36.8

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

Background

Summary of Measure B Direct Local Program Distributions

Since the start of 2000 Measure B sales tax collections on April 1, 2002 through December 31, 2013, Alameda CTC has distributed approximately \$672.9 million in Measure B Direct Local Program Distribution funds to twenty local jurisdictions and transit agencies for transportation purposes.

For FY 13-14, Alameda CTC estimates Measure B sales tax revenues will generate approximately \$111.7 million of net sales tax revenues. Of this amount, approximately \$62.9 million will be distributed as Direct Local Program Distributions. The actual sales tax revenues during the first half of FY 13-14 indicate distributions to recipients will be higher than initially projected. Table 2 shows the actual Measure B Direct Local Program Distributions through the first half of FY 13-14.

Table 2: Measure B Direct Local Program Distributions
(First Half of FY 13/14)

Measure B Programs	Measure B Funds (in millions)	Percentage of Total
Local Transportation Needs (includes Local Streets and Roads)	\$13.2	39.7%
Mass Transit	\$12.6	37.8%
Special Transportation for Senior and People with Disabilities (Paratransit)	\$5.3	15.9%
Bicycle and Pedestrian Safety	\$2.2	6.6%
TOTAL	\$33.3	100%

As agencies address their local transportation funding needs, it is important to note the Master Program Funding Agreement (MPFA) states that Local Streets and Roads funds are eligible for use on an array of local transportation improvements. In addition to traditional roadway improvements such as local road maintenance and rehabilitation, geometric improvements, and transportation mitigation, this program is also a funding option for applicable Local Transportation Improvements including bicycle/pedestrian, paratransit and transit improvements. There are also examples of the Alameda CTC assisting in project delivery using the Direct Local Program Distribution Measure B funds or grant funds. These include implementing programs such as the countywide Safe Routes to School Program or the Same Day Transportation program in Hayward. There may be additional projects or programs with regional benefits that are prioritized in the future that the Alameda CTC may want to implement through Measure B programs. Overall, the flexibility of this funding source allows the Alameda CTC and local jurisdictions to address Alameda County transportation priorities.

Local agencies have also been better at utilizing the Direct Local Program Distribution funds. New timely use of funds and reserve policies were approved by the Alameda CTC and incorporated into new Master Program Funding Agreements (MPFA) contracts in 2012, which limits reserves and establishes time frames to expend funds. The result is the level of unexpended reserves has decreased by over 25% over the last years. Based on the reserve policies and projected expenditure plans now required to be reported annually, further reductions of the unexpended balance of Measure B Direct Local Program Distribution funds are expected and Alameda CTC will continue to monitor and report on this issue. Additional information on the Annual Compliance Report process will be available in the summer.

Summary of Vehicle Registration Fee Direct Local Program Distributions

Since the start of Vehicle Registration Fee (VRF) collections on May 1, 2011 through December 31, 2013, Alameda CTC has directly distributed approximately \$17.9 million in VRF Direct Local Program Distribution funds to fifteen local jurisdictions for local road improvements. These funds are eligible exclusively for local street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY 13-14, Alameda CTC estimates VRF will generate approximately \$10.9 million of net revenues. Of this amount, approximately \$6.6 million will be distributed as Direct Local Program Distributions. The actual VRF revenues receipts during the first half of FY 13-14 indicate distributions to recipients will be higher than initially projected. Table 3 shows the actual VRF Direct Local Program Distributions through the first half of FY 13-14.

Table 3: VRF Direct Local Program Distributions (First Half of FY 13/14)

VRF Program	VRF Funds (in millions)	Percentage of Total
Local Road Improvement and Repair Program	\$3.5	100%
TOTAL	\$3.5	100%

Beginning in fiscal year 13/14, Alameda CTC will administer the Local Transportation Technology Program, a component of the VRF Program, as a Direct Local Program Distribution. These funds represent 10 percent of VRF revenues (approximately \$1 million annually) and are directed to Alameda CTC transportation management technology projects such as the "Smart Corridors Program" operated by the Alameda CTC.

Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four grant programs:

- 1) Bicycle and Pedestrian Countywide Discretionary Fund Grant Program
- 2) Express Bus Grant Program
- 3) Paratransit Gap Grant Program
- 4) Transit Center Development Program

These grant funds are available to local agencies, transit agencies and nonprofit organizations for transportation improvements through a competitive process. Alameda CTC goes through an extensive evaluation process to award discretionary funding. Community advisory committees are also included in the funding process for the Bicycle/Pedestrian and Paratransit grant funds.

To date, for FY 13-14, Alameda CTC reimbursed project sponsors approximately \$1.5 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Since the start of the program, Alameda CTC has allocated approximately \$12.2 million to 51 bicycle and pedestrian projects.

Currently, there are eight active bicycle/pedestrian projects funded through this grant program. These projects include funds programmed through the FY 12-13 Coordinated Program, which considered discretionary Measure B programs

funding along with other funding sources including the VRF and \$63.0 million of federal funding sources. By consolidating the multiple funding sources, Alameda CTC created a more effective programming process that facilitated the implementation of projects that had greater beneficial impact. The funding approved through the FY 12-13 Coordinated Program included \$2.18 million in Measure B funds to seven Bicycle/Pedestrian CDF Grant Program projects.

To date, for FY 13-14, Alameda CTC reimbursed over \$129,000 to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus service throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion. Since the start of the program, Alameda CTC has allocated approximately \$9.6 million to 10 express bus service projects.

Currently, there are four active express bus service projects. These projects include funds programmed through the FY 12-13 Coordinated Program, which considered discretionary Measure B programs with other funding sources including the VRF program and \$63.0 million of federal funding. The funding approved through the FY 12-13 Coordinated Program included \$2.2 million to three Express Bus Service Program projects.

To date, for FY 13-14, Alameda CTC reimbursed over \$532,000 to project sponsors.

Paratransit Gap Grant Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi service, transportation/outreach service (including special transportation service for individuals with dementia), volunteer driver services, travel escorts, and travel training.

Since the start of the program, Alameda CTC has allocated approximately \$14.4 million to 70 projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding.

Currently, there are thirteen active Paratransit Gap projects.

To date, for FY 13-14, Alameda CTC reimbursed approximately \$774,000 to project sponsors.

Transit Center Development Grant Program

The Transit Center Development (TCD) grant program focuses on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Oriented Development Projects (TOD) or Priority Development Areas (PDA). These funds are available to local jurisdictions to encourage development near transit centers.

Since the start of the program, Alameda CTC allocated over \$1.6 million to TCD projects throughout Alameda County.

To date, for FY 13-14, Alameda CTC has reimbursed approximately \$19,800 to project sponsors.

VRF Grant Programs

Alameda CTC distributes VRF funds through two grant programs:

- 1) Transit for Congestion Relief Program
- 2) Pedestrian and Bicyclist Access and Safety Program

These grant funds are available through a competitive process to local jurisdictions and transit agencies for transportation improvements. Alameda CTC goes through an extensive evaluation process to award discretionary funding.

In May 2013, the first cycle of grant funding for these programs were allocated as part of the Coordinated Funding Program. The VRF funding allocation included \$1.5 million to two Bicycle/Pedestrian Program projects and \$10.0 million to four Transit Program projects.

To date, for FY 13-14, Alameda CTC has reimbursed approximately \$41,800 to project sponsors.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Measure B Program Active Grants List
- B. Vehicle Registration Fee Program Active Grants List

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

**Alameda County Transportation Commission
Measure B Grants Program
Active Project Sponsor Agreements**

Index	Agreement Number	Project Number (APN)	Sponsor	Project Name	Measure B Funds Awarded	Status
BICYCLE AND PEDESTRIAN PROGRAM						
1	A09-0022	634.5	City of Newark	Newark Pedestrian and Master Plan	\$ 119,000	In Progress
2	A13-0059	636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 50,000	In Progress
3	A13-0062	636.5	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000	In Progress
4	A13-0063	636.6	City of Albany	Buchanan/Marin Bikeway	\$ 536,000	In Progress
5	A13-0064	636.7	City of San Leandro	W. Juana Ped Improvements	\$ 346,000	In Progress
6	A13-0065	636.8	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E.12th to Estuary)	\$ 113,000	In Progress
7	A13-0066	636.9	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	\$ 102,000	In Progress
8	A13-0067	637.0	Cycles of Change	Bike-Go-Round (education/safety program)	\$ 240,000	In Progress
					8 Active Bike/Pedestrian Projects \$ 2,299,000	

EXPRESS BUS PROGRAM						
1	-	651.3	AC Transit	AC Transit Expansion of Transit Center at San Leandro BART	\$ 321,000	In Progress
2	A13-0060	636.3	AC TRANSIT	East Bay Bus Rapid Transit Bike/Pedestrian Elements	\$ 200,000	In Progress
3	A13-0070	637.3	LAVTA	Route 10 & Rapid Route Operations	\$ 1,000,000	In Progress
4	A13-0071	637.4	LAVTA	Route 12v, 20x, and 70x Operations	\$ 1,000,000	In Progress
					4 Active Express Bus Projects \$ 2,521,000	

PARATRANSIT PROGRAM						
1	A06-0044	662.2	City of Fremont	Tri-City Travel Training Pilot Project	\$ 230,000	In Progress
2	A13-0041	668.1	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$ 200,000	In Progress
3	A13-0043	668.2	Center for Independent Living, Inc.	Mobility Matters Project	\$ 350,000	In Progress
4	A13-0042	668.3	Bay Area Outreach & Recreation Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$ 272,000	In Progress
5	A13-0045	668.4	City of Fremont	Tri-City Mobility Management and Travel Training Program	\$ 200,000	In Progress
6	A13-0052	668.5	Senior Support Program of The Tri Valley	Volunteer Assisted Senior Transportation Program	\$ 150,000	In Progress
7	A13-0050	668.6	City of Pleasanton	Downtown Route Shuttle (DTR)	\$ 85,544	In Progress
8	A13-0046	668.7	City of Fremont	Tri-City Volunteer Driver Programs	\$ 250,000	In Progress
9	A13-0047	668.8	City of Fremont	Tri-City Taxi Voucher Program	\$ 150,000	In Progress
10	A13-0044	668.9	City of Emeryville	8-To-Go: A Demand Response, Door to Door Shuttle	\$ 106,000	In Progress
11	A13-0051	669.0	Senior Helpline Services	Rides for Seniors	\$ 150,000	In Progress
12	A13-0048	669.1	City of Hayward	Central County Taxi Program	\$ 52,100	In Progress
13	A13-0049	669.2	City of Oakland	Taxi-Up & Go Project	\$ 185,000	In Progress
					13 Active Paratransit Projects \$ 2,380,644	

ALL ACTIVE PROJECTS SUMMATION						
					25 Active Measure B Grant Projects \$ 7,200,644	

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**Alameda County Transportation Commission
Vehicle Registration Fee Grants Program
Active Programs/Projects**

Index	Agreement Number	Project Number (APN)	Sponsor	Project Name	VRF Funds Awarded	Status
BICYCLE AND PEDESTRIAN PROGRAM						
1	A13-0059	636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 500,000	In Progress
2	A13-0061	636.4	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$ 1,000,000	In Progress
					2 Active Bike/Pedestrian Projects \$ 1,500,000	
TRANSIT PROGRAM						
1	A13-0057	636.0	City of Berkeley	Berkeley BART Plaza & Transit Area Improvements	\$ 3,718,000	In Progress
2	A13-0058	636.1	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$ 5,730,000	In Progress
3	A13-0068	637.1	City of Alameda	Estuary Crossing Shuttle	\$ 200,000	In Progress
4	A13-0069	637.2	City of Oakland	Broadway Shuttle	\$ 352,000	In Progress
					4 Active Transit Projects \$ 10,000,000	

ALL ACTIVE PROJECTS SUMMATION						
					6 Active VRF Grant Projects \$ 11,500,000	

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Memorandum

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• www.AlamedaCTC.org

DATE: April 17, 2014

SUBJECT: Draft FY 2014-15 Measure B Capital Program Strategic Plan Update Assumptions and Allocation Plan

RECOMMENDATION:

- (1) Approve the assumptions described herein as the basis for the preparation of the FY 2014-15 Measure B Capital Program Strategic Plan Update.
- (2) Approve the Measure B funding commitments and allocations to the specific individual capital projects included in the 1986 and 2000 Measure B Capital Programs, and confirm previously approved advances, exchanges and loans as presented herein.
- (3) Approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs.
- (4) Confirm debt service obligation from the 2000 Measure B Capital Fund related to the recent bond issuance.

Summary

The Draft FY 2014-15 Measure B Strategic Plan Update (Draft FY14-15 SPU) addresses both the 1986 Measure B Capital Program and the 2000 Measure B Capital Program. While the governing boards for each measure have merged, the separate requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available through each of the capital programs. The assumptions related to the Draft FY14-15 SPU are described herein. The attachments to this memorandum consist of financial information necessary for the fiscal management of the capital program. The attachments include information pertaining to Measure B commitments to each individual capital project; the anticipated timing of future allocations and expenditures; and the various advances, exchanges and loans currently approved by the Alameda CTC. The Draft FY14-15 SPU reflects the recent issuance of Series 2014 Bonds issued to advance the delivery of Measure B capital projects earlier than would be possible in a pay-as-you-go scenario and the obligation of debt service associated with the financing.

Approval of the recommended actions will provide the basis for the Final FY 2014-15 Measure B Capital Program Strategic Plan Update (FY14-15 SPU) expected to be approved in June 2014. The Final FY14-15 SPU will provide the road map for proceeding with delivery of the remainder of both Measure B-funded capital programs with a focus

on providing committed funding to the capital projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies.

The remaining projects from the 1986 Measure B Capital Program along with all of the capital projects from the 2000 Measure B Capital Program, including completed projects, are summarized in Attachment A.

Background

The Alameda CTC updates the Measure B Capital Program Strategic Plan annually to confirm the commitments of Measure B capital projects funding to individual capital projects included in the 1986 Measure B (1986 MB) Transportation Expenditure Plan or in the 2000 Measure B (2000 MB) Transportation Expenditure Plan. The 1986 MB and 2000 MB capital programs must continue to adhere to the requirements and policies of their respective Measures. The assumptions to be incorporated into the development of the Draft and Final versions of the FY14-15 SPU are divided into three categories:

- Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs;
- Assumptions pertaining only to the 1986 MB Capital Program; and
- Assumptions pertaining only to the 2000 MB Capital Program.

Assumptions pertaining to both the 1986 MB and 2000 MB Capital Programs

The following assumptions are related to both the 1986 MB and 2000 MB Capital Programs and will be incorporated into the FY14-15 SPU:

1. The financial accounts and Measure B commitments for both the 1986 MB and 2000 MB Capital Programs will be kept independent for the purposes of the FY14-15 SPU;
2. The timing of the need for Measure B funds for each capital project will be based on existing and anticipated encumbrances of Measure B funds, including advances/exchanges confirmed in the FY14-15 SPU, and the most current information available from the project sponsors related to the project status and schedule;
3. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;
4. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October, 2009 which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project;
5. The financial assumptions in the FY14-15 SPU includes the expenditure of the proceeds from the recent bond issuance as approved by the Commission; and
6. Any future advances or exchanges not included in the FY14-15 SPU, which involve Measure B Capital funds, will be considered on a case-by-case basis and the subject of separate action by the Commission.

Assumptions pertaining only to the 1986 MB Capital Program

The following assumptions are related to the 1986 MB Capital Program and will be incorporated into the FY14-15 SPU:

1. The commitment of 1986 Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2013-14 Strategic Plan Update. The timing of the anticipated expenditures of the remaining commitments of 1986 Measure B funding have been adjusted to reflect the current status of all projects. The remaining commitments are considered fully allocated for the purpose of the funding procedures for 1986 Measure B capital projects.
2. The \$12 million exchange related to the 2014 State Transportation Improvement Program (STIP) and the I-880 to Mission Boulevard East-West Connector Project (ACTA Project No. MB226) is reflected in the Draft FY14-15 SPU. The funding for the I-880 to Mission Boulevard East-West Connector Project (ACTA MB226) included \$14.3 million of CMATIP from an exchange approved during the 2012 STIP programming cycle. The approved 2014 STIP programming includes \$12 million of STIP funds programmed to ACTA MB226 exchanged for an equivalent amount of the CMATIP funds. The freed up CMATIP funds, i.e. \$12 million, will be made available to three projects as approved by the Commission and reflected in Attachment D.
3. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan. Any surplus Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;
4. The 1986 Measure B commitment to any capital project for which the final project phase (typically construction except for "Study Only" projects) has been closed out with an unexpended balance of 1986 Measure B funds will be adjusted to reflect the costs savings. Any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve;
5. The 1986 Measure B Capital Projects Reserve will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified;
6. The Local Match requirements prescribed by 1986 MB for individual capital projects will remain in effect;
7. The rate of return on the investment funds in the current portfolio is approximated at 0.40% per annum;
8. The Alameda CTC currently owns property that was acquired for a 1986 MB capital project which is now considered surplus. The FY14-15 SPU assumes that sales of the surplus property will yield at least \$4.0 million of proceeds by the end of FY 2015-16.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions are related to the 2000 MB Capital Program and will be incorporated into the FY14-15 SPU:

1. The FY 2013-14 Ending 2000 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2013/14, from the FY 2013-14 Beginning 2000 Measure B Programmed Balance approved in the FY13/14 SPU, and by accounting for any adjustments to the 2000 Measure B funding commitments approved by the Commission;
2. The Program Escalation Factor (PEF) used to convert the FY 2013-14 Ending 2000 Measure B Programmed Balance to the FY 2014-15 Beginning 2000 Measure B Programmed Balance will be 1.0;
3. The total of the 2000 Measure B funding commitments to all capital projects is \$786.5 million;
4. Isabel Avenue - Route 84/I-580 Interchange (ACTIA No. 23) – Projects adjacent to ACTIA No. 23 are under construction and include elements related to the interchange and the approaches to the interchange. The interchange construction is complete and project close-out is underway. The remaining \$1.5 million of previously unallocated 2000 Measure B commitment is allocated for project closeout costs and will address unanticipated increases in the right-of-way and utility relocation phases.
5. The FY14-15 SPU will include an Allocation Plan which lays out future allocations expected from the FY 2014-15 Beginning 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;
6. The estimated portion of 2000 Measure B revenues in FY 2014-15 for the Capital Projects Fund is \$48.8 million. The projected growth rate for sales tax revenue in future fiscal years is 2% per annum;
7. The rate of return on the investment funds in the current portfolio is approximated at 0.25% per annum;
8. The \$37.03 million exchange approved during the 2012 State Transportation Improvement Program (STIP) programming cycle for the Route 84 Expressway Widening Project (Project No. ACTIA 24) is reflected in the Draft FY14-15 SPU. The funding for the Route 84 Expressway Widening Project includes \$37.03 million of STIP funding programmed to the Project. An equivalent amount from the 2000 Measure B Commitment for ACTIA No. 24 will be paid to the Local Fund Exchange Program (CMATIP) administered by the Alameda CTC and made available to the 13 projects included in the 2012 STIP exchange as approved by the Alameda CTC. One of the 13 projects adopted into the CMATIP to receive the exchanged funds, the I-880 to Mission Boulevard East-West Connector Project (MB Project No. MB226) has been split into four projects as part of an exchange related to the 2014 STIP programming cycle. The exchanged funds will be distributed to the 16 projects (13 plus three from 2014 STIP cycle) through the CMATIP Program administered by the Alameda CTC as reflected in Attachment D;
9. The advance of \$8.5 million of 2000 Measure B Capital funding for the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project, as

approved by the Alameda CTC in September 2011, is reflected in the Draft FY14-15 SPU. The Measure B advance expenditures are expected to be offset by future toll revenues from the express lanes. The timing of the advances and the offsetting future toll revenues are based on the current project delivery status and schedules of the individual projects involved. The need to delay the availability of the Measure B Capital funding for three other Measure B Capital Projects, as was approved originally with the advance in September 2011, is not reflected in the Draft FY14-15 SPU. The recent issuance of debt financing has alleviated the restrictions on the availability of Measure B Capital funding on a pay-as-you-go basis;

10. The allocation of \$30.0 million of 2000 Measure B Capital funding for the I-580 Corridor Improvements which includes Eastbound and Westbound Express Lanes Project is reflected in the Draft FY14-15 SPU. The Measure B allocation expenditures are expected to be reimbursed from future toll revenues of the express lanes. The timing of the allocation and the reimbursement of future toll revenues is based on the current project delivery status and schedules of the individual projects involved; and
11. Debt service obligations related to the recent bond issuance will have priority over other obligations from the 2000 Measure B Capital Account.

