



**PROGRAMS AND PROJECTS COMMITTEE
MINUTES OF SEPTEMBER 12, 2011
OAKLAND, CALIFORNIA**

The meeting was convened by the Chair, Mayor Green, at 12:40 p.m.

1. Public Comment

There was no public comment.

2 Consent Calendar

Minutes of June 13, 2011

Vice Mayor Freitas moved for the approval of the consent calendar; Supervisor Haggerty made a second. The motion passed 5-0.

3 Programs

3A. Approval of the Draft List of Projects to be Programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)

Matt Todd recommended the Commission approve the list of projects to be programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP). Mr. Todd informed the Committee that the Alameda CTC received requests for approximately \$275 million for an estimated 19 projects and he reported that a final list of projects will be submitted for Commission approval in October.

Supervisor Haggerty motioned to approve this Item. Councilmember Reid seconded the motion. The motion passed 5-0.

3B. Approval of Transportation Fund for Clean Air (TFCA) Final Program for the FY 2011/12 Remaining Balance

Jacki Taylor requested that the Commission approve the final program for the FY 2011-12 TFCA remaining balance. The balance totals \$623,354. Ms. Taylor informed the Committee that as Program Manager for Alameda County, Alameda CTC is responsible for programming 40 percent of the vehicle registration fee collected for this program and that all TFCA funds are required to be completely programmed annually. 70 percent of the funds are allocated based on population while the remaining 30 percent is allocated to transit-related projects.

Mayor Javandel motioned to approve this Item. Mayor Green seconded the motion. This Item was approved 5-0.

3C. Approval of the Draft Program of Capital Projects Element for Alameda County's Safe Routes to School Program

Vivek Bhat recommended the Commission approve a revised strategy to deliver the Alameda County's Safe Routes to School Capital Project Element. The revised strategy includes the re-

evaluation of the capital project proposals and the implementation plan of the Technical Assistance Program (TAP) based on options available as a result of a proposed exchange of the federal funds.

Vice Mayor Chan motioned to approve this Item. Vice Mayor Frietas seconded the motion. This motion passed 5-0.

3D. Approval of the City of Fremont's Request to Extend the Agreement Expiration Date for Measure B Transit Center Development Grant Agreement No. A07-0018, Bay Street Streetscape and Parking Project

Jacki Taylor recommended the Commission approve the City of Fremont's request to extend the agreement expiration date for Measure B funded Transit Center Development Grant Agreement A07-0018. The City of Fremont's Bay Street Streetscape Project is to enhance streetscape features on Bay Street for improved pedestrian and bicycle access to transit. Due to coordination issues and weather, construction did not begin until April 1, 2010 and the project sponsor requested an extension to the agreement expiration date from October 31, 2011 to October 31, 2012.

Vice Mayor Chan motioned to approve this Item. Mayor Green seconded the motion. This motion passed 5-0.

3E. Congestion Relief Emergency Fund (ACTIA No. 27) – Allocation of Remaining Programmed Balance for Studies and Analyses Related to Congested Segments and Locations on the CMP Network

James O'Brien requested that the Committee approve multiple actions related to a new project under the Congestion Relief Emergency Funds Project. The recommended actions include the allocation of \$6,151,000 which will make the allocated amount available for eligible project expenditures.

Mayor Javandel motioned to approve this item. Councilmember Atkin seconded the motion. This motion was passed 6-0.

3F. Review of Proposed Policies for Master Funding Agreements for Measure B and Vehicle Registration Fee funds

Tess Lengyel requested that the Committee review and provide input on proposed policies for the new Master Funding Agreements. She informed the Committee that staff recommends creating Master Funding Agreements that specify the types of funds that the agencies/jurisdictions can receive including Measure B and VRF pass-through and grant funds. Ms. Lengyel went on to highlight the following policy considerations: timely use of funds/reserve fund policies, rescission of funds policies, non-substitution of fund policy, transportation purposes only policy, fund exchange policies, staff cost limitations policy and finally other program-specific funding policies and requirements.

This item was presented for information only.

3G. Review of Draft Comment Letter to the Metropolitan Commission on the Proposed OneBayArea Grant Program

Tess Lengyel recommended approval of a draft comment letter to MTC on the OneBayArea Grant Program, as well as approval to be a signatory to a Bay Area Congestion Management Agencies' joint letter to MTC. Ms. Lengyel requested feedback from the Committee on the draft letter and

authorization letter; which will add additional Alameda CTC-specific items that were not included in the preliminary draft joint CMA letter.

Mayor Javandel motioned to approve this Item. Supervisor Haggerty seconded them motion. This Item was approved unanimously.

4 Projects

4A. Center to Center Program Communications Hub for the Tri-Valley SMART Corridor Project (C2C) – Approval to Extend the Expiration Date of the Funding Agreement with Metropolitan Transportation Commission

Ray Akkawi recommended the Commission approve Amendment No. 1 to extend the expiration date of the Center to Center Program funding agreement with MTC. The C2C project provides communication connectivity between the Tri-Valley cities and the rest of the Bay Area cities but testing of the system was delayed because of the unavailability of the traffic data and the communication lines at Caltrans.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. This motion was approved 6-0.

4B. I-680 Sunol Express Lanes (ACTIA No. 8) Project and East Bay SMART Corridor Project - Approval to Amend the Computer Servers Co-location Contract with Novani, LLC

Ray Akkawi recommended the Committee approve an amendment to the contract with Novani to host the computer servers at the server center for one year ending June 30, 2012. The location will host the servers for the Toll Data Center and the traffic data for the Smart Corridor.

Supervisor Haggerty motioned to approve this Item. Vice Mayor Frietas seconded the motion. This motion passed 6-0.

4C. I-880/Mission Boulevard (Route 262) Interchange and Widening Project (ACTA MB 196) – Approval to Submit a Request for Advancement of the Local Alternative Transportation Improvement Program (LATIP) Project and to Negotiate and Execute the Necessary Inter-Agency Funding and Implementation Agreements

James O'Brien recommended that the Committee approve several actions related to the I-880/Mission Interchange Project. He informed the Committee that these actions would represent the Alameda CTC's approval of the advancement of the LATIP Project and would authorize the submittal of a Request for Advancement for the LATIP Project with the Alameda CTC as the applicant. The recommended actions would also authorize the execution of inter-agency agreements to which the Alameda CTC will be party for the implementation of the MWT project by the VTA.

Vice Mayor Chan motioned to approve this Item. Supervisor Haggerty seconded the motion. This Motion was approved 6-0.

4D. Eastbound I-580 Express Lane and Auxiliary Lane Project – Approval to Revise Funding Plan and Authorization to Execute Agreements Required for Advancing Measure B Capital Program Funding

James O'Brien recommended that the Committee approve several actions related to the I-580 Eastbound express and auxiliary lanes project. The I-580 Eastbound Express Lanes/Auxiliary Lanes Project reflects a combination of two projects that were developed separately and are being combined for the construction phase. The recommended actions are intended to fund the shortfall using available Measure B Capital Program funding.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. This motion was approved 6-0.

4E. East Bay Greenway – Approval to Execute Amendment No. 1 to Professional Services Agreement with HQE, Inc (A10-0026)

James O'Brien recommended that the Commission authorize the Executive Director, or a designee negotiate and execute Amendment No. 1 to the professional services agreement with HQE Incorporated. This action will result in an additional \$500,000 being added to the existing agreement with HQE Incorporated. The additional encumbrance is funded by Measure B Bicycle and Pedestrian Grant funds.

Councilmember Atkin motioned to approve this Item. Mayor Javandel seconded this motion. This motion was passed 6-0.