Measure B Capital Programs

The summary of Measure B Capital Projects included in Attachment A, shows the total Measure B commitment for the remaining capital projects from the 1986 MB (ACTA) capital program, and all of the capital projects included in the 2000 MB (ACTIA) capital program. The remaining commitments from the 1986 Measure B Capital Account were established primarily through two amendments to the 1986 Expenditure Plan approved in FY 2005/06. The amendments deleted projects that could not be delivered and redirected the 1986 Measure B commitments for the projects that were deleted to replacement projects.

The total 1986 Measure B commitment for the five individual replacement projects and a program-wide closeout "project" equals \$199.6 million as shown in Attachment A.

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$786.5 million as shown in Attachment A. One capital project, the I-580 Castro Valley Interchanges Improvements project, has both 1986 MB and 2000 MB funding as shown in Attachment A (ACTA MB 239 and ACTIA No. 12).

1986 Measure B Capital Program

The total commitment of 1986 Measure B funds to the remaining projects included in Attachment A, are shown in more detail in Attachment B. Attachment B shows the timing of the anticipated expenditure of the remaining 1986 Measure B commitments. The

remaining 1986 Measure B commitments shown in Attachment B are anticipated for the following purposes:

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining 1986 Measure B commitment is for completing the on-going design, right-of-way, and utility relocation phases, and for the subsequent construction phase which is currently underfunded.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The 1986 Measure B commitment has been fulfilled with no remaining expenditures beyond FY 2013-14.
3. I-580/Redwood Road Interchange (MB239) – The 1986 Measure B commitment for this project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA No. 12) included in the 2000 MB Capital Program. The remaining 1986 Measure B commitment is for completing the construction phase, including the three-year landscape maintenance obligation, and closing out prior phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining 1986 Measure B commitment is for completing the on-going scoping/planning phase being implemented by the Alameda CTC. The project does not currently include project-specific implementation beyond the planning/scoping phase.
5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining 1986 Measure B commitment is for the project development, right-of-way and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, required landscape maintenance, right-of-way settlements, right-of-way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining 1986 Measure B commitment for the projects is moved to this line item for budgeting and cashflow purposes until the project is completely closed out financially.
7. The 1986 Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the 2000 Measure B commitment under project ACTIA No. 02.

The 1986 Measure B Capital Fund includes more funding than the total of the remaining unexpended 1986 Measure B commitments to capital projects. The uncommitted funding is held in a Capital Projects Reserve. The Draft FY14-15 SPU includes the following assumptions related to the 1986 Measure B Capital Projects Reserve:

1. The 1986 Measure B commitments to capital projects that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan and any surplus 1986 Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the 1986 Measure B Capital Projects Reserve;

2. The 1986 Measure B commitments to capital projects that have closed out the final project phase, (typically construction except for "Study Only" projects) with 1986 Measure B funds remaining will be adjusted to reflect the costs savings and any surplus 1986 Measure B funds will be reassigned to the 1986 Measure B Capital Projects Reserve; and
3. The 1986 Measure B Capital Projects Reserve funding will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are centered around allocations from the Measure B "Programmed Balance" for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the "Initial Programmed Balance" at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital project has been adjusted each fiscal year using a "Program Escalation Factor (PEF)" typically adopted by the Board with the other Strategic Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the 2000 Measure B Capital Program, which effectively holds the total 2000 Measure B commitment to the projects in the 2000 MB Capital Program at \$786.5 million.

The total of the commitments of 2000 Measure B funds to the individual projects included in Attachment A are shown in more detail in Attachment C1 and reflect a PEF equal to 1.0 for the FY14-15 SPU. The FY 2014-15 Beginning Programmed Balance for each project is equal to the Remaining Programmed (Un-Allocated) Balance shown in Attachment C1 and represents the amount available for future allocation. Attachment C2 shows the amount expended through December 31, 2013 compared to the total amount allocated for each of the 2000 MB capital projects. The FY 2014-15 2000 Measure B Allocation Plan Schedule shown in Attachment C3 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2014-15 2000 Measure B Allocation Plan Notes in Attachment C4:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission (SJRR) which operates the ACE service. The eligible project list is updated regularly by the SJRR and incorporated into the Measure B Capital funding approach approved by the Alameda CTC.
2. I-680 Sunol Express Lane – Southbound (ACTIA 08A) - The future 2000 Measure B allocations are anticipated supplement future operating costs of the lane above the toll revenues available for operations as approved by the Alameda CTC in December 2012.

3. I-680 Sunol Express Lanes – Northbound (ACTIA 08B) - The future 2000 Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases.
4. Iron Horse Transit Route (ACTIA 09) -- The future 2000 Measure B allocations are anticipated for project development, right of way and construction phases.
5. Dumbarton Corridor Improvements – (ACTIA 25) - The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified.

Project expenditures for projects included in the 2000 Measure B Capital Program include expenditures incurred directly by the Alameda CTC. The ACTIA Board adopted a Cost Allocation Policy in October 2009 to address the allocation of ACTIA-incurred expenses against project funding. The Draft FY14-15 SPU includes the assumption that the Cost Allocation Policy applies to Alameda CTC-incurred expenses in the same fashion as it applied to ACTIA-incurred expenses.

Capital Program Financial Plans for the 1986 and 2000 Measure B Capital Programs

Without an ongoing revenue stream, the commitments of the 1986 MB capital funds are constrained by the current balances of the 1986 MB Capital Account plus interest earned until the accounts are drawn down (currently anticipated to occur in the FY 2018-19 timeframe). Debt financing will not be needed to provide the remaining 1986 Measure B commitments for the 1986 MB Capital Program at the time they are needed to reimburse eligible project expenditures since the funds are currently “in the bank.” Attachment B shows the 1986 Measure B commitments to the remaining 1986 MB capital projects and the anticipated timing of the drawdowns based on current project schedules.

More than \$723 million of 2000 Measure B funding has been allocated to date and made available for encumbrance in agreements related to capital project expenditures (i.e. 92% of the total 2000 Measure B commitment to all capital projects of \$786.5 million). The allocated funds to date represent more 2000 Measure B Capital funds than can be provided to the projects on a “pay-as-you-go” basis. The alternative to pay-as-you-go is debt financing or borrowing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The Alameda CTC recently issued Sales Tax Revenue Bonds (Limited Tax Bonds) to alleviate the cashflow constraint related to the pay-as-you-go approach and to ensure 2000 Measure B Capital commitments are available when needed to reimburse eligible project costs as they are incurred by the implementing agencies on the most aggressive schedules attainable. Attachment D shows the 2000 Measure B capital project commitments including the anticipated timing of the project line item expenditures based on current project schedules.

Debt Financing for the 2000 Measure B Capital Program

The Alameda CTC Sales Tax Revenue Bonds (Limited Tax Bonds), Series 2014 were issued, and as of March 4, 2014, the proceeds are available to fund expenditures related to the commitments of 2000 MB Capital Projects. Approximately \$136.6 million of bond proceeds are available for capital project expenditures. The 6-year repayment of the principal begins in 2017 and continues until March 2022, or the end of the Measure B sales tax collection period.

The process for issuing bonds secured by the sales tax, referred to as "limited tax bonds," is prescribed by the California Public Utilities Code (PUC) and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission (CDIAC). The required process includes the Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds addresses a number of PUC requirements. The Alameda CTC also adopted Post-Issuance Tax Compliance Procedures for Tax-Exempt Bonds in January 2014.

The capital projects for which expenditures are eligible for the bond proceeds are described in the financing documents as follows:

"The Series 2014 Project consists of the BART Warm Springs Extension, the BART Oakland Airport Connector, the Route 84 Expressway, the I-580 Corridor Improvements, the Downtown Oakland Streetscape Improvement, the Iron Horse Bicycle, Pedestrian, and Transit Route, the I-880/State Route 92 Reliever-Clawiter/Whitesell Interchange, the I-880 Corridor Improvement and the I-680 Express Lane or such other transportation improvements as permitted by the Act, the Ordinance, the Expenditure Plan and the Tax Certificate executed and delivered in connection with the Series 2014 Bonds."

The specific 2000 MB capital projects listed in the Series 2014 Project description account for the majority of the need for financing.

Fiscal Impact: There is no significant fiscal impact expected to result from the recommended action.

Attachments:

- A. Summary of Measure B Capital Projects Current Phase and Measure B Funding
- B. 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures
- C1. 2000 Measure B Capital Project Commitment Summary
- C2. 2000 Measure B Capital Project Allocations and Expended to Date
- C3. 2000 Measure B Capital Project Allocation Plan Schedule
- C4. 2000 Measure B Capital Project Allocation Plan Notes

- D1. 2000 Measure B Capital Project Line Item Expenditures
- D2. 2000 Measure B Capital Program Advances and Repayments
- D3. 2000 Measure B Capital Program Advances STIP Exchange Project Detail Sheet

Staff Contact

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

[Raj Murthy](#), Program Manager, Project Controls Team

Attachment A

Summary of Measure B Capital Projects Funding					
April 2014 - Draft					
Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
1	I-880 to Mission Blvd East-West Connector	LSR	MB 226	88.8	0.0
2	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	MB 238	80.0	0.0
3	Central Alameda County Freeway System Operational Analysis	Hwy	MB 240	5.0	0.0
4	Castro Valley Local Area Traffic Circulation Improvement	LSR	MB 241	5.0	0.0
5	Program-Wide and Project Closeout Costs	Var	MB Var	5.8	0.0
6	Altamont Commuter Express Rail	MT	ACTIA 01	0.0	13.2
7	BART Warm Springs Extension	MT	ACTIA 02	0.0	224.4
8	BART Oakland Airport Connector	MT	ACTIA 03	0.0	89.1
9	Downtown Oakland Streetscape Improvement	BP	ACTIA 04	0.0	6.4
10	Fruitvale Transit Village	MT	ACTIA 05	0.0	4.4
11	Union City Intermodal Station	MT	ACTIA 06	0.0	12.6
12	Telegraph Avenue Bus Rapid Transit	MT	ACTIA 07A	0.0	11.5
13	San Pablo Avenue Corridor Transit	MT	ACTIA 07B	0.0	2.3
14	Telegraph Avenue Rapid Bus Service	MT	ACTIA 07C	0.0	10.7
15	I-680 Sunol Express Lanes - Southbound	Hwy	ACTIA 08A	0.0	15.2
16	I-680 Sunol Express Lanes - Northbound	Hwy	ACTIA 08B	0.0	20.0
17	Iron Horse Transit Route	MT	ACTIA 09	0.0	6.3
18	I-880/Broadway-Jackson Interchange Improvement (Study Only)	Hwy	ACTIA 10	0.0	8.1
19	I-880/Washington Ave I/C	Hwy	ACTIA 11	0.0	1.3
20	I-580 Castro Valley Interchanges Improvements (Note 2)	Hwy	ACTIA 12	15.0	11.5
21	Lewelling/East Lewelling Blvd Widening	LSR	ACTIA 13	0.0	13.1
22	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	Hwy	ACTIA 14A	0.0	2.5
23	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	Hwy	ACTIA 14B	0.0	2.7
24	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 3)	Hwy	ACTIA 14C	0.0	7.8
25	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA 15	0.0	27.0
26	Oakland Local Streets and Roads	LSR	ACTIA 16	0.0	5.3
27	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	LSR	ACTIA 17A	0.0	0.6
28	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 4)	LSR	ACTIA 17B	0.0	0.7
29	Westgate Parkway Extension (Wal-Mart to Williams Street)	LSR	ACTIA 18A	0.0	7.9
30	Westgate Parkway Extension (Davis Street) (Note 5)	LSR	ACTIA 18B	0.0	0.6

Summary of Measure B Capital Projects Funding

April 2014 - Draft

Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
31	East 14th St/Hesperian Blvd/150th St Improvements	LSR	ACTIA 19	0.0	3.2
32	Newark Local Streets	LSR	ACTIA 20	0.0	1.4
33	I-238 Widening (Note 3)	Hwy	ACTIA 21	0.0	81.0
34	I-680/I-880 Cross Connector Studies	Hwy	ACTIA 22	0.0	1.2
35	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA 23	0.0	26.5
36	Route 84 Expressway Widening	Hwy	ACTIA 24	0.0	96.5
37	Dumbarton Corridor Improvements (Newark and Union City) (Study Only)	MT	ACTIA 25	0.0	19.4
38	I-580 Corridor/BART to Livermore Studies (Note 6)	MT	ACTIA 26	0.0	41.8
39	Vasco Road Safety Improvements	LSR	ACTIA 27A	0.0	1.5
40	I-80 Integrated Corridor Mobility Project	Hwy	ACTIA 27B	0.0	2.8
41	I-880 Corridor Improvements in Oakland and San Leandro (Note 7)	Hwy	ACTIA 27C	0.0	5.4
42	CWTP/TEP Development (Study Only)	Hwy	ACTIA 27D	0.0	0.1
43	Studies for Congested Segments/Locations on the CMP Network	Hwy	ACTIA 27E	0.0	0.6
				199.6	786.6

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
3. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA No. 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program, ACTIA No. 21.
4. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening Project (ACTIA No. 17B) was constructed with the Lewelling/East Lewelling Boulevard Widening Project (ACTIA No. 13) implemented by Alameda County.
5. Improvements for the Westgate Parkway Extension (Davis Street) Project (ACTIA No. 18B) have been incorporated into the I-880 Southbound HOV Lane Project being implemented by the Alameda CTC. The ACTIA 18B commitment is treated as a contribution to the I-880 Southbound HOV Lane Project.
6. The 2000 MB commitment for ACTIA No. 26 includes \$30 million for I-580 Corridor costs related to the implementation of the eastbound and westbound express lane projects.
7. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project and the North and South Segments of the I-880 Southbound HOV Lane Project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA No. 27C).

Attachment B

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures

April 2014

No.	Project Title	\$ x 1,000 in the FY Shown (Note 1)										Totals
		Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20				
MB226	I-880 to Mission Boulevard East-West Connector	\$ 15,334	\$ 5,000	\$ 22,500	\$ 15,000	\$ 25,000	\$ 6,037	\$ -				\$ 88,871
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -				\$ 80,000
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	\$ 10,179	\$ 1,350	\$ 100	\$ 1,000	\$ 1,000	\$ 1,371	\$ -				\$ 15,000
MB240	Central Alameda County Freeway System Operational Analysis	\$ 1,847	\$ 1,400	\$ 1,753	\$ -	\$ -	\$ -	\$ -				\$ 5,000
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 537	\$ 1,150	\$ 3,313	\$ -	\$ -	\$ -	\$ -				\$ 5,000
MB Var	Program-wide and Project Closeout Costs (Note 2)	\$ 161	\$ 1,050	\$ 2,500	\$ 1,700	\$ 339	\$ -	\$ -				\$ 5,750
Totals		\$ 108,058	\$ 9,950	\$ 30,166	\$ 17,700	\$ 26,339	\$ 7,408	\$ -				\$ 199,621

Notes:

1. The amounts shown per FY represent the maximum amount of 1986 Measure B assumed to be expended by the Alameda CTC in the FY shown. These amounts are used as a constraint for the most aggressive spending scenario of the program-wide cashflow model used to analyze the overall 1986 MB Capital Program from a financial perspective. The difference between the actual amount expended by the Alameda CTC in a given FY, including prior FY's, and the maximum shown are assumed available in any subsequent FY without having to recalculate the program-wide cashflow model for approval to expend any carryover amounts. Before the actual amount expended in a given FY can exceed the maximum shown, the program-wide cashflow model will need to be revisited, and possibly recalibrated, before any amount in excess of the maximum shown can be approved.
2. The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, landscaping maintenance, right of way settlements, right of way close-out, interagency agreement closeout, etc. for 1986 MB capital projects not listed separately. Once project construction is closed out, any remaining amount of 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes. Individual encumbrances for 1986 Measure B commitments will continue to be brought before the Alameda CTC for approval before expenditures are approved.

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FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
2000 Measure B Capital Project Commitment and Allocation Summary

April 2014

	Total Measure B Commitment (\$ x 1,000)	FY 13/14 Allocations (\$ x 1,000)	Total Allocated Through 13/14 (\$ x 1,000)	FY 14/15 Beginning Programmed Balance (\$ x 1,000)
01 ACE Capital Improvements	\$ 13,184		\$ 11,184	\$ 2,000
02 BART Warm Springs Extension	\$ 224,448		\$ 224,448	\$ -
03 BART Oakland Airport Connector	\$ 89,052		\$ 89,052	\$ -
04 Oakland Downtown Streetscape Project	\$ 6,358		\$ 6,358	\$ -
05 Fruitvale Transit Village - 5A/5B	\$ 4,435		\$ 4,435	\$ -
06 Union City Intermodal Station	\$ 12,561		\$ 12,561	\$ -
07A Telegraph Avenue Corridor Transit Project	\$ 11,510		\$ 11,510	\$ -
07B San Pablo Avenue Corridor Transit Improvement Project	\$ 2,262		\$ 2,262	\$ -
07C Telegraph Avenue Corridor Transit Project - Stage 2	\$ 10,672		\$ 10,672	\$ -
08A I-680 Express Lane - Southbound	\$ 19,697		\$ 15,197	\$ 4,500
08B I-680 Express Lane - Northbound	\$ 15,500		\$ 10,000	\$ 5,500
09 Iron Horse Transit Route	\$ 6,267		\$ -	\$ 6,267
10 I-880/Broadway-Jackson Interchange	\$ 8,101		\$ 8,101	\$ -
11 I-880/Washington Avenue Interchange	\$ 1,335		\$ 1,335	\$ -
12 I-580 Interchange Improvements in Castro Valley	\$ 11,525		\$ 11,525	\$ -
13 Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104		\$ 13,104	\$ -
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500		\$ 2,500	\$ -
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686		\$ 2,686	\$ -
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd)	\$ 7,843		\$ 7,843	\$ -
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 14,432	\$ 27,037	\$ -
16 Oakland Local Streets and Roads	\$ 5,278		\$ 5,278	\$ -
17A Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578		\$ 578	\$ -
17B Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2)	\$ 686		\$ 686	\$ -
18A Westgate Parkway Extension -Stage 1	\$ 7,918		\$ 7,918	\$ -
18B Westgate Parkway Extension - Stage 2	\$ 600		\$ 600	\$ -
19 East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218		\$ 3,218	\$ -
20 Newark Local Streets	\$ 1,422		\$ 1,422	\$ -
21 I-238 Widening	\$ 81,022		\$ 81,022	\$ -
22 I-680/I-880 Cross Connector Studies	\$ 1,233		\$ 1,233	\$ -
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 1,500 ¹	\$ 26,529	\$ -
24 Route 84 Expressway Widening	\$ 96,459		\$ 96,459	\$ -
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367		\$ 6,078	\$ 13,289
26 I-580 Corridor/BART to Livermore Studies	\$ 41,831	\$ 30,000 ¹	\$ 41,831	\$ -
27 Emerging Projects	\$ -		\$ -	\$ -
27A Vasco Road Safety Improvements	\$ 1,500		\$ 1,500	\$ -
27B I-80 Integrated Corridor Mobility Project	\$ 2,800		\$ 2,800	\$ -
27C I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350		\$ 5,350	\$ -
27D CWTP/TEP Development	\$ 50		\$ 50	\$ -
27E Studies for Congested Segments/Locations on the CMP Network	\$ 551		\$ 551	\$ -
Totals	\$ 786,469	\$ 45,932	\$ 754,913	\$ 31,556