4F. Approval of Quality Assurance Plan for Capital Projects Construction Administered by the Alameda CTC

Ray Akkawi recommended that the Commission adopt the Alameda CTC Quality Assurance Plan required for federal aided projects. The QAP provides quality assurance guidelines for testing of materials as a condition for federal-aid projects off the State Highway System.

Mayor Javandel motioned to approve this Item. Vice Mayor Frietas seconded the motion. This motion was passed 6-0.

4G. I-680 Sunol Express Lanes (ACTIA No. 8): Northbound HOV/Express Lane Project- Status Update

Ray Akkawi provided the Committee with a status update on the I-680 Northbound HOV / Express Lane project by informing them that on August 8 the judge presiding over the litigation issued a ruling that would vacate the environmental document for the project in its entirety. Art Dao informed the Committee that staff and consultants are reviewing alternative ways to prepare the environmental document and will prepare a detailed project delivery plan for the city of Pleasanton's, the Department of Transportation and ultimately Commission approval.

4H. Approval of Support for the Metropolitan Transportation Commission's Submission of the Application to the California Transportation Commission to seek authorization to implement the Bay Area Regional Express Lane

Ray Akkawi recommended that the Commission support MTC's submission of the application to CTC seeking authorization to implement the Bay Area Regional Express Lane Network. The approval of the application will allow MTC to fund ready for construction projects like ACTC's I-680 Northbound Express Lane project and other projects in Alameda County that are included in the network.

Andy Fremier from MTC was present at the meeting and informed the Board that MTC has developed a cost and schedule to implement the HOT lane network and upon approval of the application, MTC and its regional partners will conduct detailed analysis of traffic, toll policy, revenue and financing options. It will develop a project delivery method for each segment.

Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. This motion was passed 6-0.

4I. Approval of Resolution No. 11-001

RM2 Implementing Agency Resolution of Project Compliance for RM2 Funding for Preliminary Right of Way Activities Dumbarton Rail Corridor Project (ACTIA No. 25)

James O'Brien recommended that the Committee approve Resolution No. 11-011 required to receive Regional Measure 2 funding to match Measure B funds allocated in June 2011. He informed the Committee that the approval of the recommended action will allow for subsequent actions required for the Committee to receive reimbursement of RM2 funding for eligible project expenditures.

Supervisor Haggerty motioned to approve this Item. Mayor Green seconded the motion. This motion was approved 6-0.

5 Staff and Committee Member Reports

There were no staff and committee member reports.

6 Adjournment/Next Meeting: October 10, 2011

Chair Green adjourned the meeting at 2:11 p.m. The next meeting is on October 10, 2011.

Attest by:



Vanessa Lee

Clerk of the Commission

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PROGRAMS AND PROJECTS COMMITTEE MEETING

ROSTER OF MEETING ATTENDANCE

September 12, 2011

12:15 p.m.

1333 Broadway, Suite 300, Oakland, CA 94612

BOARD MEMBERS		Initials	ALTERNATES	Initials
Chair :	Mark Green – City of Union City		Emily Duncan – City of Union City	
Vice Chair:	Scott Haggerty – Alameda County, District 1		Bill Harrison – City of Fremont	
Members:				
Nate Miley – Alameda County, District 2			Rob Bonta- City of Alameda	
Farid Javandel – City of Albany			Peggy Thomsen – City of Albany	
Tim Sbranti – City of Dublin <i>moved to PAC</i>			Don Biddle – City of Dublin	
Ruth Atkin – City of Emeryville			Kurt Brinkman – City of Emeryville	
Suzanne Chan – City of Fremont			Bill Harrison – City of Fremont	
Luis Freitas – City of Newark			Alberto Huezo – City of Newark	
Larry Reid – City of Oakland			Patricia Kernighan – City of Oakland	
LEGAL COUNSEL				
Zack Wasserman – WRBD				
Neal Parish – WRBD				
Geoffrey Gibbs - GLG				
STAFF				
Arthur L. Dao – Executive Director				
Vanessa – Clerk of the Commission				
Stewart Ng, Deputy Director of Programming and Project Management				
Matt Todd - Manager of Programming				
Ray Akkawi – Manager of Project Delivery				

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STAFF	Initials	STAFF	Initials
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Yvonne Chan – Accounting Manager	
Beth Walukas – Deputy Director of Planning	<i>BW</i>	Arun Goel – Project Controls Engineer	<i>AKG</i>
Patricia Reavey – Director of Finance	<i>PR</i>	Linda Adams – Executive Assistant	
Gladys Parmelee – Office Supervisor	<i>GP</i>	Lei Lam – Senior Accountant	
		Sammy Ng – Senior Accountant	
Steve Haas – Senior Transportation Engineer	<i>SH</i>	Patty Seu – Accountant	
John Hemiup – Senior Transportation Engineer		Jacki Taylor – Programming Analyst	<i>JT</i>
Saravana Suthanthira – Senior Transportation Planner		Laurel Poeton – Assistant Transportation Planner	
Diane Stark – Senior Transportation Planner		Frank R. Furger – Executive Director, I-680 JPA	
Vivek Bhat – Senior Transportation Engineer	<i>VB</i>	James O'Brien	
Liz Brazil – Contract Compliance & Outreach Analyst		Stefan Garcia	
		<i>Claudia Leyva</i>	<i>CL</i>

Kanda Raj

K.R.

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	<i>Andrew Fremier</i>	<i>MTC</i>	<i>510-817-5840</i>	<i>AFREM12MTC@CA.GOV</i>
2.	<i>Tom Blalock</i>	<i>BART</i>	<i>490-7565</i>	
3.	<i>Chris Miley</i>	<i>Ala Co</i>	<i>510 772 6676</i>	
4.	<i>Robert Robson</i>	<i>BART #2</i>	<i>510 530 3444</i>	<i>robertrobson@csuzd.net</i>
5.	<i>Betty A Mulholland</i>	<i>PAPCO</i>	<i>510-325-0703</i>	
6.	<i>[Signature]</i>	<i>Berkeley</i>	<i>510 981-7150</i>	
7.				
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9.				
10.				
11.				
12.				
13.				



Memorandum

DATE: September 30, 2011

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of the List of Projects to be Programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)

Recommendation

It is recommended the Commission:

1. Approve Resolution 11-012 which includes the list of projects to be programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP) (Attachment A), and
2. Approve any Project Specific Resolutions for projects that will require administration by the Alameda CTC.

ACTAC is scheduled to consider this item on October 4th.

Summary

A Call for Projects was released for the 2012 STIP on June 15, 2011 with applications due to the Alameda CTC by July 13, 2011, in advance of the release of a fund estimate. At the July 2011 meeting, the Commission reviewed the Draft 2012 STIP Fund Estimate material released by the California Transportation Commission (CTC). The CTC approved a Final Fund Estimate in August, which includes about \$29.5 million of programming capacity in the 2012 STIP for the Alameda CTC to program to projects. Overall, the Alameda CTC received requests for about \$275 million for 19 projects.

Background

The CTC updates the STIP biennially, in even-numbered years. Each coordinated statewide STIP update is roughly a one-year process, with the 2012 STIP update starting spring 2011. The STIP is a five-year programming document adopted by the CTC which identifies transportation projects for state transportation funds. Projects that have been funded through the STIP include State highways, local roads, transit, intercity rail, pedestrian and bicycle facilities, intermodal facilities, and safety. Each STIP cycle makes available two new years of funding to program. The 2012 STIP will cover fiscal years 2012/2013 -2016/17.

The overall process for the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the

amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period.

At the August 2011 meeting, the CTC approved a Final 2012 STIP Fund Estimate (Attachment B). The fund estimate assumptions include that statewide, a negative balance of programming capacity in the first year (FY 2012/13) and the majority of new available capacity in the last two years of the STIP period (FY 15/16 and 16/17).