Notes:

1. FY 13/14 allocation amount shown considered allocated upon approval of this item by the Commission.

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**FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
2000 Measure B Capital Project Allocations and Expended to Date**

April 2014

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q3 FY 13/14 (03/31/14) (\$ x 1,000)	Allocated Un-Expended Q4 FY 13/14 (\$ x 1,000)
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 8,440	\$ 2,744
02 BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ 120,707	\$ 103,741
03 BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ 85,752	\$ 3,300
04 Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ 762	\$ 5,596
05 Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ 4,435	\$ -
06 Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ 12,561	\$ -
07A Telegraph Avenue Corridor Transit Project (Note 1)	\$ 11,510	\$ 11,510	\$ 8,956	\$ 2,554
07B San Pablo Avenue Corridor Transit Improvement Project (Note 1)	\$ 2,262	\$ 2,262	\$ 2,262	\$ -
07C Telegraph Avenue Corridor Transit Project - Stage 2 (Note 1)	\$ 10,672	\$ 10,672	\$ 10,672	\$ -
08A I-680 Express Lane - Southbound (Note 2)	\$ 19,697	\$ 15,197	\$ 13,364	\$ 1,833
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,596	\$ 4,404
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ -	\$ -
10 I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ 2,172	\$ 5,929
11 I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ 1,335	\$ -
12 I-580 Interchange Improvements in Castro Valley (Note 3)	\$ 11,525	\$ 11,525	\$ 11,931	\$ (406)
13 Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ 13,378	\$ (274)
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ 2,493	\$ 7
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ 587	\$ 2,099
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 4)	\$ 7,843	\$ 7,843	\$ 7,843	\$ -
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 27,037	\$ 6,923	\$ 20,114

**FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
2000 Measure B Capital Project Allocations and Expended to Date**

April 2014

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q3 FY 13/14 (03/31/14) (\$ x 1,000)	Allocated Un-Expended Q4 FY 13/14 (\$ x 1,000)
16	\$ 5,278	\$ 5,278	\$ 5,278	\$ -
17A	\$ 578	\$ 578	\$ 578	\$ -
17B	\$ 686	\$ 686	\$ 86	\$ 600
18A	\$ 7,918	\$ 7,918	\$ 7,918	\$ -
18B	\$ 600	\$ 600	\$ 130	\$ 470
19	\$ 3,218	\$ 3,218	\$ 339	\$ 2,879
20	\$ 1,422	\$ 1,422	\$ 1,422	\$ -
21	\$ 81,022	\$ 81,022	\$ 81,022	\$ -
22	\$ 1,233	\$ 1,233	\$ 862	\$ 371
23	\$ 26,529	\$ 26,529	\$ 21,923	\$ 4,606
24	\$ 96,459	\$ 96,459	\$ 27,158	\$ 69,301
25	\$ 19,367	\$ 6,078	\$ 2,387	\$ 3,691
26	\$ 41,831	\$ 41,831	\$ 8,235	\$ 33,596
27	\$ -	\$ -	\$ -	\$ -
27A	\$ 1,500	\$ 1,500	\$ 1,500	\$ -
27B	\$ 2,800	\$ 2,800	\$ 2,406	\$ 394
27C	\$ 5,350	\$ 5,350	\$ 2,279	\$ 3,071
27D	\$ 50	\$ 50	\$ -	\$ 50
27E	\$ 551	\$ 551	\$ -	\$ 551
Totals	\$ 786,469	\$ 754,913	\$ 483,692	\$ 271,221

Attachment C3

FY 2013/14 Measure B Capital Program Strategic Plan Update													
2000 Measure B Allocation Plan Schedule													
April 2014													
\$ x 1,000													
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals (Future Allocations)
01	ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000				2,000					\$ 2,000
08A	I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500		1,000	3,500						\$ 4,500
08B	I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500	4,500								\$ 5,500
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267									\$ 6,267
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	2,000		9,789						\$ 13,289
Totals (Projects This Sheet)		\$ 74,015	\$ 42,459	\$ 31,556	\$ 6,500	\$ 1,000	\$ 13,289	\$ 2,000	\$ -	\$ -	\$ -	\$ -	\$ 31,556

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FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
 2000 Measure B Allocation Plan Notes

April 2014

		\$ x 1,000		
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000	Remaining 2000 Measure B allocations are anticipated for the Alameda County share of ACE capital costs for various projects approved annually in a list recommended by the SJRRC.
08A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500	The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Alameda CTC in December, 2012.
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500	Remaining 2000 Measure B allocations are anticipated for future project development, system management and integration, right of way and construction phases costs incurred directly by the Alameda CTC.
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	The future 2000 Measure B allocations are anticipated for project development, right of way and construction phase costs incurred by the implementing agency(ies).
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including funding for costs incurred directly by the Alameda CTC.
Totals (Projects This Sheet)		\$ 74,015	\$ 42,459	\$ 31,556

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**FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
2000 Measure B Capital Project Line Item Expenditures**

April 2014

No.	Project Title	\$ x 1,000 in the FY Shown													Totals	
		Prior to FY 14/15 ⁽¹⁾	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22						
1	ACE Capital Improvements	\$ 8,497	\$ 2,687	\$ -	\$ -	\$ -	\$ 500	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,184
2	BART Warm Springs Extension	\$ 131,389	\$ 50,000	\$ 43,059	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,448
3	BART Oakland Airport Connector	\$ 89,052	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,052
4	Downtown Oakland Streetscape	\$ 762	\$ 900	\$ 4,000	\$ 696	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,358
5	Fruitvale Transit Village	\$ 4,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,435
6	Union City Intermodal Station	\$ 12,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,561
7A	Telegraph Avenue Bus Rapid Transit	\$ 10,142	\$ 1,368	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,510
7B	San Pablo Avenue Corridor Transit	\$ 2,262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,262
7C	Telegraph Avenue Rapid Bus Service	\$ 10,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,672
8	I-680 Express Lane	\$ 20,479	\$ 5,000	\$ 4,000	\$ 1,718	\$ 1,250	\$ 1,000	\$ 750	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,197
9	Ironhorse Trail	\$ -	\$ 400	\$ 4,000	\$ 1,867	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,267
10	I-880/Broadway-Jackson I/C	\$ 2,421	\$ 3,250	\$ 2,430	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,101
11	I-880/Washington Ave I/C	\$ 1,335	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,335
12	I-580 Castro Valley I/C ⁽²⁾	\$ 11,525	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,525
13	Lewelling/East Lewelling	\$ 13,104	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,104
14A	I-580 Auxiliary Lanes - W/B Fallon to Tassajara	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500
14B	I-580 Auxiliary Lanes - W/B Airway to Fallon	\$ 2,599	\$ 87	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,686
14C	I-580 Auxiliary Lanes - E/B El Charro to Airway	\$ 7,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,843
15	Rte 92/Clawiter-Whitesell I/C	\$ 8,639	\$ 9,500	\$ 8,500	\$ 398	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,037
16	Oakland Local Streets	\$ 5,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,278
17	Hesperian/Lewelling Widening	\$ 1,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,264

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
2000 Measure B Capital Project Line Item Expenditures

April 2014

No.	Project Title	\$ x 1,000 in the FY Shown											Totals	
		Prior to FY 14/15 (1)	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals			
18	Westgate Extension	\$ 8,518	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,518
19	E. 14th/Hesperian/150th Improvements	\$ 389	\$ 150	\$ 700	\$ 1,750	\$ 229	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,218
20	Newark Local Streets	\$ 1,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422
21	I-238 Widening	\$ 81,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,022
22	I-680/I-880 Cross Connector Study	\$ 1,233	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,233
23	Isabel - Route 84/I-580 I/C	\$ 26,529	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,529
24	Route 84 Expressway (3)	\$ 30,138	\$ 8,000	\$ 11,500	\$ 6,791	\$ 3,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 59,429 (3)
25	Dumbarton Corridor	\$ 2,894	\$ 1,850	\$ 1,350	\$ 6,500	\$ 6,500	\$ 273	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,367
26	I-680 Corridor/BART to Livermore (4)	\$ 8,069	\$ 7,762	\$ 21,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 41,831 (4)
27	Congestion Relief Emergency Fund - Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27A	Vasco Road	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
27B	I-80 ICM	\$ 2,800	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,800
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 3,956	\$ 1,394	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,350
27D	CWTP/TEP Development	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50
27E	Studies for Congested Segments/Locations on the CMP	\$ 175	\$ 376	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 551
Totals		\$ 515,454	\$ 92,724	\$ 100,539	\$ 24,720	\$ 10,979	\$ 1,773	\$ 2,250	\$ 1,000	\$ -	\$ -	\$ -	\$ -	\$ 749,439

1. Amounts shown as "Prior to FY 14/15" are approximations including forecast for the remainder of FY 13/14.
2. The remaining expenditures for the I-580 Castro Valley Interchange Project (ACTIA12) are funded by the 1986 MB commitment under Project No. MB239, i.e. net zero future expenditures for ACTIA12.
3. A portion of the 2000 MB commitment for the Route 84 Expressway (ACTIA24) South Segment Project has been exchanged for \$37.03 million of STIP funding programmed to the project in the 2012 STIP. The total 2000 MB commitment of \$96.459 million includes the exchange for \$37.03 million (to be paid to the CMA Exchange Fund) and \$59.429 million directly to project costs.
4. Amount of 2000 MB Capital funding shown for ACTIA No. 26 includes \$30 million for I-580 Corridor costs related to the implementation of the eastbound and westbound express lane projects.

**FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
2000 Measure B Capital Project Advance/Exchange Summary**

April 2014

		\$ x 1,000 in FY Shown									
		Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22 & After	Totals
Sources of Funds (Revenues from Advances)											
1	I-580 EB Aux/HOT Advance Payback from Toll Revenues		\$ 250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 250		\$ 6,500
2	I-580 Corridor Advance Payback from Toll Revenues								\$ 1,250	\$ 28,750	\$ 30,000
3	Total Sources of Funds (Repayments)	\$ -	\$ -	\$ 250	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 28,750	\$ 36,500

		\$ x 1,000 in FY Shown									
		Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22 & After	Totals
Uses of Funds (Expenditures for Advances/Exchanges)											
4	I-580 EB Aux/HOT Advance Expenditures	\$ 2,000	\$ 4,500								\$ 6,500
5	2012 STIP Exchange Expenditures (See Detail Sheet)	\$ 4,500	\$ 12,000	\$ 1,000	\$ 19,530						\$ 37,030
6	Total Uses of Funds (Expenditures)	\$ 6,500	\$ 16,500	\$ 1,000	\$ 19,530	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 43,530

Notes:

FY 2014/15 Measure B Capital Program Strategic Plan Update - DRAFT
 2000 Measure B Capital - STIP Exchanges

April 2014

		\$ x 1,000 in FY Shown												
		Prior to FY 14/15	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	FY 21/22	Totals			
STIP Exchange Projects (2012 & 2014 STIP Exchanges)														
1	East Bay Bue Rapid Transit (AC Transit)				\$ 5,000								\$ 5,000	
2	I-880/Broadway-Jackson Improvements (Alameda CTC/Alameda/Oakland)				\$ 2,500								\$ 2,500	
3	Crow Canyon Road Safety Improvements (Ala. County)				\$ 1,000								\$ 1,000	
4	Niles Canyon Rd (Rte 84), Paloma Rd and Pleasanton-Sunol Rd Intersection (Ala. County)				\$ 1,500								\$ 1,500	
5	I-880 to Mission Boulevard East-West Connector (Alameda CTC)				\$ 2,300								\$ 2,300	
6	Infrastructure Bond Projects Backfill (Various Projects) (Alameda CTC)		\$ 8,000										\$ 8,000	
7	Caldecott Settlement Projects (Oakland)			\$ 1,000	\$ 1,000								\$ 2,000	
8	State Route 84 Expressway - South Segment (Alameda CTC/Caltrans)		\$ 2,000										\$ 2,000	
9	I-880 Reconstruction, 29th/23rd & SB 880 HOV (Alameda CTC)	\$ 1,000											\$ 1,000	
10	I-880/Mission Blvd (Rte 262) Phase 1B/2 Interchange Completion (VTA)	\$ 3,500											\$ 3,500	
11	Automall Parkway Project (Fremont)				\$ 3,500								\$ 3,500	
12	42nd Ave/High St Access Improvement (Oakland)				\$ 2,000								\$ 2,000	
13	Route 85/Hesperian Blvd/150th Ave Channelization Improvements (San Leandro)		\$ 1,000										\$ 1,000	
14	RIP-TE Reserve (Alameda CTC)				\$ 200								\$ 200	
15	RIP-TE Reserve (Alameda CTC)				\$ 530								\$ 530	
16	RIP-TE I-880 SB HOV Lane Widening Project Landscape/Hardscape at Marina/Davis I/C (Alameda CTC)		\$ 1,000										\$ 1,000	
17	Totals	\$ 4,500	\$ 12,000	\$ 1,000	\$ 19,550	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,050	

Notes:

- 2000 Measure B capital funding from ACTIA No. 24 commitment will be transferred to the Local Exchange Fund to fund the projects listed through the CMATIP.



Memorandum

6.12

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www.AlamedaCTC.org

DATE: April 17, 2014

SUBJECT: I-880/Broadway-Jackson Interchange Area Improvement Project (PN 610.0): Ad-Hoc Project Advisory Committee (PAC) Composition

RECOMMENDATION: (1) Approve the modifications to the composition of the Ad-Hoc Project Advisory Committee (PAC); and,
(2) Appoint an Alameda CTC Commissioner for the vacant committee position.

Summary

At its meeting on September 26, 2013, the Alameda County Transportation Commission approved the formation of an ad-hoc Project Advisory Committee (PAC) for the I-880/Broadway-Jackson Interchange Area Improvements Project. The Commission further approved the ad-hoc Committee membership to be comprised of five elected officials and two community members. Recently, one elected official representing Alameda CTC has termed out of office, creating a vacancy on the PAC.

Background

The I-880/Broadway-Jackson Interchange Area Improvements Project (PN 610.0 / ACTIA 10) is one of 27 voters-mandated capital projects in the 2000 Alameda County Transportation Expenditure Plan. The project goal is to improve local traffic circulation and freeway access in the vicinity of the I-880/Broadway-Jackson Interchange area. In 2011, following the approval of the Project Study Report (PSR), project development was suspended due to concerns from members of the Oakland Chinatown community.

At the September 26, 2013 meeting, Alameda CTC approved formation of the ad-hoc I-880/Broadway-Jackson Area Improvements PAC to guide the project development process and to provide a forum to address community concerns. The composition of the ad-hoc committee was modified by the Commission from the original staff recommendation of five elected members to seven members: two elected officials from the City of Alameda, two elected officials from the City of Oakland, one elected official from the City of Piedmont representing Alameda CTC, and two community members (one each from the cities of Alameda and Oakland). Since then, Commissioner John Chiang from the City of Piedmont has termed out of office.

Staff is recommending that the composition of the seven member ad-hoc PAC for the I-880/ Broadway-Jackson Area Improvements Project be modified to include: two elected

officials and a community member representing the City of Alameda; two elected officials and a community member representing the City of Oakland; and an Alameda CTC Commissioner who will serve as the chair of this ad-hoc committee. The elected officials representing the cities need not be Alameda CTC Commissioners. The Chair of the Commission will make the appointments to this ad-hoc committee, per the agency administrative code.

Staff also recommends that the Commission appoint an Alameda CTC Commissioner to chair and serve in the vacant position of this ad-hoc committee.

In addition, at the March 19, 2014 PAC meeting, a key member of the Chinatown Chamber of Commerce expressed the desire to have an additional community member representing Chinatown businesses on the PAC. Staff defers this request to the Commission.

Fiscal Impact: There is no fiscal impact.

Staff Contact

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

[Raj Murthy](#), Project Controls Team



Memorandum

6.13

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 17, 2014

SUBJECT: I-580 Corridor Improvement Projects (Various): Amendments to Existing Cooperative Agreements with Caltrans to Implement Contract Change Order Work and New Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project

RECOMMENDATION: (1) Authorize the Executive Director to amend the Existing Construction Cooperative Agreements for I-580 High Occupancy Vehicle (HOV) projects with Caltrans to implement High Occupancy Toll (HOT) elements by Contract Change Order (CCO) for a combined total not-to-exceed amount of \$23 million and

(2) Authorize the Executive Director to negotiate and enter into new Operations and Maintenance Agreement(s) with Caltrans for the I-580 Express Lanes Project (PN 720.4/724.1).

Summary

The I-580 Express (HOT) Lanes Project proposes to convert the newly constructed eastbound High Occupancy Vehicle (HOV) Lane from Hacienda Drive to Greenville Road to a double express lane facility and the westbound HOV lane, currently under construction, from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

Amending the existing cooperative agreements with Caltrans will allow for the construction of the remaining express lanes civil work through the Contract Change Order (CCO) process under the on-going construction contracts for the I-580 Corridor HOV projects. Implementation of these change orders will complete the implementation of civil components of the express lanes facility. Additionally, a new Operations and Maintenance agreement(s) between Alameda CTC and Caltrans is required to delineate the shared roles and responsibilities for operations and maintenance of the highway facilities within the limits of the I-580 Express Lanes.

Background

The I-580 Express (HOT) Lane Project proposes to convert the newly constructed eastbound HOV Lane from Hacienda Drive to Greenville Road to a double express lane facility and the westbound HOV lane, currently under construction, from Greenville Road to San Ramon Boulevard/Foothill Road to a single express lane facility.

The environmental documents for both the eastbound and westbound components have already been approved. Alameda CTC is the sponsoring agency for I-580 Westbound HOV East and West Segments and I-580 Eastbound Auxiliary Lane projects and Caltrans is administering these construction projects.

In September 2013, the Commission approved the first portion of the civil components of the express lanes to be constructed through the CCO (Tier I CCOs) process under the on-going construction contracts along the I-580 corridor, the I-580 Westbound HOV (East and West Segments) and the I-580 Eastbound Auxiliary Lane Projects. The remaining civil components will be implemented by CCO (referred as Tier 2 & 3 CCOs) as well. The CCOs (Tier 2 & 3) have been submitted to Caltrans for their review and approval. Implementing Tier 2 & 3 CCOs will complete the construction of all civil components of the I-580 Express Lanes Project. The cost negotiations with the contractors to construct the remaining express lanes civil components through the CCOs (Tier 2 & 3) process under the above mentioned on-going construction contracts are underway and expected to be complete by mid-April 2014. Performing this work by CCOs is critical in order to avoid disturbing recently constructed pavement and other elements built by the on-going construction contracts and to keep the construction of the express lane projects on schedule.

Staff proposes to amend the cooperative agreements for the three above mentioned projects for a combined total not-to-exceed amount of \$23 million in local funds. The funding for the CCO work is included in the funding plans for the I-580 Westbound HOV East and West Segments (PN: 724.4 & 724.5) and I-580 Eastbound Auxiliary Lane (PN: 720.5) Projects.

The table below summarizes the construction contracts under which the CCO work is proposed, the cooperative agreements requiring amendments, and the estimated cost of each CCO. The estimated cost distribution among the three cooperative agreements shown below is subject to change pending the final CCO cost agreement; however, the total cost will not exceed \$23 million.