The 2012 STIP Fund Estimate include a total of about \$35.4 million for Alameda County. This funding target includes any Transportation Enhancement (TE) funds expected to be received. Based on MTC regional policy for the 2012 STIP (including existing regional commitments), the Alameda CTC will have about \$29.5 M available to program.

\$35.4 M	2012 Fund Estimate for Alameda County
\$ 2.2 M	Less Prior Regional Project Commitments
\$ 2.2 M	Less TE Funds Reserved for MTC Regional Program
\$.3 M	Less STIP Administration funds for MTC
<u>\$ 1.2 M</u>	Less STIP Administration funds for Alameda CTC
\$29.5 M	2012 STIP Funds Available to Program (This amount includes \$2 M of TE Funds)

At the August 2011 meeting, the CTC also approved the 2012 STIP Guidelines. The development of the 2012 STIP will consist primarily of programming projects into the two years added to the STIP, 2015-16 and 2016-17. Factors that will need to be considered in the programming of the 2012 STIP will also include: 1) The absence of PTA funds from the STIP – which will affect the programming of transit projects, and 2) On a statewide basis, there is a negative balance of STIP programming capacity in the first year of the STIP, which may require that projects programmed in 2012-13 be delayed (reprogrammed) to a later year – though in Alameda County we do not have a significant amount of funding in FY 12/13 (Attachment C).

The Alameda CTC had previously made commitments, through Alameda County Congestion Management Agency (ACCMA) Resolutions 08-006(Revised) (Attachment D) and 08-018 (Attachment E). The previous commitments represent 8 projects totaling about \$230 million of potential STIP funds (Attachment F). Overall, the Alameda CTC received requests for about \$275 million for 19 projects (Attachment G).

A draft List of Projects to be programmed in the RIP of the 2012 STIP is detailed in Attachment H. A total of 14 projects are proposed to receive funding. The Draft 2012 STIP includes programming that would completely fund the prior commitments funding levels to two projects and provide a partial funding of the prior commitment for another 4 projects. The principles for the development of the 2012 STIP are detailed in Attachment I.

It is recommended the Commission approve Resolution 11-011, which includes the list of projects to be programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP). It is also recommended the Commission approve

any Project Specific Resolutions for projects that will require administration by the Alameda CTC.

Next Steps

MTC is scheduled to consider a final program for the 9 county Bay Area region in November. The MTC region's STIP proposal is due to the CTC in December 2011. The CTC is scheduled to approve the final 2012 STIP in April 2012. The 2012 STIP Development Schedule is detailed in Attachment J.

Attachments

Attachment A:	Resolution 11-011 – Approval of the Alameda CTC 2012 STIP Program
Attachment B:	2012 STIP Fund Estimate
Attachment C:	Remaining Projects in 2010 STIP
Attachment D:	ACCMA Resolution 08-006(Revised)
Attachment E:	ACCMA Resolutions 08-018
Attachment F:	Summary of Previously Approved STIP Commitments
Attachment G:	Summary of 2012 STIP Requests for Funding
Attachment H:	Recommended 2012 STIP Programming
Attachment I:	2012 STIP Programming Principles
Attachment J:	Alameda CTC 2012 STIP Development Schedule

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ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 11-011

Commission Chair
Mark Green, Mayor - Union City

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

AC Transk
Greg Harper, Director

Alameda County
Supervisors
Nadia Lockyer - District 2
Wilma Chan - District 3
Nate Miley - District 4
Keith Carson - District 5

BART
Thomas Blalock, Director

City of Alameda
Rob Bonta, Vice Mayor

City of Albany
Farid Javandel, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Olden Henson, Councilmember

City of Livermore
Marshall Kamene, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
John Chiang, Vice Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

Implementing Agency: Alameda County Transportation Commission

Project Titles: Approval of the Alameda County 2012 State Transportation Improvement (STIP) Program

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Transportation Commission (Alameda CTC) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the Alameda CTC has requested eligible transportation project sponsors to submit applications nominating projects to be programmed for both Regional Improvement Program (RIP) and non-RIP (Transportation Enhancement (TE)) funds in the STIP; and

WHEREAS, the Alameda CTC placed a programming priority on components of projects that are currently programmed in the STIP and projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 ; and

WHEREAS, the funding identified in the STIP Fund Estimate for Alameda County includes approximately \$1.5 million of STIP capacity for Planning, Programming and Monitoring (PPM) and \$4.2 million of STIP-TE capacity and \$29.7 million of RIP for a total of \$35.4 million; and

WHEREAS, the ACCMA received project requests totaling approximately \$277 million.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC approves the 2012 STIP program detailed in Exhibit A.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Alameda CTC Board meeting held on Thursday, October 27, 2011 in Oakland, California, by the following vote:

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

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Board Secretary



2012 STIP Fund Estimate
County and Interregional Shares
Table 2. Summary of Targets and Shares
 (\$ in thousands)

County	2012 STIP Programming			
	Base	Total Target	Maximum	TE Target
	Share Through 2015-16	Target through 2016-17	Estimated Share through 2019-20	Target through 2016-17
Alameda	15,024	35,372	94,150	4,358
Alpine - Amador - Calaveras	6,605	10,212	20,630	771
Butte	11,448	15,479	27,123	863
Colusa	1,721	2,802	5,923	232
Contra Costa	63,047	76,928	117,028	2,973
Del Norte	0	0	0	216
El Dorado LTC	0	0	6,197	601
Fresno	36,987	52,353	96,741	3,290
Glenn	3,465	4,597	7,867	241
Humboldt	8,542	12,608	24,353	871
Imperial	5,010	12,228	33,078	1,546
Inyo	12,370	17,987	34,213	1,204
Kern	2,808	23,506	83,299	4,433
Kings	0	0	0	649
Lake	4,761	6,530	11,640	378
Lassen	9,167	11,752	19,220	555
Los Angeles	51,242	173,970	528,501	26,281
Madera	11,485	14,295	22,410	600
Marin	0	0	0	813
Mariposa	1,728	2,786	5,840	225
Mendocino	1,283	5,082	16,058	815
Merced	8,168	13,172	27,627	1,073
Modoc	0	1,367	5,350	294
Mono	15,915	20,095	32,170	895
Monterey	39,630	46,857	67,734	1,548
Napa	2,205	4,702	11,914	534
Nevada	6,646	8,792	14,990	459
Orange	27,687	65,658	175,349	8,132
Placer TPA	0	0	0	1,101
Plumas	3,198	4,740	9,193	330
Riverside	57,558	90,928	187,325	7,145
Sacramento	15,418	34,645	90,187	4,116
San Benito	0	0	0	285
San Bernardino	62,080	100,416	211,159	8,208
San Diego	10,873	53,999	178,579	9,233
San Francisco	2,831	13,114	42,822	2,202
San Joaquin	16,137	26,544	56,608	2,230
San Luis Obispo	4,166	11,895	34,220	1,654
San Mateo	12,060	22,677	53,345	2,274
Santa Barbara	1,475	10,119	35,092	1,851
Santa Clara	0	0	61,927	5,164
Santa Cruz	4,775	8,939	20,969	890
Shasta	7,670	12,106	24,920	950
Sierra	0	632	2,746	157
Siskiyou	3,814	6,850	15,622	651
Solano	3,815	10,092	28,225	1,345
Sonoma	0	0	13,118	1,675
Stanislaus	17,609	25,327	47,622	1,652
Sutter	435	2,210	7,336	381
Tahoe RPA	3,307	4,249	6,969	201
Tehama	6,144	8,413	14,968	486
Trinity	184	1,779	6,388	341
Tulare	4,874	14,405	41,937	2,040
Tuolumne	5,713	7,493	12,635	381
Ventura	12,815	25,682	62,849	2,756
Yolo	6,064	9,755	20,419	791
Yuba	10,331	11,688	15,607	291
Statewide Regional	620,290	1,157,827	2,792,192	125,631
Interregional	129,682	325,245	890,180	41,876
TOTAL	749,972	1,483,072	3,682,372	167,507
		New Capacity		
Statewide Flexible Capacity		1,913,572		
Statewide PTA Capacity		(597,207)		
Statewide TE Capacity		166,707		
Total STIP Capacity		1,483,072		

2012 STIP Fund Estimate
County and Interregional Shares
Table 7. Transportation Enhancement (TE) Targets
(\$ thousands)

2012 STIP TE Targets			
County	2015-16	2016-17	Total TE Target
Alameda	2,196	2,162	4,358
Alpine/Amador/Calaveras	388	383	771
Butte	435	428	863
Colusa	117	115	232
Contra Costa	1,498	1,475	2,973
Del Norte	109	107	216
El Dorado LTC	303	298	601
Fresno	1,658	1,632	3,290
Glenn	121	120	241
Humboldt	439	432	871
Imperial	779	767	1,546
Inyo	607	597	1,204
Kern	2,234	2,199	4,433
Kings	327	322	649
Lake	190	188	378
Lassen	280	275	555
Los Angeles	13,243	13,038	26,281
Madera	302	298	600
Marin	410	403	813
Mariposa	113	112	225
Mendocino	411	404	815
Merced	541	532	1,073
Modoc	148	146	294
Mono	451	444	895
Monterey	780	768	1,548
Napa	269	265	534
Nevada	231	228	459
Orange	4,098	4,034	8,132
Placer TPA	555	546	1,101
Plumas	166	164	330
Riverside	3,600	3,545	7,145
Sacramento	2,074	2,042	4,116
San Benito	144	141	285
San Bernardino	4,136	4,072	8,208
San Diego	4,652	4,581	9,233
San Francisco	1,110	1,092	2,202
San Joaquin	1,124	1,106	2,230
San Luis Obispo	833	821	1,654
San Mateo	1,146	1,128	2,274
Santa Barbara	933	918	1,851
Santa Clara	2,602	2,562	5,164
Santa Cruz	448	442	890
Shasta	479	471	950
Sierra	79	78	157
Siskiyou	328	323	651
Solano	678	667	1,345
Sonoma	844	831	1,675
Stanislaus	832	820	1,652
Sutter	192	189	381
Tahoe RPA	101	100	201
Tehama	245	241	486
Trinity	172	169	341
Tulare	1,028	1,012	2,040
Tuolumne	192	189	381
Ventura	1,389	1,367	2,756
Yolo	399	392	791
Yuba	147	144	291
Statewide Regional	63,306	62,325	125,631
Interregional	21,101	20,775	41,876

2011 SUMMARY OF STIP COUNTY SHARES

Does Not Include ITIP Interregional Share Funding (See Separate Listing)
(\$1,000's)

Total County Share, June 30, 2010 (from 2010 Report)	81,652
Less 2009-10 Allocations and closed projects	(4,090)
Less Projects Lapsed, July 1, 2010-June 30, 2011	(500)
Total County Share, June 30, 2011 (includes TE)	77,062

Alameda

Agency	Rte	PPNO	Project	Ext	Del.	Voted	Total	Prior	Project Totals by Fiscal Year				R/W	Project Totals by Component		
									10-11	11-12	12-13	13-14	14-15	Const	E & P	PS&E
Highway Projects:																
Caltrans	238	96G	Replace landscape, Rt 580-Rt 880 (split from 96A)			Jul-10	2,963	559	2,404	0	0	0	0	2,104	220	339
ACCMA	loc	44C	I-880 reconstruction, 29th-23rd, Oakland (TCIF)	SB 184	May-10	Jul-10	2,000	2,000	0	0	0	0	0	0	0	2,000
ACCMA		2179	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	1,948	0	1,948	0	0	0	0	1,948	0	0
ITC		2100	Planning, programming, and monitoring	SB 184	Jul-10	Jul-10	113	0	113	0	0	0	0	113	0	0
ITC		2100	Planning, programming, and monitoring	SB 184	Jun-11	Jun-11	114	0	114	0	0	0	0	114	0	0
Caltrans	880	16S	Landscaping, SCI Co Line-Alvarado/Niles				560	0	560	0	0	0	0	0	0	560
ACTA	loc	81D	Rt 84, 4-in expwy, Rt 880-Rt 238 Mission Bl				9,300	0	0	0	0	0	9,300	0	0	0
GGBHTD	loc	2014U	Golden Gate Bridge Median Barrier (Alameda)				12,000	0	12,000	0	0	0	0	12,000	0	0
ITC		2100	Planning, programming, and monitoring				354	0	0	114	118	122	0	354	0	0
ACCMA		2179	Planning, programming, and monitoring				3,940	0	1,947	1,993	0	0	0	3,940	0	0
			Subtotal Highway Projects				33,292	2,559	5,025	14,061	2,107	118	9,422	29,873	220	2,899
Rail and Transit Projects:																
BART	loc	2103	Oakland airport connector (10S-03)			Sep-10	20,000	0	20,000	0	0	0	0	20,000	0	0
LAVTA	bus	2009K	Livermore, Bus operating facility, phase 2 (buildings)	Mar-11		Jun-11	4,000	0	4,000	0	0	0	0	4,000	0	0
Union City	bus	2110A	Union City Intermodal Station			Jun-11	715	0	715	0	0	0	0	715	0	0
			Subtotal Rail & Transit Projects				24,715	0	20,000	4,715	0	0	0	24,715	0	0
Transportation Enhancement (TE) Projects:																
Alameda Co	te	2100F	Grove Wy sidewalk improvements, Meekland-Haviland			May-11	1,150	0	1,150	0	0	0	0	1,150	0	0
BART	te	2008B	MacArthur BART renovate & enhance entry plaza			Jun-11	954	0	954	0	0	0	0	954	0	0
Oakland	te	2103A	Coliseum BART pedestrian improvements			Jun-11	885	0	885	0	0	0	0	885	0	0
Union City	te	2110A	Union City Intermodal Stn, Ped Enhanc Ph 2 & 2A			Jun-11	3,000	0	3,000	0	0	0	0	3,000	0	0
ACCMA	te	139F	Rt 580, Landscap, San Leandro, Estudio Av-141st (ext 5-11)	Nov-11			93	0	93	0	0	0	0	93	0	0
Berkeley	te	2100G	Berkeley Bay Trail Project, Seg 1 (ext 6-11)	Dec-11			1,928	0	1,928	0	0	0	0	1,928	0	0
Dublin	te	2100H	Alamo Canal Regional Trail, Rt 580 undercrossing (ext 5-11)	Dec-11			1,021	0	1,021	0	0	0	0	1,021	0	0
ITC	res	2100C	TE reserve (MTC share) (10S-038)				4,610	0	0	1,960	1,325	1,325	0	4,610	0	0
			Subtotal TE Projects				13,641	0	9,031	0	1,960	1,325	1,325	13,641	0	0
			Total Programmed or Voted since July 1, 2010				71,648									
Balance of STIP County Share, Alameda																
			Total County Share, June 30, 2011				77,062									
			Total Now Programmed or Voted Since July 1, 2010				71,648									
			Unprogrammed Share Balance				5,414									
			Share Balance Advanced or Overdrawn				0									

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ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-006 REVISED**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COMMITMENT TO ROUTE 24 CORRIDOR ENHANCEMENTS**

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty
Chair

City of Alameda
Mayor
Beverly Johnson

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
Councilmember
Kris Worthington

City of Dublin
Mayor
Janet Lockhart

City of Emeryville
Vice-Mayor
Ruth Atkin

City of Fremont
Vice-Mayor
Robert Wieckowski

City of Hayward
Mayor
Michael Sweeney

City of Livermore
Mayor
Marshall Kamena

City of Newark
Councilmember
Luis Freitas

City of Oakland
Councilmember
Larry Reid

City of Piedmont
Councilmember
John Chiang

City of Pleasanton
Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Vice Chair