Construction Contract	Cooperative Agreement No.	Estimated Cost
I-580 Westbound HOV- East Segment	04-2397	\$11,500,000
I-580 Westbound HOV- West Segment	04-2396	\$7,500,000
I-580 Eastbound Aux Lane	04-2440	\$4,000,000
Total Cost		\$23,000,000

Alameda CTC and Caltrans will share roles and responsibilities for operations and maintenance of the express lane facilities within the project limits. Caltrans requested that these roles and responsibilities are memorialized in an Operations and Maintenance (O&M) Agreement, including in its attachment, Highway Maintenance Management Plan (HMMP) prior to implementation of the CCOs for the I-580 Express Lanes Project. The O&M and HMMP will address coordination and responsibilities between Alameda CTC and Caltrans for the operations and maintenance of the highway facilities located within the limits of the I-580 Express Lanes and provide a framework for approval of future expenditures and reimbursements. Caltrans will submit to Alameda CTC the budget and level of effort for the HMMP on an annual basis beginning with the FY2015-16 Fiscal Year.

Fiscal Impact: The fiscal impact for approving the cooperative agreement amendments is \$23 million and the action will authorize the encumbrance of project funding, subject to the approval of Measure B Capital Program Allocation Plan presented under Item 6.1. This budget is included in the corresponding project funding plans.

The fiscal impact related to the HMMP will begin in FY 2015-16. Funding will be identified based upon negotiated amounts and will be approved as part of the Fiscal Year Operating and Capital Program Budget process.

Staff Contact

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

[Gary Sidhu](#), Project Controls Team

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Memorandum

6.14

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

DATE: April 17, 2014

SUBJECT: Time Extension Only Amendments

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

Summary

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

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

Background

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

The most common and justifiable reasons include:

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

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

Fiscal Impact: There is no fiscal impact.

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

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

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

A. Table A: Contract Time Extension Summary

Index No.	Contract No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code	Fiscal Impact
1	A10-010	Harris and Associates	Webster Street SMART Corridor	A1: Additional time A2: Additional time A3: Additional time A4: Additional budget	1 year	2	None
2	A09-006	TJKM	Webster Street SMART Corridor	A1: Additional budget A2: Additional budget A3: Additional time	1 year	2	None

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

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Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: April 17, 2014

SUBJECT: Investment Policy

RECOMMENDATION: Approve the Alameda CTC investment policy.

Summary

The update to the Alameda CTC investment policy is attached as a red line version to show the changes recommended since the Alameda CTC consolidated policy was adopted in April 2013. The changes include:

In Section VIII. Authorized Investments

- An increase to the minimum credit quality required for investments to "A" level, which makes the policy more restrictive, for obligations of the State of California or local agencies, US treasury notes or bonds, medium term notes, and negotiable certificates of deposit in order to be consistent among investments and to reconcile to the true intent of the verbiage in 8. Medium term notes;
- An update to the verbiage in 7. Commercial paper, to require a rating in the highest two short-term rating categories to be consistent with 7.c which allows for the highest two categories;
- An adjustment to 13. Shares of beneficial interest, commonly referred to as money market funds, to limit only Prime Money Market Funds, which include short-term credit risk, to a maximum investment of 5 percent of the portfolio in any one fund, but allow for up to 10 percent for Government Money Market Funds since they are all backed by the US government regardless of which funds are purchased;

In Section X. Investment Parameters

- An increase to the maximum percent of callable securities allowed in the portfolio in 2. Market Risk b. from 15 percent to 25 percent to allow for the added returns for which these investments have the potential to provide in the portfolio; and
- An increase of the statistical variance in duration allowed in 2. Market Risk f. from 10 percent to 25 percent. This is necessary since the duration in our current portfolio is extremely short. A 10 percent variance in duration could mean only one month in

some instances which is an unnecessarily difficult duration variance allowance from which to manage a portfolio.

Background

The proposed investment policy was developed in accordance with the California Government Code in order to define parameters and guide staff and investment advisors in managing Alameda CTC's investment portfolio. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal and investment management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow the staff and the investment advisors to function properly within the parameters of responsibility and authority, yet specific enough to adequately safeguard the investment assets. The primary objectives in order of priority of the investment activities within the policy are to safeguard Alameda CTC assets by mitigating credit and interest rate risk, provide adequate liquidity to meet all operating requirements of Alameda CTC, and attain a market rate of return on investments taking into account the investment risk constraints of safety and liquidity needs. Through the proposed investment policy, the Commission appoints the Executive Director and the Director of Finance as Investment Officers who will be responsible for the investment program of the Alameda CTC and will act responsibly as custodians of the public trust.

The policy requires the Investment Officers to design internal controls around investments that would prevent the loss of public funds from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers of the Alameda CTC. It also allows the Investment Officers to periodically reset performance benchmarks to reflect changing investment objectives and constraints.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Draft Alameda CTC Investment Policy April 2014

Staff Contact

[Patricia Reavey](#), Director of Finance

Alameda County Transportation Commission

Investment Policy

April 201~~3~~4

DRAFT

I. Introduction

The intent of the Investment Policy of the Alameda County Transportation Commission (Alameda CTC) is to define the parameters within which funds are to be managed. The policy formalizes the framework for Alameda CTC's investment activities that must be exercised to ensure effective and prudent fiscal and investment management of Alameda CTC's funds. The guidelines are intended to be broad enough to allow Alameda CTC's Investment Officers (as defined below) to function properly within the parameters of responsibility and authority, yet specific enough to adequately safeguard the investment assets.

II. Governing Authority

The investment program shall be operated in conformance with federal, state, and other legal requirements, including the California Government Code.

III. Scope

This policy applies to activities of Alameda CTC with regard to investing the financial assets of all funds (except bond funds and retirement funds). In addition, any funds held by trustees or fiscal agents are excluded from these rules; however, all such funds are subject to regulations established by the State of California.

Note that any excluded funds such as employee retirement funds, proceeds from certain bond issues and Other Postemployment Benefits (OPEB) trust assets are covered by separate policies.

IV. General Objectives

The primary objectives, in order of priority, of investment activities shall be:

1. Safety

Safety of principal is the foremost objective of the investment program. Investments shall be undertaken in a manner that seeks to ensure the preservation of capital in the overall portfolio. The goal will be to mitigate credit and interest rate risk.

2. *Liquidity*

The investment portfolio shall remain sufficiently liquid to meet all operating requirements that may be reasonably anticipated.

3. *Return*

The investment portfolio shall be designed with the objective of attaining a market rate of return throughout budgetary and economic cycles, taking into account the investment risk constraints of safety and liquidity needs.

V. Standard of Care

1. *Prudence*

The standard of prudence to be used by investment officials shall be the "prudent investor" standard (California Government Code Section 53600.3) and shall be applied in the context of managing an overall portfolio. Investment Officers acting in accordance with written procedures and the investment policy and exercising due diligence shall be relieved of personal responsibility for an individual security's credit risk or market price changes, provided deviations from expectations are reported in a timely fashion and appropriate action is taken to control adverse developments.

"When investing, reinvesting, purchasing, acquiring, exchanging, selling, or managing public funds, a trustee shall act with care, skill, prudence, and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall strategy, investments may be acquired as authorized by law."

2. *Delegation of Authority and Responsibilities*

Responsibilities of the Commission - The Commission, in its role as Alameda CTC's governing body, will retain ultimate fiduciary responsibility for the portfolios. They will receive quarterly reports for review, designate Investment Officers and annually review and adopt the investment policy.

The Commission hereby designates the Executive Director and the Director of Finance, as Treasurer, as the Investment Officers.

Responsibilities of the Investment Officers - The Investment Officers are jointly responsible for the operation of the investment program. The Investment Officers shall act in accordance with written procedures and internal controls for the operation of the investment program consistent with the Investment Policy. All participants in the

investment process shall seek to act responsibly as custodians of the public trust. No officer may engage in an investment transaction except as provided under the terms of this policy and supporting procedures.

Responsibilities of the Investment Advisor - Alameda CTC may engage the services of one or more external investment advisors to assist in the management of the investment portfolio in a manner consistent with Alameda CTC's objectives. Investment advisors may be granted discretion to purchase and sell investment securities in accordance with this Investment Policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or be a bank, regulated by the Office of the Comptroller of the Currency (OCC) or Federal Reserve operating under the fiduciary exemption from the Security and Exchange Commission. Any investment advisor shall be required to prepare and provide comprehensive reports on Alameda CTC's investments on a monthly and quarterly basis, and as requested by Alameda CTC's Investment Officers. At no time shall the investment advisor maintain custody of Alameda CTC cash or assets.

Responsibilities of the Custodian - A third party bank custodian shall hold Alameda CTC cash and assets under management by any investment advisor in the name of Alameda CTC. The custodian shall receive direction from the investment advisor on settlement of investment transactions.

VI. Selection of Financial Institutions and Broker/Dealers

Alameda CTC's procedures are designed to encourage competitive bidding on transactions from an approved list of broker/dealers in order to provide for the best execution on transactions.

The Investment Officer, or the investment advisors, shall maintain a list of authorized broker/dealers and financial institutions that are approved for investment purposes. This list will be developed after a process of due diligence confirming that the firms qualify under the Securities and Exchange Commission Rule 15C3-1 (uniform net capital rule). Alameda CTC shall purchase securities only from authorized institutions or firms.

The Investment Officer, or the investment advisor, shall obtain competitive bid information on all purchases of investment instruments purchased on the secondary market. A competitive bid can be executed through a bidding process involving at least three separate brokers/financial institutions or through the use of a nationally recognized trading platform.

VII. Safekeeping and Custody

1. Delivery vs. Payment

All trades of marketable securities will be executed on a delivery vs. payment (DVP) basis to ensure that securities are deposited in Alameda CTC's safekeeping institution prior to the release of funds.

2. Third-Party Safekeeping

Securities will be held by an independent third-party safekeeping institution selected by Alameda CTC's Investment Officers. All securities will be evidenced by safekeeping receipts in Alameda CTC's name. The safekeeping institution shall annually provide a copy of its most recent report on internal controls – Service Organization Control Reports (formerly SAS 70) prepared in accordance with the Statement on Standards for Attestation Engagements (SSAE) No. 16 (effective June 15, 2011.)

3. Internal Controls

The Investment Officers are responsible for establishing, maintaining and documenting an internal control structure designed to ensure that the assets of Alameda CTC are protected from loss, theft or misuse. The controls shall be designed to prevent the loss of public funds arising from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets, or imprudent actions by employees and officers Alameda CTC.

VIII. Authorized Investments

The following investments will be permitted by this policy and are those authorized in the California Government Code.

1. United States Treasury notes, bonds, bills, or certificates of indebtedness, or those for which the faith and credit of the United States are pledged for the payment of principal and interest.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 100%
2. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises.
 - a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 100%
 - c. Type: Senior debt obligations
 - d. Maximum per issuer: 35%
3. Repurchase Agreements used solely as short-term investments.

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in VIII 1 and 2, will be acceptable collateral. All securities underlying Repurchase Agreements must be delivered to Alameda CTC's custodian bank versus payment or be handled under

a tri-party repurchase agreement. The total of all collateral for each Repurchase Agreement must equal or exceed, on the basis of market value plus accrued interest, 102 percent of the total dollar value of the money invested by Alameda CTC for the term of the investment. Since the market value of the underlying securities is subject to daily market fluctuations, the investments in repurchase agreements shall be in compliance if the value of the underlying securities is brought back up to 102 percent no later than the next business day. For any Repurchase Agreement with a term of more than one day, the value of the underlying securities must be reviewed on a regular basis.

Market value must be calculated each time there is a substitution of collateral.

Alameda CTC or its trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to Repurchase Agreement.

Alameda CTC may enter into Repurchase Agreements with (1) primary dealers in U.S. Government securities who are eligible to transact business with, and who report to, the Federal Reserve Bank of New York, and (2) California and non-California banking institutions having assets in excess of \$25 billion and having debt rated in the highest short-term rating category as provided by a nationally recognized statistical rating organization.

Alameda CTC will enter into a Master Repurchase Agreement, substantially in the form approved by the Securities Industry and Financial Markets Association (SIFMA) and by Alameda CTC's counsel, with each firm with which it enters into Repurchase Agreements.

- a. Maximum maturity: 90 days
 - b. Maximum percent of portfolio: 20%
4. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 10%
 - c. Minimum credit quality: A- (S&P); or A~~3~~2 (Moody's); or A- (Fitch)
 - d. Maximum per issuer: 5%
5. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-

producing property owned, controlled or operated by the state or by a department, board, agency or authority of any of the other 49 states, in addition to California.

- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 10%
 - c. Minimum credit quality: A- (S&P); or A~~3~~2 (Moody's); or A- (Fitch)
 - d. Maximum per issuer: 5%
6. Bankers' Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.
- a. Maximum maturity: 180 days
 - b. Maximum percent of portfolio: 40%
 - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
 - d. Maximum per issuer: 5%
7. Commercial paper rated in the highest two short-term rating categories, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); and (c) has debt other than commercial paper, if any, that is rated "A" or higher by a nationally recognized statistical-rating organization.
- a. Maximum maturity: 270 days
 - b. Maximum percent of portfolio: 25%
 - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
 - d. Maximum per issuer: 5%
8. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.
- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 30%
 - c. Minimum credit quality: A- (S&P); or A~~3~~2 (Moody's); or A- (Fitch)
 - d. Maximum per issuer: 5%

9. FDIC insured or fully collateralized time certificates of deposit in financial institutions located in California.
 - a. Maximum maturity: 1 year
 - b. Maximum percent of portfolio: 10%
 - c. Maximum per issuer: 5%

10. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.
 - a. Maximum maturity: 3 years
 - b. Maximum percent of portfolio: 30%
 - c. Minimum credit quality: A- (S&P); or A~~3~~² (Moody's); or A- (Fitch)
 - d. Maximum per issuer: 5%

11. State of California Local Agency Investment Fund (LAIF)

Although LAIF may invest in securities not permitted in the Alameda CTC's Investment Policy, such investments shall not exclude LAIF from the Alameda CTC's list of eligible investments, provided that LAIF's periodic reports allow the Investment Officer to adequately assess the risk inherent in LAIF's portfolio. Funds invested in LAIF will follow LAIF policies and procedures.

- a. Maximum percent of portfolio: as determined by LAIF

The LAIF portfolio shall be reviewed annually in order to monitor its continuing suitability as an investment option for the Alameda CTC.

12. The California Asset Management Program (CAMP)

- a. Maximum percent of portfolio: 5%

The CAMP shall be reviewed annually in order to monitor its continuing suitability as an investment option for Alameda CTC. Funds invested in CAMP will follow CAMP policies and procedures.

13. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision, these companies shall either: (1) attain the highest ranking or the highest letter and numerical rating provided by not less than two nationally recognized statistical rating

organizations; or (2) retain an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds with assets under management in excess of five hundred million dollars (\$500,000,000).

a. Maximum percent of portfolio: 20%

b. Maximum per **Prime Money Market Fund**: 5%

~~b.c.~~ Maximum per Government Money Market Fund: 10%

~~e.d.~~ Minimum rating: AAAM (S&P); or Aaa-mf (Moody's); AAAMmf (Fitch)

Important Notes:

- a) The percentage limitation for all categories of investments refers to the percentage in the overall Alameda CTC portfolio on the date the security or shares are purchased.
- b) If the credit rating of a security is downgraded below the minimum required rating level for a new investment of that security type subsequent to its purchase, the investment advisor shall promptly notify the Investment Officer. The Investment Officer shall evaluate the downgrade on a case-by-case basis in order to determine if the security should be held or sold. The Investment Officer will apply the general objectives of safety, liquidity, yield and legality to make the decision.

IX. Ineligible Investments

Any security type or structure not specifically approved by this policy is hereby specifically prohibited. Security types which are thereby prohibited include, but are not limited to:

1. "Complex" derivative structures such as range notes, dual index notes, inverse floaters, leveraged or de-leveraged floating-rate notes, or any other complex variable-rate or structured note;
2. Interest-only strips that are derived from a pool of mortgages, or any security that could result in zero interest accrual if held to maturity;
3. Mortgage-backed pass-through securities;
4. Other mortgage-backed securities;
5. Collateralized mortgage obligations; and
6. Asset-backed securities.

X. Investment Parameters

1. Credit Risk – Credit risk is the risk that a security or a portfolio will lose some or all of its value due to a real or perceived change in the ability of the issuer to repay its debt. The diversification requirements included in Section VIII are designed to mitigate credit risk. Alameda CTC shall additionally mitigate credit risk by adopting the following diversification strategies:
 - a. Avoiding overconcentration in any one issuer or business sector;
 - b. Limiting investments in securities with higher credit risks;
 - c. Investing in securities with varying maturities; and
 - d. Maintaining a portion of the portfolio in a highly liquid investment such as LAIF

2. Market Risk - Market risk is the risk that the portfolio will fluctuate due to changes in the general level of interest rates. Alameda CTC recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. Alameda CTC shall mitigate market risk by providing adequate liquidity for short-term cash needs, and by making some longer-term investments only with funds that are not needed for current cash flow purposes. Alameda CTC further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. Alameda CTC, therefore, adopts the following strategies to control and mitigate its exposure to market risk:
 - a. Alameda CTC shall maintain a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements;
 - b. The maximum percent of callable securities in the portfolio shall be ~~12~~25%;
 - c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;
 - d. Liquidity funds will be held in LAIF or in money market instruments maturing within one year or less;
 - e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the portfolio will have

maturities between 1 day and 5 years and will only be invested in higher quality and liquid securities; and

- f. The duration of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus ~~25~~40%. This increase in duration flexibility is necessary because of the very short-term benchmarks currently utilized on the portfolio due to capital project cashflow demands.

3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

XI. Performance and Program Evaluation

The investment portfolio will be managed in accordance with the parameters specified within this policy. The portfolio should obtain a market average rate of return during a market/economic environment of stable interest rates. A series of appropriate benchmarks shall be established against which portfolio performance shall be compared on a regular basis. The benchmarks shall be reflective of the actual securities being purchased and risks undertaken and the benchmarks shall have a similar weighted average maturity and credit profile commensurate with investment risk constraints and liquidity needs of Alameda CTC.

Alameda CTC may periodically update the performance benchmarks to reflect current investment objectives and constraints and shall communicate such changes to the investment advisor.

Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
US. Treasury Notes, Bonds, Bills or Certificates of Indebtedness	100%	100%	None	5 years	5 years	NA	NA
Federal or U.S. Sponsored Obligations fully guaranteed by Federal Agencies or U.S. Government Sponsored Enterprises	100%	100%	Max 35% per issuer	5 years	5 years	NA	Senior Debt
Repurchase Agreements	NA	20%	Strict collateral requirements; Master Repurchase Agreement	1 year	90 days	NA	NA
State of California and California Local Agency Bonds	NA	10%	Max 5% per issuer	5 years	5 years	NA	A- (S&P) or A 3 ₂ (Moody's) or A- (Fitch)
Bonds of any of the other 49 states in addition to California	NA	10%	Max 5% per issuer	5 years	5 years	NA	A- (S&P) or A 3 ₂ (Moody's) or A- (Fitch)
Bankers' Acceptances	40%	40%	Max 5% per issuer	180 days	180 days	NA	A1 or P1 or F1

Alameda CTC Investment Policy April 201~~3~~4

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Commercial paper of US corporations with total assets exceeding \$500,000,000	25%	25%	Max 5% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A1 or P1 or F1	A1 or P1 or F1
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	Max 5 years	5 years	A	A- (S&P) or A 3 2 (Moody's) or A- (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA
Negotiable Certificate of Deposits	30%	30%	Max 5% per issuer	5 years	3 years	NA	A- (S&P) or A 3 2 (Moody's) or A- (Fitch)
State of California- Local Agency Investment Fund (LAIF)	NA	NA	As limited by LAIF (currently \$50 million)	NA	NA	NA	NA
California Asset Management Program	NA	5%	NA	NA	NA	NA	NA
Shares of Beneficial Interests (Money Market Funds)	20%	20%	Max 5% per <u>Prime fund</u> , Max 10% per <u>Government fund</u>		N/A	AAA	AAAm (S&P) or Aaa-mf (Moody's) or AAAMmf (Fitch)



Memorandum

6.16

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: April 17, 2014

SUBJECT: Renewal of Existing Paratransit Coordination Services Contract for Fiscal Year 2014-15.