Executive Director
Dennis R. Fay

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527(a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the ACCMA has included \$8 million in its 25-year Countywide Transportation Plan for enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA included the first \$2 million for the Route 24 Corridor in its submittal for the 2008 STIP that was approved by the CTC on June 26, 2008; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) has agreed to exchange the \$2 million in 2008 STIP funding with its local sales tax funding in order to expedite delivery of the enhancements; and

WHEREAS, the CCTA has agreed to exchange another \$2 million to be included in 2010 Alameda County STIP submittal with its local sales tax funding in order to further expedite delivery of the enhancements; and

WHEREAS, the Route 24 Corridor enhancements have been proposed by the ACCMA for the MTC's update of its regional transportation plan, expected to be completed in 2009; and

WHEREAS, the City of Oakland has identified a tentative package of enhancements to be funded with the above-referenced \$8 million in ACCMA's 25-year Countywide Transportation Plan; and

WHEREAS, the City of Oakland and Caltrans are finalizing a settlement agreement regarding the environmental document for the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA Board, at the regular ACCMA Board meeting on April 24, 2008, adopted Resolution 08-006 setting forth a commitment on the part of the ACCMA Board to program up to \$6 million in the 2010 and 2012 STIPs to effectuate certain provisions of the above-referenced settlement agreement, subject to certain conditions; and

WHEREAS, to account for the CCTA commitments described above, the ACCMA Board has considered and has determined to adopt this Resolution 08-006 Revised, which amends and restates in its entirety the previously adopted Resolution 08-006.

NOW, THEREFORE BE IT RESOLVED, that the ACCMA Board intends to program \$2 million in the 2010 STIP to a project(s) to be identified by the CCTA; and

BE IT FURTHER RESOLVED, the CCTA agreed, at its June 18, 2008 meeting, to exchange this \$2 million commitment of ACCMA 2010 STIP funding with an advance of its local transportation sales tax funds in order to further expedite delivery of the enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

BE IT FURTHER RESOLVED, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced settlement agreement, subject to the necessary applications and documents being prepared by the City of Oakland and/or Caltrans as required by law and the policies of the MTC and CTC, and subject to the enhancements being included in MTC's update of its regional transportation plan; and

BE IT FURTHER RESOLVED, that the ACCMA Board authorizes the Executive Director to enter into fund transfer agreements and other agreements with the City of Oakland, CCTA and Caltrans as may be required to develop and implement the Route 24 Corridor enhancements.

DULY PASSED AND ADOPTED by the ACCMA at the regular ACCMA Board meeting held on Thursday, July 31, 2008 in Oakland, California, by the following vote:

AYES: 33

NOES: 0

ABSTAIN: 0

ABSENT: 0

SIGNED:



Scott Haggerty, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.govALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-018**AC Transit**
Director
Greg Harper**Alameda County**
Supervisors
Nate Miley
Scott Haggerty**City of Alameda**
Mayor
Beverly Johnson
Vice Chair**City of Albany**
Councilmember
Farid Javandel**BART**
Director
Thomas Blalock**City of Berkeley**
Councilmember
Kris Worthington**City of Dublin**
Mayor
Janet Lockhart**City of Emeryville**
Vice-Mayor
Ruth Atkin**City of Fremont**
Councilmember
Robert Wiekowski**City of Hayward**
Councilmember
Olden Henson**City of Livermore**
Mayor
Marshall Kamena**City of Newark**
Councilmember
Luis Freitas**City of Oakland**
Councilmember
Larry Reid**City of Piedmont**
Councilmember
John Chiang**City of Pleasanton**
Mayor
Jennifer Hosterman**City of San Leandro**
Councilmember
Joyce R. Starosciak**City of Union City**
Mayor
Mark Green
Chair**Executive Director**
Dennis R. Fay**State Transportation Improvement Program (STIP) Commitments**

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program (RTIP), and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the MTC adopted Revised Resolution 3434 on September 23, 2008, that requests that the ACCMA commit funding to certain transit projects that are included in the 25-year Countywide Transportation Plan (CWTP); and

WHEREAS, the ACCMA has included the following three projects in the Draft 2008 CWTP: 1) \$160 million for BART Warm Springs Extension (WSX) Project; 2) \$85 million for the AC Transit Bus Rapid Transit (BRT) Project; 3) \$14.8 million for the Dumbarton Rail Project (three projects collectively referred to as the RESOLUTION 3434 Projects); and

WHEREAS, MTC Revised Resolution 3434 specifies that the transfer of \$91 million of RM2 funds, previously identified for the Dumbarton Rail Project, to the WSX Project is conditioned on the ACCMA adopting a board resolution committing the like amount of RTIP funding to the Dumbarton Rail Project detailed above; and

WHEREAS, to accomplish the MTC request, the Final 2008 CWTP will need to be amended to reflect a reduction to the BART WSX Project from \$160 million to \$69 million of funding, with the balance of the funding assigned to the Dumbarton Rail Corridor Project and increasing the funding from \$14.8 million to \$105.8 million; and

WHEREAS, MTC has committed \$35 million in CMAQ funds to the BRT Project contingent upon the ACCMA adopting a funding commitment plan (and exploring a strategy to advance the funding) for \$40 M of RTIP funds; and

WHEREAS, the Backfill of Lifeline Program Funds Project (\$2 million), Mission/880 Project (Landscaping Component) (\$3.5 million), Broadway/Jackson Interchange Project (\$3 million), and the 880 Corridor Project (\$1.9 million), which are collectively referred to as PREVIOUS STIP COMMITMENT Projects, were proposed in the 2008 STIP but not included in the final 2008 STIP approved by the CTC; and

WHEREAS, Proposition 1B was approved by the voters of California in November of 2006 and included approximately \$20 billion for infrastructure improvements, including multiple transportation programs; and

WHEREAS, projects in Alameda County that have been programmed with Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF) Account, Traffic Light Synchronization Program (TLSP), and Infrastructure Bond Funding Programmed by the CTC through the STIP, are all components of the Proposition 1B Program, with this set of projects collectively referred to as the INFRASTRUCTURE BOND Projects; and

WHEREAS, the ACCMA was awarded/programmed approximately \$500 million of Infrastructure Bond funding for multiple projects on I-80, San Pablo Avenue, I-880, I-580, and I-680; and

WHEREAS, the CTC has indicated that project sponsors are responsible to fund any cost increases on the Infrastructure Bond Program projects.

NOW, THEREFORE BE IT RESOLVED, the ACCMA amends the CWTP to move \$91 million of funding commitment from the WSX Project to the Dumbarton Corridor Project; and

BE IT FURTHER RESOLVED, the ACCMA will prioritize programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects in future STIPs; and

BE IT FURTHER RESOLVED, the ACCMA will first commit up to fifty percent (50%) of new programming capacity in a STIP cycle to the RESOLUTION 3434 Projects collectively; and

BE IT FURTHER RESOLVED, the ACCMA will commit at least twenty five percent (25%) of new programming capacity in a STIP cycle to the WSX project if programming and financing criteria have been met; and

BE IT FURTHER RESOLVED, the Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity are further discussed in Attachment A; and

BE IT FURTHER RESOLVED, the ACCMA will work with project sponsors, funding agency partners, and elected officials and consider financing options such as bonding, advance construction authority, and exchanges to identify methods to advance funding; and

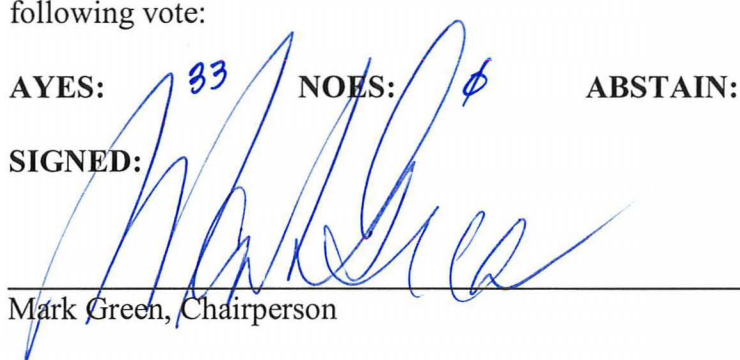
BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

BE IT FURTHER RESOLVED, the ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met, as detailed in Attachment B, to determine if a programming action is appropriate.