RECOMMENDATION: Approve the renewal of the current paratransit coordination services contract with Nelson/Nygaard Consulting Associates for Fiscal Year 2014-15, and authorize the Executive Director to enter into negotiations and execute a contract for a not-to-exceed budget of \$360,500.

Summary

The Alameda CTC was scheduled to release an RFP in FY2013-14 for paratransit coordination services. These services have been provided by Nelson/Nygaard Consulting Associates since 2009. However, a recent reorganization of staff resources has been initiated due to the paratransit program manager's departure from the agency, which included the transition to a new program manager. Based on these factors, staff recommends a one-year renewal of the existing contract with Nelson/Nygaard through June 30, 2015 with a not-to-exceed budget of \$360,500 instead of releasing an RFP at this time. If approved, the terms and conditions of the paratransit coordination services professional services contract will be negotiated and will be anticipated to commence on July 1, 2014.

Background

The Alameda CTC contracts on a periodic basis with a number of professional services consultant firms to assist staff in providing a range of general administrative services, including, but not limited to, general counsel services, legislative advocacy, planning development, outreach, technical assistance, project and program-wide management, and administrative support services. In January 2014, the Commission approved the FY2014-15 Administration Support Professional Services Contracts Plan which recommended issuing an RFP for Paratransit Coordination Services. Paratransit coordination services include meeting facilitation and coordination, administration and coordination of Measure B and Federal grants funding, outreach services, coordination of Alameda CTC's Countywide Mobility Management Pilot Program, and general technical assistance. Nelson/Nygaard Consulting Associates, an Alameda CTC certified LBE firm with an office in Oakland, California, has provided these services since 2009.

A recent reorganization of staff resources has been initiated due to the paratransit program manager's departure from the agency, which included the transition to a new

program manager. Staff recommends a one-year extension to the existing contract through June 30, 2015 instead of issuing an RFP at this time to allow for the transition of staff while maintaining continuity in the level of support provided to the Paratransit Advisory and Planning Committee (PAPCO) and the Paratransit Technical Advisory Committee (ParaTAC), as well as several Alameda CTC-administered paratransit programs. If renewed, the terms and conditions of a one-year extension of the paratransit coordination services professional services contract with Nelson/Nygaard Consulting Associates will be negotiated and will be expected to commence on July 1, 2014. The value of the current contract, which covers the period from July 1, 2013 to June 30, 2014, is \$363,771. The proposed not-to-exceed budget for FY 2014-15 is \$360,500.

Fiscal Impact

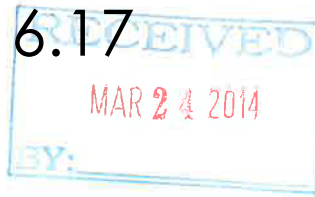
If a one-year renewal is approved, the contract will be negotiated and the final budget will be included in the Alameda CTC's consolidated FY2014-15 proposed budget for Commission approval.

Staff Contact

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

[Jacki Taylor](#), Program Analyst

[Patricia Reavey](#), Director of Finance



LEAGUE OF WOMEN VOTERS
ALAMEDA COUNTY COUNCIL
P.O. Box 1645
Alameda, CA 94501

February 25, 2014

Alameda County Transportation Commission
1111 Broadway, Suite 800, Oakland, CA 94607

With great pleasure at its February 15, 2014 meeting, the County Council of the seven League of Women Voters in Alameda County voted unanimously to nominate Mim Hawley to represent it on the Alameda County Transportation Commission's Citizen Watchdog Committee.

Mim Hawley has had a long interest and involvement in transportation issues. Her resume will follow.



As the convener of the County Council for this year, I may be contacted at



Thank you for considering our nomination of Mim Hawley as our representative on the Alameda County Transportation Commission's Citizen's Watchdog Committee..

Sincerely,

A handwritten signature in cursive script that reads "Kate Quick".

Kate Quick

Cc: Members of the County Council – The League of Women Voters of:
Berkley/Albany/Emeryville; Eden Area; Fremont/Newark/Union City; Livermore;
Piedmont; Alameda; Oakland

Miriam Hawley



Education:

B.A., Economics. Antioch College, Yellow Springs, Ohio

M.A., Urban History San Francisco State University, San Francisco, California

Elected Offices:

City Council, City of Berkeley. 2000-2004

Board of Directors, AC Transit District. 1966-2000

Board memberships:

League of Women Voters of the Bay Area 2010- 14

Transportation Director, League of Women Voters of the Bay Area. 2010-14

Berkeley Baby Book Project 2013- 14

Downtown Berkeley Y 2006 - 2012.

League of Women Voters of Berkeley 2005-06

President, League of Women Voters of Berkeley, Albany, and Emeryville.
1993-05

Professional Experience:

Senior Consultant, Pacific Consultants and Boyd Consulting, Inc.;

Project Manager for a nation-wide study of the role of transportation in business location decisions for the U.S. Department of Transportation.

Staff member, BART Impact Program; administered by the Metropolitan Transportation Commission for the U.S. Department of Transportation.

Manager of special projects, and principal author of the final report.

Lecturer, American Urban History and American History.

San Francisco State University and College of Notre Dame

Community Education Director, Crisis & Suicide Intervention of Contra Costa County.

Research staff member: United Auto Workers, Detroit, Michigan

Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



The Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets on the second Thursday of the month, six to eight times per year, from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: DIANE SHAW
Home Address: _____
Mailing Address (if different): _____
Phone: (home) _____ (work) _____ (fax) _____
Email: _____

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the BPAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues, including access to transit.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

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

Signature Diane Shaw Date 1/14/14

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

Appointing Party:

Signature: _____

Date: _____

Diane Shaw



I. Commission/Committee Experience:

I currently am not a member of any committee or commission. My past experience includes being a member of the Citizens Advisory Working Group (CAWG) which participated with the development of the countywide transportation plan and the transportation expenditure plan. I was also appointed by AC Transit to be the representative on the Citizen's Advisory Committee until it was dissolved this past year. While I have no experience with the bike and pedestrian committee, I have attended a few of the local Fremont Bike and Pedestrian meetings in order to learn what is happening in my neighborhood. I also learned a little about future plans by participating on the CAWG.

II. Qualifications:

I am interested in participating on this committee for a couple of reasons. First, I strongly believe that walking and biking helps everyone to lead a healthier lifestyle and I think that having a strong bike and pedestrian network will encourage this behavior. A few years ago I couldn't walk a mile and now walking is one of my favorite things to do. The East Bay has an incredible park system with walking trails and I'd like to see this network continue to be expanded. I also think it's important for us to have safe walking paths available to our youth to make sure they grow up within a walking culture. Second, I want to stay involved in Alameda County transportation efforts of all disciplines. I think it's important to our future that we do all we can to encourage people to walk and bike and take transit and would like to see a stronger bike friendly culture.

III. Relevant Work or Volunteer Experience:

I currently work for the San Mateo County Transit District in Information Technology and support the business applications of our operations. I have been doing this for almost 12 years which is where I've learned to not only enjoy the business of transit but to become an advocate for public transit. I currently take public transit daily from Fremont to our offices in San Carlos as I feel it is important to experience the service that we support.

IV. Specific Bicycle and/or Pedestrian Experience:

I am an avid walker and try to walk on a regular basis. Whether it is on the treadmill or out at the local park it's something I strongly believe is important to my health. I think the youth of today do not spend enough time out walking or biking or playing outside and want to help encourage that change. I also took up bike riding a few years ago although I haven't been riding as much lately. I'd love to take my bike to work each day but the reality is that we do not have enough capacity on our current transit systems to support that.

Thank you for this opportunity. If I am selected I would support this committee by committing to understanding the services and groups represented by this committee and by being a regular participant.

Application for the Alameda CTC Bicycle and Pedestrian Advisory Committee (BPAC)



The Alameda CTC invites Alameda County residents to serve on its **Bicycle and Pedestrian Advisory Committee**, which meets on the second Thursday of the month, six to eight times per year, from 5:30 to 7:30 p.m. Each member is appointed for a two-year term.

Name: Matt Turner
Home Address: _____
Mailing Address (if different): _____
Phone: (home) _____ (work) _____ (fax) _____
Email: _____

Please respond to the following sections on a separate attachment:

- I. Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the BPAC and why you are qualified for this appointment.
- III. Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. Specific Bicycle and/or Pedestrian Experience:** List any specific interest, involvement or expertise you have related to bicycle and/or pedestrian issues, including access to transit.

To avoid a conflict of interest:

Members may not be public agency employees responsible for bicycle and pedestrian projects and/or programs, and work for an agency that is eligible and likely to submit an application for the Countywide Discretionary Fund.

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

Signature: [Signature] Date: 3/12/2014

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

Appointing Party:

Signature: [Signature]

Date: 3/12/14

Matt Turner

1. Commission/Committee Experience

- Currently serves on the Castro Valley Municipal Advisory Committee. Began service in Spring of 2011.
- Current Eden Area Livability Initiative Blue Ribbon Steering Committee participant.
- Current Alameda County Agricultural Advisory Committee participant.
- Past service as member of the Southern Alameda County Sierra Club political endorsement panel.
- Past member of the unincorporated area Creeks Task Force formation committee.

2. Statement of Qualifications

- Has served three years as an Alameda County commissioner
- Passionate about pedestrian and bicycle transportation improvements as an essential part of quality of life in Alameda County.
- Understands the planning process and works well with a wide variety of people and personalities.

3. Relevant Work or Volunteer Experience

- Frequently scouts town for pedestrian and bicycle problems that can be managed by public works and submits remediation requests when problems are found.
- Successfully worked to maintain 35mph speed limit along Grove Way when proposal to increase the limit was pushed by the county by demonstrating that the stretch of road in question was actually a 25mph residential corridor, but for the zoning technicality that lists apartment buildings as commercial property.

4. Specific Bicycle and/or Pedestrian Experience

- Familiar with the bicycle pedestrian master plan through work on the Castro Valley MAC.
- High percentage of weekly transportation is pedestrian travel.
- Has walked the entire length of California, from Mexico to the Oregon border.
- Frequent cyclist in the Castro Valley area.

Immediate Past President
STEPHEN H. CASSIDY
Mayor of San Leandro

President
JOHN MARCHAND
Mayor of Livermore

Vice President
MARIE GILMORE
Mayor of Alameda

Alameda County Mayors' Conference

Alameda
Marie Gilmore

Albany
Peggy Thomsen

Berkeley
Tom Bates

April 10, 2014

Dublin
Tim Sbranti

Ms. Angie Ayers
ACTC
1111 Broadway, Suite 800
Oakland, CA 94607

Emeryville
Jac Asher

Fremont
Bill Harrison

Dear Ms. Ayers:

Hayward
Mike Sweeney

At its regular meeting of April 9, 2014 the Alameda County Mayors' Conference appointed Sara Zimmerman (District 5) to serve another two-year term on BPAC.

Livermore
John Marchand

Sincerely,

Newark
Al Nagy

Nancy Ortenblad

Oakland
Jean Quan

Nancy Ortenblad
Executive Director

Piedmont
Margaret Fujioka

Pleasanton
Jerry Thorne

San Leandro
Stephen H. Cassidy

Union City
Carol Dutra-Vernaci

Executive Director
Nancy Ortenblad

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MEETING MINUTES

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except the following: Alex Chen, Lucy Gigli, Heath Maddox, and Ann Welsh.

2. Public Comment

There were no public comments.

3. Approval of October 17, 2013 Minutes

Mike Ansell moved to approve the October 17, 2013 minutes as written. Jeremy Johansen seconded the motion. The motion passed (7-0) unanimously (Chen, Gigli, Maddox, and Welsh absent).

4. Countywide Bicycle and Pedestrian Advisory Committee Project Review Guidelines and Bylaws

Matt Bomberg explained that staff is proposing a new role for the Countywide Bicycle and Pedestrian Advisory Committee (BPAC), to review and provide input to Alameda CTC and partner project sponsors during early project-development phases. He requested BPAC to provide input on the proposed BPAC project review guidelines and BPAC Bylaws. He gave an overview on the following to the committee:

- Background and rationale for proposed new BPAC role
- Project review goals, relevant projects, roles, and responsibilities

Matt informed the committee that the Alameda County Technical Advisory Committee (ACTAC) reviewed the project review guidelines and provided the following input:

- ACTAC expressed concern that BPAC's role in the project review could duplicate local requirements under complete streets policies.
- ACTAC members stated that based on their experience with past BPAC comments that committee members may not always understand the full range of considerations involved in designing a project or program.
- The guidelines need to clarify the requirements in terms of a response to BPAC comments.
- The guidelines need to clarify if project sponsors are required to alter projects in response to comments.
- The members believed that the new role for BPAC is useful for the California Department of Transportation projects.

Questions/feedback from members:

- During which phase will BPAC review the projects? Staff said BPAC will provide input during early stages (e.g. scoping and environmental for capital projects)

when designs, cost estimates, and curricula have more flexibility to be changed in response to feedback.

- How will BPAC know what follow-up happens after members provide comments? The members stated that it would be helpful if the guidelines were updated to request that project sponsors respond to BPAC comments.
- Will the Commission view the BPAC comments? Will there be a formal action taken on projects? How does review of project sponsors' projects align with the fact that the BPAC is a body that is advisory to the Commission?
- Will BPAC see a response to the comments? This will be determined at a later time.
- Can the BPAC chair and vice chair weigh in on project selection?
- Members pointed out that some local BPACs are involved in project review and this process frequently leads to better designed projects. Staff mentioned that some known issues of projects that did not adequately consider biking or walking accommodations could be averted with the early phase review proposed.

Overall BPAC members expressed optimism about the proposed new role in project review along with a desire for more specific details about how comments would be used and how information would be communicated to the Commission. BPAC members also expressed that they recognized that the BPAC role in funding would be different in future funding cycles but that they would like more details on what their role with regard to funding will be.

Tess Lengyel encouraged the committee to provide staff with additional comments by the end of January. Staff will update the project review guidelines and bring them back to BPAC in April. Tess told the committee that once the guidelines are approved, staff will weave them into the BPAC bylaws that BPAC will approve at its organizational meeting in July.

5. Safe Routes to Schools Program Annual Update

Arun Goel of Alameda CTC and Brett Hondorp with Alta Planning and Design provided an update on the Safe Routes to School (SR2S) Program. Brett provided information on the program history and growth, and updated the committee on the school selection process and program delivery. Arun reviewed program activities and said participation is increasing in International Walk and Roll to School Day, the Golden Sneaker Contest, Carpool to School Day, and Bike to School Day. He described success stories in the program and top-performing schools, as well as transportation mode splits and trends. He concluded by reviewing the look-ahead goals for the program.

Overall, BPAC members stated they are impressed with the SR2S program's success. Discussion from the members centered on how the program defines success and the relationship between the various program partners.

6. Measure B Bicycle and Pedestrian Countywide Discretionary Fund Final Report: East Bay Bicycle Coalition Bicycle Safety Education Program

Renee Rivera and Robert Prinz with Bike East Bay (formerly known as the East Bay Bicycle Coalition) reported that this is the final reporting period of the Bicycle Safety Education Program funded by the Measure B Countywide Discretionary Fund. Robert said that Alameda CTC Measure B funds allowed Bike East Bay to leverage these funds for other

funding sources to continue the program. He mentioned that the program will become a subtask in the SR2S process, and Bike East Bay signed a three-year contract between Alta Planning and Alameda CTC. He described the program growth, the number of classes held, and the number of attendees from 2011 through 2013.

Overall, the committee is very pleased with the growth of the Bicycle Safety Education Program, and the discussion centered on the effectiveness of the instructors, since the program has increased in size. Discussion also took place on Bike East Bay's ability to maintain the program in its current capacity with the new contract. Next time, the Bicycle Safety Education Program update will be rolled up in the SR2S annual program update.

7 Commission Actions and Staff Reports

There were no Commission action discussions or staff reports.

8. BPAC Members Reports

There were no reports from BPAC members.

9. Meeting Adjournment

The meeting adjourned at 7:25 p.m.

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re- apptmt.	Term Expires	Mtgs Missed Since Jul '13*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Sep-13	Sep-15	0
2	Ms.	Zimmerman, Vice-Chair	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	0
3	Mr.	Ansell	Mike	Livermore	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr.	Bucci	Mike	Newark	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	1
5	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14		Jan-16	0
6	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	3
7	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Sep-13	Sep-15	0
8	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	1
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13		Jun-15	0
10		Vacancy			Alameda County Supervisor Nate Miley, District 4				
11		Vacancy			Transit Agency (Alameda CTC)				

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

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

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Paratransit Advisory and Planning Committee Meeting Minutes

Monday, February 24, 2014, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

<u>P</u> Sylvia Stadmire, Chair	<u>P</u> Sandra Johnson-Simon	<u>P</u> Carmen Rivera- Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>A</u> Jane Lewis	<u>P</u> Michelle Rousey
<u>P</u> Aydan Aysoy	<u>P</u> Jonah Markowitz	<u>P</u> Harriette Saunders
<u>A</u> Larry Bunn	<u>A</u> Suzanne Ortt	<u>P</u> Margaret Walker
<u>P</u> Shawn Costello	<u>A</u> Sharon Powers	<u>P</u> Esther Waltz
<u>P</u> Herb Hastings	<u>A</u> Vanessa Proee	<u>P</u> Hale Zukas
<u>P</u> Joyce Jacobson		

Staff:

P John Hemiup, Senior Transportation Engineer
P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Krystle Pasco, Paratransit Coordination Team
P Cathleen Sullivan, Paratransit Coordination Team
P Christina Ramos, Alameda CTC Projects/Programs Team

Guests:

Ken Bukowski, EPOA; Jennifer Cullen, Senior Support Program of the Tri-Valley; Shawn Fong, City of Fremont Paratransit; Kadri Klm, LAVTA; Hakeim McGee, City of Oakland Paratransit; Kim Ridgeway, AC Transit; Sarah Dawn Smith, BORP; Jonathan Torres, City of Berkeley Paratransit

MEETING MINUTES

1. Welcome and Introductions

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

2. Public Comment

There were no public comments.

3. Review Prior Meeting Minutes

Herb Hastings moved to approve the January 27, 2014 PAPCO Meeting minutes as written. Jonah Markowitz seconded the motion. The motion passed (15-0-0).

4. Convene Finance and Program Plan Review Subcommittees

Naomi Armenta gave an overview of the Fiduciary and Finance Subcommittee as well as the Program Plan Review Subcommittee. She noted the subcommittees' background and purpose as well as the selection, process and the overall responsibilities of the subcommittee members. The PAPCO members that participate in these committees will receive a per diem as stated in the Bylaws. The Fiduciary Training and Finance Subcommittee will take place on Tuesday, March 18th at 1:30 p.m. The Program Plan Review Subcommittees will take place on Thursday, April 3rd and Friday, April 4th at 9:00 a.m.

The following PAPCO members volunteered for the Fiduciary Training and Finance Subcommittee:

- Aydan Aysoy
- Shawn Costello
- Herb Hastings
- Joyce Jacobson
- Sandra Johnson-Simon
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Hale Zukas

Staff will review the Program Plan Review appointment applications that were submitted and notify Committee members who will be appointed to both Subcommittees.

5. Gap Grant Cycle 5 Status Update

Naomi Armenta gave a status update on the Gap Grant Cycle 5 programs. She noted that this grant cycle encouraged mobility management types of activities which would improve consumers' ability to access services and/or improve coordination between programs. This cycle also encouraged multi-jurisdictional approaches and non-traditional transportation options, such as volunteer driver and taxi programs. Approximately \$2 million of Measure B paratransit discretionary funds were allocated to fund successful grant applications selected from a competitive call-for-projects. She also noted that 17 applications were received in March 2013 and the top 12 scored applications were recommended for full or partial funding.

There were several types of grants funded, including unique transportation gaps, mobility management and travel training, volunteer driver programs, taxi-related programs and shuttles/fixed route. Naomi then reviewed each programs' performance measure targets and their progress/activity to date.