DULY PASSED AND ADOPTED by the Alameda County Congestion Management Agency at the regular meeting of the Board on Thursday, December 11, 2008 in Oakland, California, by the following vote:

AYES: 33 **NOES:** 0 **ABSTAIN:** 1 **ABSENT:** 1

SIGNED:



Mark Green, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary

ATTACHMENT A

Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity

The RESOLUTION 3434 Projects are likely to include requests larger than the funding available in an individual STIP cycle, and are expected to require non-standard programming arrangements. MTC Revised Resolution 3434 states that the financing costs of the RESOLUTION 3434 Projects are the responsibility of the project sponsor. The ACCMA Board may consider alternative financing proposals, including:

- Considering financing costs within the funding proposed
- Considering financing costs in addition to the funding proposed
- Accepting only a portion of the overall financing

The financing for the three RESOLUTION 3434 Projects will be considered on a case by case basis at the time of programming. The RESOLUTION 3434 Projects, with respect to financing, will be treated equally.

A request for funding for the PREVIOUS STIP COMMITMENT Projects could be accommodated within a single STIP cycle and financing issues are not expected to be an issue.

The INFRASTRUCTURE BOND Projects funding needs may occur between the traditional STIP Cycle call for projects and may need to be addressed between STIP programming cycles.

ATTACHMENT B

Programming Requirements

The ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met to determine if a programming action is appropriate.

All projects will be required to:

- Have a detailed project schedule that demonstrates that all timely use of funds provisions can be met,
- Have a full funding plan to complete the project, and
- Have a detailed cost estimate (including supporting assumptions).

RESOLUTION 3434 Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds, and
- Have a clearly defined locally preferred alternative that has received formal approval from the governing bodies of the responsible local jurisdiction(s) where the improvements will be constructed.

PREVIOUS STIP COMMITMENT Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds.

INFRASTRUCTURE BOND Projects will also be required to:

- Provide documentation on the project funding and reason for the cost increase for review and discussion prior to consideration.

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Summary of Previously Approved STIP Commitments

Index	Project	Commitment Amount (\$ x 1,000)	Status of Previous Commitment
1a	Route 24 Corridor	2,000	Completed/Fulfilled -MTC ARRA Exchange
1b	Route 24 Corridor	2,000	Recommended in 2012 STIP -Fulfills Previous Commitment
1c	Route 24 Corridor	4,000	Pending Future Programming Capacity
2	Lifeline Backfill	2,000	Recommended in 2012 STIP -w/ East Bay BRT Project -Fulfills Prior Commitment
3	I-880/Mission Blvd (Rte 262) Landscaping	3,500	Recommended in 2012 STIP -For Phase 1B/2 Construction -Fulfills Prior Commitment -Additional project funding requests will be required to compete for future discretionary funding
4	I-880/Broadway-Jackson Interchange	3,000	\$2.5 M Recommended in 2012 STIP -\$5 M of Previous Commitment Remains
5	I-880 Corridor I-Bond Projects	1,900	\$1M Recommended in 2012 STIP -\$9 M of Previous Commitment Remains
6	BART Warm Springs Extension	69,000	\$3.5 M Recommended in the 2012 STIP -For Improvements to the Access of the New Station (Automall Parkway Project) -Additional STIP Funds Not Required At This Time (Capital Contract Fully Funded) -\$65.5 M of Previous Commitment Remains for Future Programming Capacity
7	Dumbarton Rail Corridor	105,800	No Request from Sponsor -Project not ready for Programming)
8	East Bay BRT	40,000	Recommended in 2012 STIP -\$37 M of Previous Commitment Remains
A	Reso 3434 Projects	50% (max.) of new capacity	
B	BART Warm Springs Extension	25% (min) of new capacity (if the project meets the programming requirements detailed in ACCMA Resolution 08-018)	
C	Infrastructure Bond Projects	"...will prioritize programming...in future STIPs"	

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Summary of 2012 STIP (Alameda County RIP Share) Requests for Funding

Index	Sponsor	Project	STIP-RIP Amount Requested (\$ x 1,000)	Notes
1	AC Transit	AC Transit Facility Rehabilitation Projects	\$ 5,000	No PTA Funding in 2012 STIP
2	AC Transit	East Bay Bus Rapid Transit	\$ 20,000	Previous Commitment = \$40M -Recommended in 2012 STIP
3	Alameda	I-880 Broadway/Jackson	\$ 124,635	Previous Commitment = \$3M -Recommended in 2012 STIP
4	Alameda County	Crow Canyon Road Safety Improvements Project	\$ 11,600	Recommended in 2012 STIP
5	Alameda County	Niles Canyon Road (State Route 84), Foothill Road, and Pleasanton-Sunol Road Transportation Improvements Project	\$ 1,900	Recommended in 2012 STIP
6	Alameda CTC	I-580 Soundwall in Oakland, 14th - Ardley	\$ 2,000	Not Recommended
7	Alameda CTC	I-880 SB HOV Lane Widening Project Landscape and Hardscape at Marina/Davis I/C	\$ 1,000	Recommended in 2012 STIP -TE Eligible
8	Alameda CTC	East-West Connector	\$ 40,000	Recommended in 2012 STIP -Project Currently Programmed in STIP
9	Alameda CTC	SR 84 Expressway (Requested STIP year TBD)	\$ 10,000	Not Recommended
10	BART	BART/Rail Extension to Warm Springs	\$ 10,000	Not Recommended -Additional STIP Funds Not Required At This Time (Capital Contract Fully Funded)
11	BART	BART Core System Network Rehabilitation and Consolidation Program	\$ 10,500	No PTA Funding in 2012 STIP
12	BART	Downtown Berkeley BART Transit Area Improvement Project - Phase II	\$ 4,544	Not Recommended
13	Caltrans	I-880 Landscape Replacement Planting (Mission/880)	\$ 4,620	Previous Commitment = \$3.5M -Recommended in 2012 STIP -Const. Capital Phase -Additional project funding requests will be required to complete for future discretionary funding
14	Fremont	Auto Mall Parkway Widening from I-680 to Osgood Rd	\$ 4,000	Recommended in 2012 STIP
15	Fremont	BART West Side Access Structure at Warm Springs Station	\$ 11,000	Recommended in 2012 STIP -TE Eligible
16	LAVTA	Fleet and Facilities Rehabilitation	\$ 3,545	No PTA Funding in 2012 STIP
17	Oakland	42nd Avenue/High Street Access Improvement Project	\$ 9,549	Recommended in 2012 STIP -Project Currently Programmed in STIP
18	San Leandro	SR 185/Hesperian Blvd/150th Ave Channelization Improvements	\$ 1,882	Recommended in 2012 STIP
19	San Leandro	SR 185/Hesperian Blvd/150th Ave Triangle Landscaping & Pedestrian Improvements	\$ 968	Not Recommended
Total			\$ 276,743	

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Recommended 2012 STIP (Alameda County RIP Share) Programming