Questions and feedback from PAPCO members:

- Add a column for performance measures' timeframe for completion (i.e. one year versus two years).
- Center for Independent Living, Inc. – Mobility Matters Project: Why was USOAC's numbers for October through December 2013 not included in the progress report?
- Center for Independent Living, Inc. – Mobility Matters Project: Why was the number of Alameda County adults with disabilities to receive travel training so low?
- Senior Helpline Services – Rides for Seniors: Why was the number of average rides to clients per month so low?
- City of Fremont/Human Services Department – Tri-City Taxi Voucher Program: Why was there no progress report submitted for July through December 2013?
- Central County Taxi Program/City of Hayward – Central County Taxi Program: Why was there no progress report submitted for July through December 2013?

- City of Oakland/Department of Human Services – Taxi-Up & Go Project: Why was the number of one-way taxi-escorted trips so low?

6. LAVTA Provider Change Update

Kadri Klm gave an update on LAVTA's provider change. She started by noting that American Logistics Corp. (ALC) gave LAVTA notice of termination dated April 9, 2013. The termination of service was to be effective in one year. As a result the procurement process commenced for a new contractor. Kadri then reviewed the procurement milestones and noted that service will commence on May 1, 2014. She then mentioned the proposers, which included A-Paratransit, DeSoto Taxi Cab, MTM, Inc., MV Transportation and Veolia Intelliride. Kadri then reviewed the evaluation criteria which included experience of the firm and key management personnel (35%), willingness to hire existing personnel (10%), cost (35%), innovative, creative ideas to address safety, customer service, cost control, etc. (20%). She then noted the initial rankings of the panel as well as the equalization factors that were used including vehicle (\$7.64/trip), fuel (\$3.83/trip) and office (\$0.26 for limited office and \$1.22 for full office).

The base year costs, escalators, total contract costs, personnel, and performance metrics were then reviewed and the final rankings were discussed. Staff recommendations included awarding the contract to MTM, Inc. to continue the brokerage model that will provide continuity to customers and subcontracted providers (existing drivers). Staff also recommended MTM, Inc. for being most amply resourced with dedicated staff and proposing a reasonable cost per trip. MTM, Inc. also demonstrated the highest commitment to performance metrics and service quality.

Questions and feedback from PAPCO members:

- Can you define a brokerage model? A brokerage model is a model wherein the contractor is using subcontractors to broaden the service.
- What are you looking for in a brokerage model? We are primarily looking for a certain number of dedicated personnel which is directly linked to service quality.

- One member complimented the abundance of specifics in the presentation.
- One member would have disqualified Veolia Intelliride for refusing to provide performance measures.

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

There were no member reports.

8. Committee Reports (Verbal)

8.1 East Bay Paratransit Service Review Advisory Committee (SRAC)

Naomi Armenta noted that the next SRAC meeting is on Tuesday, March 4th.

8.2 Citizens Watchdog Committee (CWC)

Harriette Saunders noted that the CWC is working on Alameda CTC's audits.

9. ADA Mandated Program and Policy Reports

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

10. Information Items

10.1 Mobility Management – The Business Case for Mobility Management

Naomi Armenta reviewed the mobility management attachment in the packet and noted that there is a new website for the National Center for Mobility Management. The American Public Transit Association also has information on mobility management.

Naomi also reported that staff is currently contributing to the Eden I&R website. After the AC Transit Board approves the website it will become available to the public. Also, the Joint Access Alameda Revision Subcommittee is working on updating the Access Alameda website and guide. More

information will be provided during the Joint PAPCO/ParaTAC meeting in April.

10.2 Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 3/15/14 – Developmental Disabilities Council's Transition Information Faire, College of Alameda from 9:30 a.m. to 3:00 p.m.
- 3/17/14 – Transit Fair, Pleasanton Senior Center from 10:00 a.m. to 1:00 p.m.
- 3/20/14 – USOAC Annual Convention, St. Mary's Center from 10:00 a.m. to 2:00 p.m.
- 3/22/14 – Oakland Running Festival Expo, Oakland Marriott Hotel from 9:00 a.m. to 5:00 p.m.

10.3 Other Staff Updates

John Hemiup announced that he will be moving on from the Alameda CTC. He will be working with Caltrans as a Manager of Bay Area bridges. Jacki Taylor will now be the staff liaison to PAPCO and ParaTAC.

11. Draft Agenda Items for March 24, 2014 PAPCO Meeting

- 11.1. Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Program Update
- 11.2. BART Cars Presentation
- 11.3. Gap Grant Cycle 5 Program Report – Alzheimer's Services of the East Bay
- 11.4. 2014 Annual Mobility Workshop Update
- 11.5. Fiduciary Training and Finance Subcommittee Status Report

12. Adjournment

The meeting adjourned at 2:40 p.m. The next PAPCO meeting is scheduled for March 24, 2014 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.



Joint Paratransit Advisory and Planning Committee
and Paratransit Technical Advisory Committee
Meeting Minutes
Monday, February 24, 2014, 2:45 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

PAPCO Members:

P Sylvia Stadmire,
Chair
P Will Scott,
Vice-Chair
P Aydan Aysoy
A Larry Bunn
P Shawn Costello
P Herb Hastings

P Joyce Jacobson
P Sandra
Johnson-Simon
A Jane Lewis
P Jonah Markowitz
P Rev. Carolyn Orr
A Suzanne Ortt
A Sharon Powers

A Vanessa Proee
P Carmen Rivera-
Hendrickson
P Michelle Rousey
P Harriette
Saunders
P Margaret Walker
P Esther Waltz
P Hale Zukas

ParaTAC Members:

A Dana Bailey
A Beverly Bolden
A Melinda Chinn
A Pam Deaton
P Shawn Fong
A Marisa Hackett
A Heather Hafer
A Brad
Helfenberger
A Karen Hemphill

A Drew King
A Jackie Krause
P Kadri Klm
A Kevin Laven
A Isabelle Leduc
A Wilson Lee
P Hakeim McGee
A Cindy Montero
A Mallory Nestor
A Gail Payne

P Kim Ridgeway
A Mary Rowlands
A Michelle Silva
A Leah Talley
A Laura Timothy
P Jonathan Torres
A Mark Weinstein
A Jeff Weiss
A David Zehnder

Staff:

P John Hemiup, Senior Transportation Engineer
P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Cathleen Sullivan, Paratransit Coordination Team
P Krystle Pasco, Paratransit Coordination Team
P Christina Ramos, Alameda CTC Project/Program Team

Guests:

Ken Bukowski, EPOA; Jennifer Cullen, Senior Support Program of the Tri-Valley; Sarah Dawn-Smith, BORP

MEETING MINUTES

1. Welcome and Introductions

Paratransit Coordinator Naomi Armenta called the meeting to order at 2:45 p.m. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

There were no public comments.

3. Joint PAPCO and ParaTAC Discussion – Standing Order Policy

Naomi Armenta introduced the Joint PAPCO and ParaTAC discussion topic regarding standing order policies. Kim Ridgeway reviewed the standing order policy for East Bay Paratransit (EBP) and noted that a standing order is an ongoing reservation for a repeated trip that a rider takes from the same origin to the same destination at the same time on the same day or days of the week at least once a week for a period of at least once a month. Examples of standing order trips are to school, places of worship, dialysis and although standing orders are not required for EBP, EBP offers it as a convenience to the riders. If offered, the ADA requires that only 50% of trips be deemed as standing orders.

Questions and feedback from PAPCO and ParaTAC members:

- If there is a specific day or days that you know you will not be taking a regular standing order trip, you must call EBP at least one hour before the trip. You can also put a standing order on hold if you are going on vacation or will be away for an extended amount of time and the standing order will continue once you return.
- LAVTA has a similar standing order policy as EBP. Most of LAVTA's standing order trips are going to dialysis.
- If you miss your standing order with EBP it is considered a no show.

- From an operational perspective for a smaller program, like the City of Fremont paratransit, it is hard to accommodate standing orders due to the limited number of vehicles available for trips.
- Sometimes it seems like EBP gives priority to standing order trips over one time trips. This seems unfair to riders who do need and show up for their one time trips.
- About 60% of the overall wheelchair van trips for the City of Oakland paratransit program are standing orders. Most of these trips are for dialysis and adult day care.
- About 80% of the City of Berkeley's trips are standing orders through EBP and the majority of the users are using the taxi scrip program as a supplement.
- A member suggested that a uniform standing order policy be created for all ADA and non-ADA providers in Alameda County.
- Volunteer Driver programs also have an issue with standing orders. If a rider or volunteer cancels a ride at the last minute it is very difficult for staff to accommodate other trips. Most of the standing orders are for blood work or counseling appointments.
- PAPCO and ParaTAC members would like to see and add to the list of topics for the Joint PAPCO and ParaTAC discussions.

4. 2014 Annual Mobility Workshop Brainstorm

Cathleen Sullivan facilitated the 2014 Annual Mobility Workshop brainstorm. She noted that with regards to the general format and location, staff has discussed moving the workshop to the Alameda CTC offices as well as decreasing the Workshop agenda to a half day instead of a full day. She then requested input on these ideas and ideas for presentation topics.

Questions and feedback from PAPCO and ParaTAC members:

- The Alameda CTC offices can physically accommodate both the Workshop with regards to the presentations as well as the resource fair.
- The accessibility to the Alameda CTC offices and the surrounding parking facilities are not favorable.
- The accessibility of BART and AC Transit lines at both the Ed Roberts Campus as well as the Alameda CTC offices are great for the Workshop.

- The air quality in the Ed Roberts Campus is not great and it is hard for several members to breathe.
- Members liked the current format of the Workshop being a full day.
- Members noticed that attendees did leave early at last year's Workshop.
- Members requested more of a variety of transportation vendors for the resource fair.
- Members requested various presentation topics including a day in the life of a wheelchair user, unveiling of the new Access Alameda guide and website, volunteer driver programs, mobility management, unveiling of the new AC Transit/211 website, a hot topics in paratransit panel, ride sharing applications and technology, smart debit cards and protection against fraud, an update to the San Francisco accessible parking policy, inequity and poverty study, and Alameda CTC's Transportation Expenditure Plan (TEP).

5. Draft Agenda Items for April 28, 2014 Joint PAPCO and ParaTAC Meeting

- 5.1. Joint PAPCO/ParaTAC Topic Discussion
- 5.2. Access Alameda Guide/Website Revision Discussion
- 5.3. 2014 Annual Mobility Workshop Update

6. Adjournment

The meeting adjourned at 4:00 p.m. The next Joint PAPCO and ParaTAC meeting is scheduled for April 28, 2014 at Alameda CTC's new offices located at 1111 Broadway, Suite 800, in Oakland.

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

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

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

	Title	Last	First	City	Appointed By	Term Began	Re-appointmt.	Term Expires	Mtgs Missed Since July-13
12	Ms. Ortt		Suzanne	Union City	City of Union City Mayor Carol Dutra-Vernaci	Sep-12		Sep-14	2
13	Mr. Perez		Thomas M.	Fremont	Alameda County Supervisor Richard Valle, D-2	Feb-14		Feb-16	1
14	Ms. Powers		Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	2
15	Ms. Proee		Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	4
16	Ms. Rivera-Hendrickson		Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Jan-12	Jan-14	0
17	Ms. Rousey		Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
18	Ms. Saunders		Harriette	Alameda	City of Alameda Mayor Marie Gilmore	Jun-08	Oct-12	Oct-14	1
19	Ms. Walker		Margaret	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Jul-13		Jul-15	0
20	Ms. Waltz		Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
21	Mr. Zukas		Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
22	Vacancy				City of Newark Councilmember Luis Freitas				
23	Vacancy				City of Piedmont Mayor Margaret Fujjoka				



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 17, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Approve recommended positions on legislation and receive an update on state and federal legislative activities

Summary

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

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level within each category of Alameda CTC Legislative Program and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Budget

President Obama released a summary of his FY15 budget request in early March. His request included a four-year, \$302 billion proposal for the reauthorization of MAP-21. Although the Administration has yet to unveil any specific legislative text, Secretary Foxx

has indicated that the Department of Transportation (DOT) will submit a formal legislative proposal to Congress in April.

Both the House and Senate Appropriations Committees have started the FY15 appropriations process with hearings and a major focus is on addressing the impending insolvency of the highway trust fund.

Fiscal Year 2015 Appropriations

The House Appropriations Committee held a number of hearings in March. Appropriations Chairman Hal Rodgers announced during those hearings that the House Appropriations Committee would adhere to the bipartisan budget agreement, which passed in December. Some House Republicans would like to make additional cuts to discretionary spending, but Chairman Rodgers has said there is no need to wait for the House to develop any new budget resolution; he plans to move appropriations bills based on the \$1.014 trillion cap for discretionary spending. It is expected that the subcommittees will begin markups in early April.

Policy

Highway Trust Fund

According to the Congressional Budget Office (CBO), the highway and transit accounts of the Highway Trust Fund will have insufficient revenues to meet obligations in 2015, and will result in on-going cumulative shortfalls. DOT has indicated that it needs at least \$4 billion in cash balances available in the highway account and at least \$1 billion in the transit account to meet obligations as they are due. Due to the need for these balances, the trust fund may have to delay some of its payments during the latter half of 2014.

The CBO established a 2014 Baseline Projection for the Highway Trust Fund that assumes the taxes allocated to the highway account will continue at their current rates and that federal funding for highways will increase at CBO's projected rate of inflation. Under current law, the Highway Trust Fund cannot incur negative balances and has no authority to borrow additional funds. To remedy these shortfalls, CBO notes that lawmakers would have to enact legislation to reduce highway funding, increase dedicated tax receipts, transfer money from the Treasury's general fund to the Highway Trust Fund, or undertake a combination of these approaches.

Both House and Senate committees have held hearings during over the past few months addressing the need for a new surface transportation bill and a funding stream to support its obligations.

State Update

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

Budget

February is typically one of the lowest revenue months for the state in terms of income taxes; however, according to the State Controller income tax receipts for February surpassed the estimates set in January by 45.7%, or \$722 million above projections. Total revenues for the month exceeded projections by \$969 million. These revenues combined with those received in April will set the baseline for the Governor's May revision slated to be released in early May and will provide the foundation for the final fiscal year 2014-2015 budget.

On-going hearings in the Governor's proposed budget are occurring. Regarding transportation, the Senate Budget Subcommittee 2 on Transportation, chaired by Senator Jim Beal reviewed and took action on the non-controversial transportation items included in the Governor's budget, including approving the appropriation of \$963 million in Proposition 1B bond funds, and the transfer of \$4 million from the Local Airport Loan Account to the local airport grant program.

The Subcommittee also approved appropriating \$778,000 in State Highway Account funds for the operation and maintenance of the 20-mile I-15 Express Lanes in San Diego. This segment of express lanes uses a movable barrier in order to increase capacity either north or south. The LAO finds that sufficient toll revenue exists to reimburse Caltrans for the cost of operating these lanes. LAO recommended approval of the positions needed to maintain and operate the moveable barrier but provide Caltrans authority to be reimbursed for these costs, but Senate Sub 2 approved the Governor's proposal for the state to fund these costs.

One of the items held open was the Governor's proposed early repayment of \$349 million in loans to transportation programs. The Governor's budget proposes to allocate the bulk of these funds to the SHOPP (\$110 million), traffic management (\$100 million), and local streets and roads (\$100 million). The California State Association of Counties (CSAC) is advocating for a greater share of the funds for local streets and roads based on the formula the funds were taken. Under the gas tax swap formula these funds should be allocated 44% to STIP, 44% local streets and roads, and 22% to SHOPP. Under this calculation, cities and counties should receive at least \$150 million of the repaid funds.

[LAO Review of Transportation Proposals](#) – The LAO released its analysis of the Governor's proposed transportation budget. The findings and recommendation made by the LAO include the following:

- **Loan Repayment:** The Governor's budget includes a \$337 million payment, which represents a portion of the general fund loans owed the State Highway Account.

The LAO questions whether the proposed use of the repaid funds is the most cost effective approach. Of the amount repaid, \$100 million is directed to cities and counties for local streets and roads projects. In particular, the LAO urges the Legislature to consider whether the \$100 million dedicated to cities and counties would be better spent on repairs to the state highway system.

- High Speed Rail: The LAO recommends withholding funding on High Speed Rail until the Administration provides a funding plan that identifies all funding sources that will be used to close the \$21 billion shortfall facing the initial operating segment, including identifying how much Cap & Trade revenue will be used. In addition, the LAO urges the Legislature to consider a full array of option for the Cap & Trade funds.

LAO Review of the Governor's IFD Proposal: The LAO released its review of the Governor's proposal to expand the use of Infrastructure Financing Districts (IFDs) for local economic development purposes. The Governor proposes to allow cities and counties to create an IFD with the approval of 55% of the residents within the proposed district, and the District may fund projects ranging from housing to commercial facilities and projects aimed at meeting sustainable communities goals. The LAO recommends the Legislature consider the following variations to the Governor's proposal:

- Reject the authority for the Department of Finance to audit the new IFDs, and instead adopt independent audit requirements.
- Reject the Governor's proposed 55% voter approval of the project area residents, and instead require a 55% voter approval of the entire city. Or, establish a process that eliminates the need for a public vote by creating IFDs that are separate legal entities that are substantially similar to a JPA in terms of issuing debt.
- Reject the Governor's proposal to require cities and counties to meet specific requirements before creating an IFD. The Governor's proposal would require every city or county to have been issued a finding of completion for its RDA dissolution process, has implemented all finding in the State Controller's audit of the RDA dissolution process, and has no RDA dissolution lawsuits pending against the state.

Policy

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

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

- Energy
- Transportation, fuels, land use and infrastructure
- Agriculture
- Water
- Waste management
- Natural lands
- Short-Lived Climate Pollutants (such as methane and black carbon)
- Green Buildings

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

Following the release of the draft scoping plan update, CARB released the environmental analysis of the proposed AB 32 Scoping Plan Update on March 14th, initiating a 45 day comment period, which will be the last chance to submit comments prior to the Board's adoption. The deadline to submit comments is April 28th at 5:00 p.m.

The Board is scheduled consider approving the proposed Scoping Plan Update at its meeting on May 22 in Sacramento. The draft Update and appendices can be found at:

<http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm>

Also released on March 14th were the focus group appendices to the Scoping Plan Update. In particular Appendix C contains the overview and recommendations for the transportation sector. The transportation Appendix provides an overview of current activities as well as transportation planning goals for beyond 2035. It also includes a list of policy recommendations to be pursued over the next 5 years. These recommendations range from affordable housing to Caltrans working with local agencies to shift the emphasis from highway expansion to maintaining the existing system and expanding transit and active transportation options. In addition, the recommendations include priorities for freight transportation such as the development of the Sustainable Freight Strategy and the continued development of advanced technology demonstration projects. The transportation appendix can be found here:

http://www.arb.ca.gov/cc/scopingplan/2013_update/transportation.pdf

Alameda CTC is reviewing these documents and working with partners to determine if it will submit comments to CARB.

New Speaker: On March 17th, the Assembly unanimously voted to elect Assemblywoman Toni Atkins- San Diego as the next Speaker of the Assembly. While a specific date transferring leadership has not been specified, she will likely succeed Assembly Speaker John Pérez as leader of the House in late May or early June. Speaker-elect Atkins not only

will be in charge a 2/3 majority, but a majority consisting of members that are mostly serving their first terms in the Legislature.

Modernizing Caltrans: The Assembly Committee on Transportation held an informational hearing reviewing the findings of the State Smart Transportation Initiative (SSTI) report on Caltrans. In general this report found that the culture and focus of Caltrans has not kept pace with the shift toward mobility management and greenhouse gas reduction. The report also pointed out Caltrans' diminishing role in the decision making process with the rise of Self-Help Counties and the emphasis on regional planning.