Index	Sponsor(s)	Implementing Agency	Project	STIP-RIP Amount Recommended (\$ x 1,000)	Notes
1	AC Transit	AC Transit	East Bay Bus Rapid Transit	5,000	Previous STIP Commitment -Includes \$2 M from Lifeline Backfill Prior Commitment -Includes \$3 M from BRT Prior Commitment
2	Alameda/Alameda CTC/Caltrans	Alameda	I-880/Broadway-Jackson	2,500	Previous STIP Commitment -\$5 M of Previous Commitment Remains
3	Alameda County	Alameda County	Crow Canyon Road Safety Improvements Project	1,000	
4	Alameda County/Caltrans	Alameda County	Niles Canyon Road (State Route 84), Foothill Road, and Pleasanton-Sunol Road Transportation Improvements Project	1,500	
5	Alameda CTC/Caltrans/San Leandro	Alameda CTC	I-880 SB HOV Lane Widening Project Landscape and Hardscape at Marina/Davis I/C	1,000	RIP-TE
6	Alameda CTC/Fremont Union City/Caltrans	Alameda CTC	East-West Connector	5,000	
7	Alameda CTC/Oakland San Leandro/Caltrans	Alameda CTC	I-880 Corridor (I-Bond)	1,000	Previous STIP Commitment
8	Alameda CTC	Alameda CTC	STIP RIP-TE Reserve	500	Carryover from 2010 STIP -RIP-TE
9	VTA	VTA	I-880/Mission Blvd (Rte 262) Phase 1B/2 Interchange Completion	3,500	Previous STIP Commitment -Construction proposed (in place of Landscape) -Fulfills Prior Commitment -Additional project funding requests will be required to compete for future discretionary funding
10	Contra Costa TA	Caltrans	Route 24 Corridor - Landscaping	2,000	Previous STIP Commitment
11	Fremont/BART/Alameda CTC	Fremont	Improve Access to New Warm Springs Station - Automall Parkway Project	3,500	Supports Warm Springs Extension Project -Includes \$3.5 M from WSX Commitment -\$69.5 M of Previous Commitment Remains
12	Oakland	Oakland	42nd Avenue/High Street Access Improvement Project	2,000	
13	San Leandro	San Leandro	SR 185/Hesperian Blvd/150th Ave Channelization Improvements	1,000	
Total Recommended Programming				\$ 29,500	

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Principles for the Development 2012 STIP Project List

- All sponsors will be required to provide updated cost, scope and schedule information for currently programmed projects.
- The ACCMA Board made commitments to certain projects in 2008 that are detailed in ACCMA Resolutions 08-006 Revised (STIP Commitment to Route 24 Corridor Enhancement) and 08-018 (STIP Commitments). Strategy to deliver the aforementioned projects will be discussed and confirmed, based on updated information, as part of the 2012 STIP process.
- It is anticipated that any new funding programmed in the 2012 STIP will be made available in FY's 2015/16 and 2016/17.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and be able to meet all STIP requirements.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- The following criteria are proposed for prioritization required for the development of the 2012 STIP project list:
 - ◆ In past STIP cycles, highest priority was given to projects that are: 1) currently programmed in the STIP; and 2) projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 that meet applicable project readiness standards. Prioritization will consider the results of the collection of updated information and/or the strategy to deliver the previously identified projects.
 - ◆ For the remaining projects, strike a balance between funding for construction and project development, considering the following aspects of project delivery:
 - How far along is project development? – Highest priority to projects that are closest to capital expenditure, i.e. construction or right of way. Consider status of environmental clearance.
 - Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of the availability of the project funding?
 - Can the project be phased?
 - Are there special considerations or timing constraints such as the need to preserve right of way or matching other funds?
 - Priority consistent with CMA Board identified priority projects
 - Equity (geographic, sponsor, modal)
 - Climate change impact

Approved by the Alameda CTC Board on June 23, 2011

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2012 STIP Development Schedule

Alameda CTC Activity	Date	MTC/CTC Activity
<ul style="list-style-type: none"> • Approve 2012 STIP Schedule • Review Draft Principles. 	May 2011	<ul style="list-style-type: none"> • CTC Approve Final Fund Estimate Assumptions
<ul style="list-style-type: none"> • Release Call for Projects (June 15th)¹ • Alameda CTC Approve 2012 STIP Principles 	June 2011	<ul style="list-style-type: none"> • CTC Releases Draft Fund Estimate (June 22nd) • CTC Releases Draft STIP Guidelines
<ul style="list-style-type: none"> • Applications due to Alameda CTC (July 13th)¹ 	July 2011	<ul style="list-style-type: none"> • MTC Reviews Draft RTIP Policies
	August 2011	<ul style="list-style-type: none"> • CTC Approves Fund Estimate • CTC Adopts STIP Guidelines
<ul style="list-style-type: none"> • Draft RTIP Proposal to Alameda CTC Committees and Board 	September 2011	<ul style="list-style-type: none"> • MTC Approves Final RTIP Policies
<ul style="list-style-type: none"> • Final RTIP Proposal to Alameda CTC Committees and Board 	October 2011	
	November 2011	<ul style="list-style-type: none"> • MTC Approves RTIP
	December 2011	<ul style="list-style-type: none"> • RTIP due to CTC
	April 2012	<ul style="list-style-type: none"> • CTC Adopts 2012 STIP

Note 1. Sponsors of existing STIP programming in future years of the STIP as well as Caltrans sponsored projects with open Expenditure Authorization authority (or with a close out pending) will also be required to submit a project application for funding consideration.

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Memorandum

DATE: September 28, 2011

TO: Programs and Projects Committee

FROM: Matt Todd, Manager of Programming

SUBJECT: **Approval of STIP Award Deadline Time Extension Request for the County of Alameda's Grove Way Improvements Project**

Recommendation

It is recommended the Commission approve the request for a State Transportation Improvement Program (STIP) Time Extension to the November 11, 2011 STIP award deadline for the County of Alameda Grove Way Improvements Project. ACTAC is scheduled to consider this item on October 4th.

Discussion

The County requests a six (6) month time extension to the STIP award deadline from November 11, 2011 to May 11, 2012 for the \$1,150,000 of STIP-TE allocated on May 11, 2011 for the Construction phase of the project.

The STIP timely use of funds provisions enacted by SB 45 are intended to encourage local and regional agencies to accurately program, monitor and deliver STIP projects in a timely manner. Per the STIP Guidelines, the CTC may grant a one-time extension to each of the allocation, expenditure, award, and completion deadlines only if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. The extension will not exceed the period of delay directly attributed to the extraordinary circumstance and will in no event be for more than 20 months.

The reason an extension to the award deadline is requested is to provide time to address unexpected complexities related to the relocation of utility poles. At the time of the CTC allocation in May 2011, it was expected that the utility relocation, for which design was underway, would be completed in time for the STIP-funded contract to be awarded without utility conflict within the 6-month timeframe stipulated in the STIP Guidelines.

Since the time of allocation, the utility owner responsible for the relocation, i.e. PG&E, informed the County that a number of trees will need to be removed to accommodate the proposed relocation of the utility poles. The necessary adjustment to the project schedule has resulted in a delay to the award of the project that is estimated to be four months, but given the risks associated with any additional details related to the utility relocation, a 6-month extension to the award deadline from November 11, 2011 to May 11, 2012 is being requested.

The contract award task presents challenges to the monitoring of the STIP projects due to the short time frame to complete (6 months), the long lead time for CTC agendas, and that the CTC does not meet every month. In order to have the California Transportation Commission (CTC) consider this extension request prior to November 11, 2011, the County requested the extension be considered at the October 26, 2011 CTC meeting. Caltrans has scheduled the item for the December CTC meeting (there is no CTC meeting in November). The County is continuing to work to accelerate the advertisement of the project.