While legislation has not been introduced to implement the findings of this report, the Transportation Agency announced a new mission statement for Caltrans, included in Attachment B. Staff will continue to monitor any legislative proposals for Caltrans modernization.

Legislation

The final date for submission of new legislation was February 21st and almost 2,000 bills were introduced. Staff is reviewing bills related to the Alameda CTC legislative program and will bring a series of recommendations on bill positions in the coming months. Below are staff recommendations on three bills introduced this session.

SB 1077, (DeSaulnier), Vehicles: vehicle-miles-traveled charges: This bill directs the Department of Motor Vehicles to develop and implement a pilot program designed to assess the use of a vehicle miles travelled fee, now commonly referred as a Mileage Based User Fee (MBUF). The introduction of this bill follows a recent CTC discussion on this topic and the need to reexamine how California funds its highway system. In addition, Caltrans has started an internal review examining MBUF programs in Oregon and Washington and how those efforts could be implemented in California. SB 1077 would require the Department of Motor Vehicles to develop and implement, by July 1, 2015, a pilot program designed to assess specified issues related to implementing a vehicle-miles-traveled fee in California.

The Alameda CTC legislative platform includes language to "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." This bill supports a pilot program to explore an alternative method for funding transportation and, therefore, staff recommends a **SUPPORT** in concept position on this bill.

AB 2013 (Muratsuchi), Vehicles: high-occupancy vehicle lanes: This bill would double from 40,000 stickers to 85,000 stickers that the state can issue to specified vehicles that grant unrestricted use of HOV lanes. This would allow more owners of Volts, plug-in Prius, and others to access HOV lanes without meeting the occupancy requirement.

The Alameda CTC legislative platform includes language to "Support express lane expansion in Alameda County and the Bay Area, and efforts that promote effective

implementation.” This bill has the potential of increasing the amount of single occupant, non paying users of express lanes which could negatively impact the efficiency of Alameda CTC express lanes. The Commission directed staff to work with the author’s office to require single users of express lanes that use the stickers to pay the fees, similar to the requirement in the bill for these users to pay bridge tolls.

AB 2197 (Mullin): Temporary License Plate: This bill would require the DMV, in collaboration with qualified industry partners, to develop a temporary license plate system to enable vehicle dealers and retailers to print temporary license plates on weatherproof paper or other media selected by the DMV, and would require that the system be in operation on or before July 1, 2015. The bill would also require, commencing July 1, 2015, a motor vehicle dealer or retailer to install a temporary license plate at the time of sale, and to electronically record and transmit to the department’s vehicle registration database certain information, including the temporary license plate’s number and vehicle’s make and model, using the temporary license plate system.

California is one of the few states in the nation where a purchaser may lawfully leave the motor vehicle dealership after buying a new vehicle with no uniquely identifiable license plate mounted on the vehicle, which has an impact on law enforcement regarding crimes and stolen vehicles as well as toll evasion. Alameda CTC is implementing express lanes in Alameda County that requires electronic reads of license plates as part of the tolling and enforcement technology within the express lane corridors.

The Alameda CTC legislative platform includes language to “Support express lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.” This bill supports the ability to effectively toll and enforce the use of the lanes, therefore, staff recommends a **SUPPORT** position on this bill.

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. CalSTA letter to the State Legislature on Caltrans' new mission and vision

Staff Contact

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

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2014 Alameda County Legislative Program

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

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Oakland, CA 94607
(510) 208-7400
www.AlamedaCTC.org

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

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

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



Edmund G. Brown Jr.
Governor

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Brian P. Kelly
Secretary

March 13, 2014

The Honorable Mark DeSaulnier
Chairman
Senate Transportation and Housing Com.
State Capitol, Room 5035
Sacramento, CA 95814-4900

The Honorable Bonnie Lowenthal
Chairwoman
Assembly Committee on Transportation
State Capitol, Room 3152
Sacramento, CA 95814-4900

The Honorable Ted Gaines
Vice Chairman
Senate Transportation and Housing Com.
State Capitol, Room 3070
Sacramento, CA 95814-4900

The Honorable Eric Linder
Vice Chairman
Assembly Committee on Transportation
State Capitol, Room 2016
Sacramento, CA 95814-4900

Dear Senators and Assembly Members:

I write to thank you for the recent opportunity afforded to the California State Transportation Agency (CalSTA) to testify before the Senate Transportation and Housing Committee and the Assembly Committee on Transportation on issues related to improving the California Department of Transportation (Caltrans).

At these hearings, you heard from Joel Rogers and Eric Sundquist of the State Smart Transportation Initiative (SSTI) about their external review of Caltrans and their recommendations to modernize the department. You also heard from CalSTA on our strategy to implement reforms at the department.

As indicated at these hearings, the first recommended step for modernizing Caltrans is to update its mission and vision. Via this letter, I am happy to share with you the mission and vision that Director Dougherty has developed in discussion with Caltrans staff and in coordination with CalSTA. The existing Caltrans mission and vision is: *Caltrans Improves Mobility Across California*. Other state transportation departments have more expansive missions and visions that incorporate elements that speak to safety, sustainability, economic development and departmental culture – we believe the Caltrans mission and vision should also speak to these elements.

March 13, 2014

Page 2

An organization's mission defines the organization's purpose and primary objectives. Its prime function is to define the key measures of the organization's success for its leaders and stakeholders. The new Caltrans mission statement is as follows:

Mission: *Provide a safe, sustainable, integrated, and efficient transportation system to enhance California's economy and livability.*

An organization's vision defines its purpose in terms of values – understood to be the guiding beliefs about how things should be done. The new Caltrans vision statement is as follows:

Vision: *A performance-driven, transparent, and accountable organization that values its people, resources and partners, and meets challenges through leadership, innovation, and teamwork.*

I hope that you will agree that this new mission and vision better articulates to Caltrans employees and external partners the function and values of the department. As we move forward to implement reform and modernization at Caltrans, there will be many opportunities for the Legislature and the Administration to collaborate, and I look forward to working with you on this effort.

Sincerely,



BRIAN P. KELLY
Secretary

Cc: Members of the Senate Transportation and Housing Committee
Members of the Assembly Committee on Transportation
Members of the Senate Budget and Fiscal Review Committee
Members of the Assembly Committee on Budget
Malcolm Dougherty, Director, California Department of Transportation
Carl Guardino, Chair, California Transportation Commission



DATE: April 17, 2014

SUBJECT: 2013 Performance Report

RECOMMENDATION: Receive an update on the 2013 Performance Report

Summary

The Performance Report is a document prepared annually by the Alameda County Transportation Commission (Alameda CTC) that looks at the state of the transportation system in Alameda County. The Performance Report tracks trends in a series of performance measures, which are quantitative metrics used to assess progress toward specific goals. The performance measures capture overall commuting patterns, as well as individual modes and infrastructure including roadways, transit, biking, and walking. The measures are designed to be aligned with the goals of the Alameda Countywide Transportation Plan (CWTP) and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs that will require investments in the future.

Background

The Performance Report is one of several performance monitoring documents produced by the Alameda CTC. The emphasis of the performance report is county-level analysis using existing, observed data that can be obtained on an annual basis. The Performance Report complements other monitoring efforts such as biennial level of service monitoring and annually collected bicycle and pedestrian counts which assess performance of specific modes at a more detailed level.

The Performance Report satisfies one of the five legislatively mandated elements of the CMP that the Alameda CTC must prepare as a Congestion Management Agency. More broadly, the Performance Report is a vital part of the Alameda CTC's work to plan, fund, and deliver transportation projects and programs throughout Alameda County.

This Performance Report is intended to cover fiscal year 2012-13 (FY12-13). Because some data sources are reported based on calendar years or publication of new data may lag

behind the preparation time of this report, data are not always available for this period. Therefore, this report uses the most current data available in the late-2013 to early-2014 timeframe when data for FY12-13 are unavailable.

The Executive Summary of the Performance Report is included as Attachment A. The full report is available online at the following link:

http://www.alamedactc.org/app_pages/view/8129

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2013 Performance Report Executive Summary

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

Executive Summary

ES



Alameda County's extensive multimodal transportation network provides mobility and access for people and goods traveling within the county and beyond. Alameda CTC's fiscal year 2012-13 (FY12-13) Performance Report captures trends in a series of performance measures that track progress toward key goals for overall commuting patterns, roadways, transit, biking, and walking.

Commuting Patterns

Alameda County's transportation system moves commuters who travel within, to, from, and through Alameda County, supporting the economy of the county and the larger region. Roughly 27 percent of regional commutes involve Alameda County in some way, though the county has just 21 percent of the region's population.

Over the last decade, Alameda County commutes have become slightly more regional in nature. Of commuters with residences or jobs in Alameda County, the share of workers that commute entirely within the county declined from 36 percent to 32 percent, while the share of workers with commutes that cross county lines has climbed from 64 percent to 68 percent.

Commuting mode share moved marginally toward alternative modes in 2012, though the relative stability of commuting mode share speaks to the maturity of Alameda County's transportation network and built environment. Driving mode share declined slightly from 2011 to 2012 (work trips only), with drive-alone trips falling from 65.5 percent to 63.6 percent of trips. The biggest increases in commute mode share from 2011 to 2012 were seen by BART, bus, and working from home. Carpooling mode share increased slightly from 2011 to 2012, after several consecutive years of decline.

Over the long term (between 2000 and 2012), the combined mode share of driving-alone and carpooling has dropped by about 5 percent. During this period working from home had the greatest mode share gain, increasing by 2.4 percent. Over the last 12 years, bus and BART mode share have both climbed, and bicycling's mode share has nearly doubled.

Alameda County's transportation system is critical, not just to the travel of Alameda County residents and workers, but also to overall regional commuting.



Roadways

A recovering job market and economy generally led to slower, more-congested roadway system performance in 2013. Average weekday a.m. and p.m. peak-hour freeway speeds both declined in FY12-13, as compared to FY11-12, with speeds declining by more than 5 percent on a number of key stretches of the county freeway system. This decline in speeds generally translated to increases in delay. The most severe freeway delay (excess travel time from speeds dropping below 35 mph) climbed by 21 percent in FY12-13 over the previous year.

Local street and road average pavement condition Index (PCI), a measure of pavement quality, declined slightly to 69 after reaching a five-year high of 70 in 2011. More than 20 percent of the centerline mileage in Alameda County has a PCI of “failed” or “poor,” and many more miles are classified as “at risk,” meaning they will deteriorate rapidly if preventative maintenance is not undertaken. Poor pavement quality affects road users of all types, and addressing outstanding maintenance needs will require significant future adherence to “fix it first” commitments.

Collisions on Alameda County roadways declined by 5 percent between 2010 and 2011 (the most recent year for which complete data is available), which includes a 1 percent decline in injury and fatal collisions. Since 2002, collisions have dropped by 42 percent and have decreased in every consecutive year. However, the absolute number of collisions on Alameda County roadways (18,266 in 2011, of which 6,225 were injury or fatal collisions) indicates that roadway safety requires continued attention.

Transit

Transit plays a critical role in Alameda County by taking cars off of freeways and arterials and providing vital accessibility to individuals and businesses in Alameda County. Transit ridership increased by 4 percent in FY12-13, the second consecutive year of ridership growth. The ridership growth in FY12-13 was the largest percentage since FY05-06, and within Alameda County, ridership now tops 95 million annual boardings.

BART, bus, and ferry all saw increases in ridership, while commuter rail saw a slight decline. Bus ridership in particular was a bright spot, as it increased by 2 percent after four years of decline or stagnation during the recent recession. Bus ridership began to recover, even though service levels have generally not been restored from major service cuts instituted during the recession. While bus ridership began to recover in FY12-13, ridership is still below pre-recession levels, and since 2005 bus ridership has dropped from 63 percent to 53 percent of transit boardings in Alameda County.

Service utilization—the ratio of how many people ride transit to the amount of revenue service operated—is a more accurate measure of transit operator success than just ridership, as it accounts for efficiency. BART increased boardings per revenue vehicle hour (RVH) by 6 percent in 2013, and has steadily improved performance in this measure since 2005, as it has successfully attracted new riders while adding minimal additional service. AC Transit also improved service utilization in 2013, after performance on this measure declined in 2012; however, AC Transit's service utilization is 5 percent lower than it was in 2005. Other smaller operators have had a range of experiences with service utilization.

All transit operators saw an increase in the distance or time that their vehicles operate between service interruptions in 2013. Despite these improvements, service interruptions remain an issue, as reliability issues cause significant disruptions and may result in loss of riders. Vehicle breakdowns and other equipment failures are frequently a product of aging equipment and infrastructure, and though service interruptions largely declined in 2013, the county's transit operators have a number of aging assets that require rehabilitation or replacement. AC Transit unveiled the first shipment of a new bus purchase in FY12-13, and BART is procuring new rail cars but has significant track, communications, infrastructure, station, and other capital needs.



Bicycling

Bicycling is affordable for users, linked to positive public health outcomes, environmentally sustainable, and contributes to efficient utilization of space. Bicycling's work-trip mode share dipped slightly in 2012 as compared to 2011, but it has nearly doubled over the last decade. Moreover, bicycle count data suggests significant growth in participation and suggests that bicycling is growing for all types of travel. The number of cyclists observed at the 61 count locations monitored by Alameda CTC increased by 42 percent over the last year; and a smaller set of locations monitored over the long term has nearly doubled since 2002.

Expanding bicycling to an activity that people of all types feel comfortable engaging in remains an area for improvement; the gender imbalance in cyclists (only 33 percent of whom were women, according to 2012 counts, up from 18 percent in 2008) attests to the need for investment that moves bicycling in this direction.

Collisions involving bicyclists increased slightly in 2011 from 2010 and have generally climbed over the last decade. However, the bicyclist collision rate may be declining, as the number of collisions involving cyclists has grown more slowly than participation in cycling. Yet, safety and



perceived lack of safety remain barriers that prevent cycling from being a more prevalent activity—with participation by people who reflect the demographic makeup of the overall population that lives and works in Alameda County.

During the last year, jurisdictions reported implementing over 25 miles of bikeways, including nearly 4 miles of Class I multi-use trails. Several jurisdictions also implemented varying types of upgraded bicycle lanes including bicycle lanes that use buffers, green paint, and other treatments to increase visibility and comfort for cyclists.

At the conclusion of FY12-13, nine of 15 jurisdictions had adopted local bicycle master plans within the last five years. Three of the remaining six have plan development or update work underway.

Thousands of Alameda County residents and workers participated in bike safety education classes (which have grown steadily since they began in FY09-10), and many more have participated in or seen Alameda CTC's *Ride Into Life* encouragement campaign, which includes Bike to Work Day.

Walking

Walking is fundamental to all transportation modes—every trip begins and ends with walking. For many users of the Alameda County transportation system, walking is their sole mode of transportation. Walking has held steady as the mode used by between 3 percent and 4 percent of Alameda County workers for their commute for the past decade, though this statistic understates walking's role in the transportation system, as the vast majority of walking trips are made for non-work purposes (the most recent household travel survey with data on all types of travel found that walking accounts for 11 percent of all trips, and this statistic excludes walking's role as an access and egress mode for transit and driving trips).

Pedestrian counts collected through the Alameda Countywide Count Program suggest that pedestrian volumes are increasing, as evidenced by an 8 percent increase in 2012.

Collisions involving pedestrians dipped slightly in 2011, and have generally declined over the last decade even as pedestrian counts have increased, suggesting a drop in the underlying collision rate.

In FY12-13, 13 jurisdictions reported completing a total of 30 major pedestrian capital projects. These projects span a wide variety of improvement types, ranging from closing gaps in the county's trail and sidewalk network, to major trail and pathway rehabilitation, to

improvements to the safety and comfort of pedestrian facilities and pedestrian crossings.

At the conclusion of FY12-13, eight of 15 jurisdictions had adopted local pedestrian master plans within the last five years. Four of the remaining seven have plan development or update work underway.

In addition, the Alameda County Safe Routes to School Program, which is a set of efforts aimed at promoting use of alternative modes to get to school, continued its rapid growth; the program was in 147 total schools during the 2012-13 school year, an increase of 45 schools over the previous school year.



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Memorandum

8.4

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

DATE: April 17, 2014

SUBJECT: Update on Multi-modal Plans and Countywide Transit Plan Consultant Contract Not-to-Exceed Amount

RECOMMENDATION: Approve an increase in the not-to-exceed amount for the consultant contract for the Countywide Transit Plan from \$900,000 to \$1,500,000 to include additional scope and budget from AC Transit for its Major Corridors Study.

Summary

Under this item, staff will present an overview and update on all the multi-modal transportation plans under development at Alameda CTC. In particular, staff is recommending that the Commission increase the not-to-exceed amount for the consultant contract for the Countywide Transit Plan from \$900,000 to \$1,500,000 to include additional scope and budget from AC Transit for its Major Corridors Study. AC Transit will fund their scope tasks for inclusion in the contract. In addition, this approval allows for an additional optional task for Alameda CTC to use, if needed, for more in depth analysis of future transit demand.

As authorized by the Commission in September 2013, staff has selected a consultant team led by Parsons Brinckerhoff, Inc. to develop a Countywide Transit Plan and is in the process of finalizing the scope of work, budget and schedule. In developing the final scope of work, Alameda CTC staff worked with AC Transit staff to ensure that the Countywide Transit Plan would complement AC Transit's Major Corridors Study that would occur during the same timeframe. As a result of these discussions, both teams determined that adding the scope of the Major Corridors Study onto the Countywide Transit Plan would provide greater efficiency in the technical analyses and more effective public engagement than if each study were conducted independently. The scope of work for the Major Corridors Study will be directed and funded by AC Transit in collaboration and concurrence with Alameda CTC. The scope of work and contracting arrangement will be presented to the AC Transit Board for approval in May 2014. AC Transit currently has budgeted approximately \$450,000 for the Major Corridors Study.

In addition, the Parsons Brinckerhoff, Inc. team proposed an optional technical task that would provide a more in-depth analysis of future transit demand in Alameda County. This additional scope would require an additional \$51,000.

Staff is requesting that the Commission authorize an increase in the not-to-exceed amount for the Countywide Transit Plan from \$900,000 to \$1,500,000 to accommodate both the AC Transit Major Corridors study scope of work, the additional funds required for the more in-depth analysis of future transit demand as part of the Countywide Transit Plan, as well as any additional unforeseen tasks (to be approved on a task-order basis only) that may be needed over the course of this two-year planning effort.

Background

In September 2013, the Commission authorized the release of an RFP for development of a Countywide Transit Plan and authorized the Executive Director or his designee to negotiate and execute one or more professional services agreements with consultants or consultant teams selected as a result of the RFP process in accordance with procurement procedures. AC Transit staff as well as staff from BART, Union City Transit, LAVTA, and several cities participated in the consultant selection panel. Based on the scoring of the written proposals and consultant team interviews, Alameda CTC entered into contract negotiations with the consultant team led by Parsons Brinckerhoff, Inc.

Fiscal Impact:

The fiscal impact for approving this item is an increase in the not-to-exceed contract amount for \$600,000, which will be included in the budget for FY14-15, with \$450,000 coming from AC Transit local funding. Alameda CTC and AC Transit will enter into a funding agreement so that AC Transit will reimburse Alameda CTC for consultant work on tasks related to the AC Transit Major Corridors Study.

Staff Contacts

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

[Kara Vuicich](#), Senior Transportation Planner



Memorandum

9.1

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

DATE: April 17, 2014

SUBJECT: Semi-Annual Capital Projects Update

RECOMMENDATION: Receive a semi-annual update on the Alameda CTC Capital Projects Program

Summary

The Semi-Annual Capital Projects Status Update provides information on the status of capital projects programs implemented by Alameda CTC and/or being funded wholly, or in part, with Measure B Capital funds. These programs include the 1986 Measure B Program, 2000 Measure B Program, and the Proposition 1B (Prop 1B) "I-Bond" Program. The update discusses the overall status of each program and major milestones achieved since the previous semi-annual update.

The Alameda CTC's \$4 billion capital projects program is listed in Table A in Attachment A. The list of projects includes 45 active capital projects totaling approximately \$3.5 billion and completed projects totaling \$440 million; funded by federal, state, regional and local fund sources. The following report provides Alameda CTC Capital Program highlights. Accordingly, the active capital projects are summarized into three groups:

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

Background

The Alameda CTC's \$4 billion capital projects program is listed in Table A in Attachment A. The list of projects includes 45 active capital projects totaling approximately \$3.5 billion and completed projects totaling \$440 million; funded by federal, state, regional and local fund sources. Of the active capital projects, 31 are funded in whole or in part with funding from either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. Nine projects are categorized in the I-Bond program and have received Prop 1 B funding, and another five projects are capital projects being implemented by the Alameda CTC using non-Measure B funding sources. Table A in Attachment A includes a summary of current project status information including the current project phase, schedule, Measure B funding, and other funding. In Summary:

- All capital projects in the 1986 Measure B program have been delivered except for four projects which are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B.
- Of the committed \$756.4 million for 2000 Measure B capital projects, \$723.4 million has been allocated, essentially delivering 95.6% of the program in just twelve (12) years.
- Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million I-Bond highway program. All but 1 of the projects are in construction or complete. Award of the final construction contract is expected by the end of the month.

The following is the funding breakdown by phase for the list of 45 active projects in the Alameda CTC Capital Project Program which total approximately \$3.5 billion:

- Fifteen (15) projects with total project costs of more than \$2.53 billion are in the Construction phase;
- Ten (10) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$572 million;
- Four (4) projects are in the Preliminary Engineering/Environmental Studies phase with more than \$54 million of funding;
- Four (4) projects are in the Scoping phase with close to \$20 million in funding; and
- Eight (8) other projects are listed in the Project Closeout phase with total costs of more than \$370 million.

Additional project-specific, information is available in the Project Fact Sheets which are updated regularly and posted on the Alameda CTC website.

I. 1986 Measure B (ACTA) Capital Projects Program

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan.

- Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238, Project No. 506);

- o I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12, Project No. 612);
 - o Central Alameda County Freeway System Operational Analysis (MB240, Project No. 508); and
 - o Castro Valley Local Area Traffic Circulation Improvement Project (MB241, Project No. 509).
- Amendment No. 2 to the 1986 Expenditure Plan, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - o I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0).

Current Status:

All capital projects in the 1986 Measure B have been delivered except for these four projects which are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B:

1. I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 501.0): The remaining scope from the project has been integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA, which is currently under construction with estimated completion spring 2015
2. I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0): The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is on hold, pending identification of additional funding. The project cost estimate is currently \$225 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 Measure B funds, resulting in a shortfall of \$115 million. Additional funding is anticipated from proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP. However, it is not anticipated to make up the current funding shortfall.
3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (Project No. 506.0): The project is currently in the close out phase.
4. Castro Valley Local Area Traffic Circulation Improvement Project (Project No. 509.0): This project is in the scoping phase. The local area circulation project consists of multiple project phases and potentially, multiple projects. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.

II. 2000 Measure B (ACTIA) Capital Projects Program

The 2000 Measure B (ACTIA) program of capital projects includes 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements.

Current Status:

The current project construction schedules and total project funding amounts for the active capital projects included in this Update are shown in Table A in Attachment A.

Projects in the Project Development Phase

1. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0): AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the design phase with construction scheduled to begin fall 2014.
2. I-880/Broadway-Jackson Interchange Improvements Project (Project No. 610.0): This project is in the project development phase and is sponsored by the Alameda CTC. The I-880/Broadway-Jackson Area Improvements Project Advisory Committee (PAC) was formed by the Alameda CTC to facilitate community input to the project development process. The project team is currently developing a scope of work for a comprehensive traffic study for the project area in cooperation with the City of Oakland's study; with input from the PAC and project stakeholders. It is planned that a request for proposals (RFP) for consultant support for the comprehensive traffic study will be released in late spring 2014. The study will provide input to the project approval and environmental document (PA/ED) process.
3. Iron Horse Transit Route (Project No. 609.0): The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. The project is currently in the design and right of way phases. Construction is scheduled to begin spring 2015.
4. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0): The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during 2014.
5. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements (Project No. 619.0): The City of San Leandro is the project sponsor. The project is currently in the design/right of way phase. Construction is scheduled to begin in summer 2016.

6. Dumbarton Corridor Improvements (Project No. 625.0): The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station. The project is significantly under-funded. The project sponsor, SamTrans, and the Project Development Team has decided not to circulate the Draft Environmental Document at this time and has decided to place the project on hold until funding shortfall has been addressed. In the meantime, interim bus operations are in place to enhance ridership on the Dumbarton Bridge. MTC plans to reallocate the remaining RM2 funds programmed to the project. The Alameda CTC Commission also reallocated the remaining 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor known as the Central Avenue Overpass Project (625.1).
7. Dumbarton Corridor Improvements - Central Avenue Overpass (Project No. 625.1): The project will construct a four-lane grade separation structure at the rail-road crossing on Central Ave. between Sycamore St. and Morton Ave. and will provide traffic relief and improve safety in the Dumbarton Corridor. Preliminary engineering and environmental studies are underway for the project.
8. I-680 Sunol Express Lane - Northbound (Project No. 721.0): While the southbound project is in the closeout phase, the northbound project is currently in preliminary engineering and environmental studies phase and is expected to gain approval by March 2015.
9. I-680 Cross Connector Studies (Study Only) (Project No. 770): This project is currently on hold; the project team is working to identify an approach to move this study forward.

Projects in the Construction Phase

1. Route 84 Expressway – The North Segment (Project No. 624.1): This project is under construction with a projected completion of spring 2014. The South Segment (Project No. 624.2) of the overall project is funded by a mix of 2000 Measure B Capital Program funding along with local and state funds. The project is currently in the design phase with right of way and utility relocation activities occurring concurrently with design.
2. The Westgate Parkway Extension: The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment, which is currently under construction.
3. BART Warm Springs Extension (Project No. 602): Expected completion scheduled for December 2015.
4. BART Oakland Airport Connector (Project No. 603): Expected completion scheduled for November 2014.

5. Downtown Oakland Streetscape Improvement (Project No. 604): The City of Oakland has reported that progress has been made in working with individual property owners such that improvements at Latham square will proceed. Expected completion scheduled for December 2015.
6. Altamont Commuter Express Rail (Project No. 725.1): Locomotive overhaul and maintenance facility improvements are currently underway.

III. Proposition 1B "I-Bond" and Other Projects

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from the Proposition 1B (Prop 1B) Programs for vital highway projects throughout Alameda County. Seven Alameda County candidate projects were selected by the CTC for funding under the Prop 1B program. Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million highway program and achieved a major milestone in our continuing mission to plan, fund and deliver projects to improve mobility and foster a vibrant and livable Alameda County.

The seven I-Bond funded projects are a very high priority for the Alameda CTC given commitments made by the Alameda CTC in the baseline agreements that were required for the I-Bond funding. Construction contracts have been awarded for six of the seven I-Bond projects being implemented in part by the Alameda CTC. Bids were opened in March 2014 for the final construction contract in the I-Bond Program, the I-880 North Safety and Operational Improvements at 23rd - 29th Project. The contract is expected to be awarded spring 2014, and will be administered by Caltrans. The Alameda CTC took the lead on the project development and right of way phases for the I-Bond projects with most of the construction contracts being administered by Caltrans.

In order to minimize Alameda CTC exposure to financial risks during construction phase, staff has implemented an engaged construction oversight program in cooperation with Caltrans. The goal of the construction oversight program is to partner with Caltrans and meet the cost and schedule parameters of the projects. However, inherent to construction, unforeseen risks may exist that threaten these goals.

Projects in the Project Development Phase

1. I-580 Express Lanes Project (Project Nos. 720.4 & 724.1): The I-580 Express Lanes Project is a regionally significant project in this category. The I-580 Eastbound direction of the Express Lanes project will follow the I-580 Eastbound Auxiliary Lanes project currently under construction to provide the required footprint for the express lanes. The westbound express lanes project will follow the I-580 Westbound HOV Lane project currently under construction. Both segments have received

environmental clearance. Construction of civil elements of the express lane project is scheduled to begin summer 2014.

2. I-580 Westbound HOV Lane – Landscaping (Project No. 724.6): This landscape project will be completed after construction of the primary facility is completed.
3. I-80 Gilman (Study Only) - (Project No. 765.0): The consultant is analyzing traffic data and preparing conceptual designs for roundabouts and signalized intersection alternatives. Completion of the study is scheduled for summer 2014.

Projects in the Construction Phase

1. I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 720.5): Construction began fall 2012 and is 49 percent complete. The project is scheduled to finish fall 2014.
2. I-580 Westbound HOV Lane – East Segment (Project No. 724.4): Construction began fall 2012 and is 42 percent complete. The project is scheduled to finish fall 2014.
3. I-580 Westbound HOV Lane – West Segment (Project No. 724.5): Construction began fall 2012 and is 41 percent complete. The project is scheduled to finish fall 2014.
4. I-880 Southbound HOV Lane – South Segment (Project No. 730.1): Construction began fall 2012 is 45 percent complete. The project is scheduled to finish summer 2015.
5. I-880 Southbound HOV Lane – North Segment (Project No. 730.2): Construction began fall 2012 and is 57 percent complete, the project is scheduled to finish fall 2014.
6. I-880 North Safety and Operational Improvements at 23rd - 29th (Project No. 717): Bids were opened in March 2014; Caltrans is preparing the contract for award which is expected spring 2014.
7. I-80 Integrated Corridor Mobility (ICM) (Project No. 791): The project will enable operational improvements and implement intelligent transportation (ITS) strategies, such as adaptive ramp metering and incident management on I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda and Contra Costa Counties. The project includes improvements to San Pablo Avenue and the arterials connecting with mainline I-80. Alameda CTC was responsible for advertisement and award and is currently administering the project; which is currently under construction and being built by Caltrans. Due to the complexity of the project, it is being implemented under separate construction / ITS contracts:
 - a. Sub-project #1 (EA 3A7741): Software & Systems Integration (SI); Software implementation and SI activities will continue through spring 2015
 - b.

- c. Sub-project #2 (EA 3A7751): Specialty Materials Procurement; the contract was awarded June 2012; sign manufacturing, contract management and administration activities underway.
 - d. Sub-project #3 (EA 3A7711): Traffic Operations Systems (TOS); Work on this contract was completed summer 2012.
 - e. Sub-project #4 (EA 3A7764): Adaptive Ramp Metering (ARM); contract awarded fall 2012 with expected completion in summer 2014. This contract is being administered by Caltrans.
 - f. Sub-project #5 (EA 3A7774): Active Traffic Management (ATM); contract awarded fall 2012 with expected completion in winter 2014-15.
 - g. Sub-project #6 (EA 3A7734): San Pablo Corridor and Arterial Improvements; construction is complete, however certain change order work is expected to continue through fall 2014 to facilitate system integration.
8. Webster Street SMART Corridor - (Project No. 740.0): The project is substantially complete and final testing of system components was completed in early 2014. Contract closeout is underway.
9. East Bay Greenway (Coliseum BART to 85th Avenue) - (Project No. 635.2) - The East Bay Greenway project from the Coliseum BART station to 85th Avenue is a Measure B Bicycle and Pedestrian Grant funded project being implemented by the Alameda CTC. Construction started in October 2013 and is expected to complete spring 2014. Following completion of the project the Alameda CTC is responsible for maintaining this half-mile segment of the path. The project team is preparing to procure a contractor to perform the path maintenance and subsequently will be responsible for managing the ongoing maintenance contract.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Table A: Alameda CTC Capital Projects Program Summary

Staff Contact

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

[Raj Murthy](#), Program Manager, Project Controls Team

Alameda CTC Capital Projects Summary

Active Projects Index	AlaCTC Project No.	Project Name	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)							Total Funding (All Sources)	
				Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other		
		1986 Measure B												
	508.0	Central Alameda County Freeway System Operational Analysis	Complete	N/A	N/A	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
1	501.0	I-880/Mission Blvd (Route 262) Interchange Completion	Construction	Jul 2012	Mar 2015	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2	
2	505.0	I-880 to Mission Blvd East-West Connector	Design	Nov 2015	May 2018	88.8	0.0	0.0	0.0	0.0	21.0	0.0	109.8	
3	506.0	Route 238/Mission-Foothill-Jackson Corridor Improvement	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	14.0	6.5	100.5	
4	509.0	Castro Valley Local Area Traffic Circulation Improvement	Scoping	TBD	TBD	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	
		2000 Measure B												
	Various	Completed 2000 Measure B Projects (12 Projects)	Complete	Various	Various	0.0	126.0	118.6	101.8	50.2	14.3	24.2	435.1	
5	602.0	BART Warm Springs Extension	Construction	Sep 2009	Dec 2015 ⁽⁴⁾	0.0	224.4	0.0	295.4	321.0	49.2	0.0	890.0	
6	603.0	BART Oakland Airport Connector	Construction	Sep 2010	Nov 2014 ⁽⁴⁾	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.1	
7	604.0	Downtown Oakland Streetscape Improvement	Construction	Sep 2007	Dec 2015	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.9	
8	606.0	Union City Intermodal Station	Project Closeout	Jun 2007	Mar 2012	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0	
9	607.1	Telegraph Avenue Corridor Transit Project	Design	Sep 2014	Mar 2017	0.0	11.5	78.3	10.6	44.9	0.3	0.0	145.5	
10	609.0	Iron Horse Transit Route	Design	Apr 2015	Oct 2016	0.0	6.3	0.0	0.0	0.0	2.1	0.0	8.4	
11	610.0	I-880/Broadway-Jackson Interchange Improvements (Study Only)	Scoping	N/A	N/A	0.0	8.1	0.0	0.0	0.0	2.5	0.0	10.6	
12	612.0	I-580/Castro Valley Interchange Improvements (Note 5)	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	1.9	4.8	0.0	0.0	0.0	33.2	
13	613.0	Lewelling/East Lewelling Blvd Widening	Project Closeout	Jul 2009	Oct 2012	0.0	13.6	0.0	4.3	0.0	13.8	0.1	31.8	
14	615.0	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Design / Right of Way	Jul 2014	Feb 2016	0.0	27.0	0.0	0.0	0.0	0.7	0.0	27.7	
15	617.1	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	Project Closeout	Jul 2009	Oct 2012	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	
16	619.0	East 14th St/Hesperian Blvd/150th St Intersection Improvement	Design / Right of Way	Jun 2016	Sep 2017	0.0	3.2	0.0	0.0	0.0	2.8	0.0	6.0	
17	623.0	Isabel Avenue - Route 84/I-580 Interchange	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	11.3	44.4	0.0	32.4	0.0	113.2	
18	624.1	Route 84 Expressway - North Segment	Construction	Mar 2012	May 2014	0.0	20.5	0.0	16.1	0.0	0.0	0.0	36.6	
19	624.2	Route 84 Expressway - South Segment ⁶	Design	Jul 2015	Dec 2016	0.0	71.9	0.0	10.0	0.0	10.0	3.5	95.4	
20	624.3	Route 84 Expressway - Landscaping	Design	Mar 2016	Sep 2019	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0	
21	625.0	Dumbarton Corridor Improvements (Study Only)	Environmental	TBD	TBD	0.0	3.6	0.0	0.0	0.0	0.0	0.0	3.6	
22	625.1	Dumbarton Corridor Improvements (Central Ave Overpass)	Environmental	Sep 2015	Jun 2016	0.0	15.8	0.0	0.0	0.0	0.6	3.6	20.0	
23	626.0	I-580 Corridor/BART to Livermore Studies (Study Only)	Environmental	N/A	N/A	0.0	6.7	0.0	0.0	8.6	0.0	0.0	15.3	
24	627.4	CWTP/TEP Development (Study Only)	Planning	N/A	N/A	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	
25	627.5	Studies for Congested Segments/Locations on the CMP Network	Planning	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6	
26	635.1	East Bay Greenway (Coliseum BART to 85th Avenue)	Construction	Jul 2013	Jun 2014	0.0	0.0	1.1	0.0	0.1	2.3	0.0	3.6	
27	710.4	I-680 Sunol Express Lanes - Southbound	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	5.4	8.0	0.0	8.0	0.0	41.1	
28	721.0	I-680 Sunol Express Lanes - Northbound (Study Only)	Environmental	TBD	TBD	0.0	15.5	0.0	0.0	0.0	0.0	0.0	15.5	

Alameda CTC Capital Projects Summary

Active Projects Index	AlaCTC Project No.	Project Name	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)						Total Funding (All Sources)	
				Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local		Other
29	723.0	I-580 Corridor Right of Way Preservation	Right of Way	N/A	N/A	0.0	3.0	0.0	4.7	111.0	0.0	0.0	118.7
30	725.1	Altamont Commuter Express Rail	Construction	Various	Various	0.0	13.2	123.1	155.3	0.0	182.6	0.0	474.2
31	770.0	I-680/I-880 Cross Connector Studies (Study Only)	Scoping	N/A	N/A	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5
		Proposition 1B Transportation Bond / Other											
32	717.0	I-880 North Safety and Operational Improvements at 23rd and 29th	Construction	May 2014	Jun 2018	0.0	4.7	1.8	79.9	10.0	3.3	0.0	99.8
33	720.5	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Construction	Nov 2012	Nov 2014	0.0	0.7	0.2	25.1	5.9	1.6	6.9	40.4
34	724.4	I-580 Westbound HOV Lane - East Segment	Construction	Nov 2012	May 2015	0.0	4.4	6.3	63.1	8.7	0.4	0.0	82.9
35	724.5	I-580 Westbound HOV Lane - West Segment	Construction	Oct 2012	Nov 2014	0.0	1.8	0.1	52.7	5.8	0.6	0.0	61.0
36	724.6	I-580 Westbound HOV Lane - Landscaping	Design	TBD	TBD	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4
37	730.1	I-880 Southbound HOV Lane - South Segment	Construction	Sep 2012	Jun 2015	0.0	0.9	5.1	52.8	0.0	11.0	0.0	69.8
38	730.2	I-880 Southbound HOV Lane - North Segment	Construction	Nov 2012	Oct 2014	0.0	0.3	2.7	29.8	0.0	3.9	0.0	36.7
39	730.3	I-880 Southbound HOV Lane Landscaping/Hardscaping	Design	TBD	TBD	0.0	0.1	0.5	0.4	0.0	0.4	0.0	1.4
40	791.0	I-80 Integrated Corridor Mobility Project	Construction	Jun 2011	May 2015	0.0	2.8	3.2	67.6	1.2	5.2	0.0	80.0
		Other											
41	720.4/ 724.1	I-580 Express (HOT) Lanes	Design	Oct 2014	Nov 2015	0.0	0.0	8.5	0.0	4.1	40.8	1.7	55.0
42	720.3	I-580 Corridor Environmental Mitigation	Project Closeout/ Various	TBD	TBD	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
43	740.0	Webster Street SMART Corridor	Construction	Sep 2012	Feb 2014	0.0	0.0	0.6	0.0	1.0	0.1	0.0	1.7
44	765.0	I-80 Gilman (Study Only)	Scoping	N/A	N/A	0.0	0.0	1.1	0.0	0.0	0.3	0.0	1.4
45	774.1	I-580 San Leandro Landscaping	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
PROJECT TOTALS						\$ 197.3	\$ 756.3	\$ 525.1	\$ 1,178.6	\$ 721.3	\$ 502.7	\$ 103.7	\$ 3,985.0

Notes:

- The current phase shown is based on available information as of March 2014. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.
- Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
- The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
- End Construction dates for BART capital projects reflect the point at which revenue service is estimated to begin.
- Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.
- The total Measure B commitment for this project includes obligation of \$37.03M to Exchange Program (STIP) in addition to Measure B amount of \$34.87M

Updated March 25, 2014