Attachments

Attachment A - STIP Time Extension Request



**COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY**

399 Elmhurst Street • Hayward, CA 94544-1307
(510) 670-5480

**REQUEST FOR TIME EXTENSION
LOCAL STIP PROJECTS**

To: Mr. Val Chauhan
District Local Assistance Engineer
Caltrans, Office of Local
P.O. Box 23660
Oakland, CA 94623-0660

Date : September 8, 2011

Project ID: 0400021022
Grove Way Sidewalk Improvement
Cherryland, Alameda County
Assembly District: 18
Senate District: 10

Dear Mr. Chauhan:

We request that the California Transportation Commission (CTC) approve a request for a 6 month extension to award this project.

A. Project description:

This project is located along Grove Way between Meekland Avenue and Haviland Avenue in the vicinity of Western Boulevard in the Cherryland area of Unincorporated Alameda County. This project will install curb, gutter, sidewalk, landscaping, and drainage improvements.

B. Project element for which extension requested: (check appropriate box)

☐ Allocation* ☐ Expenditure ☒ Award ☐ Completion
(contract acceptance)

C. Phase (component) of project: (check appropriate box or boxes)

☐ Environmental
Studies &
Permits ☐ Plans, Specs. &
Estimate ☐ Right of
Way ☒ Construction

D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
May 12, 2011	\$1,150,000	November 12, 2011	6 months	May 11, 2012

E. Reason for project delay

The project delay is due primary to unexpected complexities related to the relocation of utility poles.

At the time of allocation in May 2011, it was expected that the utility relocation, for which design was underway, would be completed in time for the STIP-funded contract to be awarded without utility conflict within the 6-month timeframe stipulated in the STIP Guidelines.

The original schedule assumed the utility relocation would be substantially completed by September 2011, and that advertisement would occur during the August/September 2011 timeframe. Since the time of allocation, the utility owner responsible for the relocation, i.e. PG&E, has informed us that a number of trees will need to be removed to accommodate the proposed relocation of the utility poles. The proposal to remove the trees, in turn, has created the need to revisit the visual impacts of the overall project, including the utility relocation, and the need to disclose information to adjacent property owners.

The necessary adjustment to the schedule to accommodate the need to revisit the project impacts due to the unforeseen circumstances related to the utility relocation and tree removal requires the advertisement to be moved back to the January/February 2012 timeframe. The resultant delay to the award of the project is estimated to be four months, but given the risks associated with any additional details related to the utility relocation, we are requesting a 6-month extension to the award deadline from November 11, 2011 to May 11, 2012.

Milestone	Original (Planned) Date	Revised Date	Cumulative Delay
Allocation	May 2011	May 2011	0 months
PG&E Pole Relocation Design	May 2011	August 2011	3 months
Community Meeting	N/A	October – December 2011	4 months
PG&E Pole Relocation Const.	August 2011	December 2011	4 months
Advertisement	September 2011	January 2012	4 months
Award	November 2011	March 2012 (allow two contingency months for potential protests)	6 months

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA – Exempt Project Determination, September 4, 2008

NEPA – Categorical Exemption/Exclusion, June 17, 2009

2) Right of Way Certification:

Right of Way Certification 1 – August 17, 2011

3) Construction:

Project will be awarded by May 11, 2012.

G. Timely Use of Funds

We request that the CTC approve this request at the October 26/27, 2011 meeting.

H. Local Agency Certification:

This Request for Time Extension has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program (STIP)*. I certify that the information provided in the document is accurate and correct. I understand that if the required information has not been provided this form will be returned and the request may be delayed. Please advise us as soon as the time extension has been approved. You may direct any questions to Ruben Izon at (510) 670-5827.

Signature [Signature] Title: Supervising Civil Engineer Date: 9/9/11

Agency/Commission: _____

I. Regional Transportation Planning Agency/County Transportation Commission Concurrence:

Concurred

Signature [Signature] Title: Assoc Planner Date: 9/9/2011

Agency/CTC NTC

J. Caltrans District Local Assistance Engineer Acceptance:

I have reviewed the information submitted on the Request for Time Extension and agree it is complete and has been prepared in accordance with the *Procedures for Administering Local Grant Projects in the State Transportation Improvement Program*.

Signature _____ Title: _____ Date: _____

Distribution: (1) Original -DLAE (2) Copy- Division of Local Assistance, STIP Coordinator
(3) Copy - RTPA/County Transportation Commission

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Memorandum

DATE: September 28, 2011

TO: Programs and Projects Committee

FROM: Jacki Taylor, Program Analyst

SUBJECT: **Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for Alameda CTC's Webster Street Corridor Enhancements Project, TFCA Projects 08ALA01 and 09ALA01**

Recommendations:

It is recommended the Commission approve a one-year extension to the TFCA expenditure deadline to December 22, 2012 for the Alameda CTC Webster St. Corridor Enhancements project, TFCA project numbers 08ALA01 and 09ALA01. ACTAC is scheduled to consider this item on October 4th.

Summary:

It is requested that the expenditure deadline for TFCA projects 08ALA01 and 09ALA01 be extended one year. The Air District allows TFCA county program managers to approve up to two one-year extensions per project number. This will be the first one-year extension for TFCA project 09ALA01 and the second for 08ALA01. A third extension request would require written approval from the Air District.

Background:

The CMA programmed \$420,000 and \$400,000 of TFCA funding to the Webster St. Corridor Enhancements project through the 2008/09 and 2009/10 TFCA Programs, respectively. The project will implement transit signal prioritization (TSP) along the Webster Corridor and includes the installation of items such as preemption system equipment, cabinet and controller upgrades, pedestrian push buttons, vehicle detection, communications system and the integration into the SMART Corridors program.

In the attached extension request letter, the coordination of federal funding into the project and obtaining the required NEPA environmental clearance is cited as the reason for the schedule delay. Currently, construction is scheduled to start January 2012 and be completed September 2012.

An approval of this request would extend the expenditure deadline for 08ALA01 from December 22, 2011 to December 22, 2012 and for 09ALA01 from January 13, 2012 to December 22, 2012. TFCA program managers are allowed to approve up to two one-year extensions per project. This is the

second extension request for project 08ALA01, and the first extension request for 09ALA01. A third extension request would require written approval from the Air District.

Fiscal Impacts:

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – Alameda CTC Extension Request Letter for TFCA Projects 08ALA01 and 09ALA01



September 20, 2011

Mr. Matthew Todd
Manager of Programming
Alameda County Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612

**RE: Request for a 12-month extension to the Expenditure Deadline for TFCA
Project Numbers 08ALA01 and 09ALA01- Webster Street Corridor
Enhancement Project**

Dear Mr. Todd;

It is requested that a 12-month extension to the expenditure deadline be granted for TFCA project number 08ALA01 and 09ALA01, Webster Street Corridor Enhancement Project to December 22, 2012.

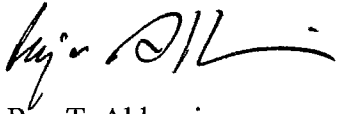
Project Information and Status:

The scope of the combined projects is to implement an Intelligent Transportation System (ITS) or SMART Corridor to improve safety and operations of transit and vehicular modes; enhance mobility and safety in this vital corridor which connects the City of Alameda to I-880 and the City of Oakland. The project includes implementation of an Emergency Vehicle Preemption (EVP) system to improve emergency response time for police and fire departments, implementation of a Transit Signal Priority (TSP) system to promote transit use and implementation of an Advanced Traveler Information System (ATIS) to inform public of the street, freeway and tunnel conditions in real-time. Part of the funding plan for this project was Federal Earmark. E-76 was approved on September 12, 2011. This approval cleared the way to advertise the contract for construction. The anticipated schedule for the start of construction is January 2012 with the completion and closeout in September 2012.

Reason for Project Delay:

The introduction of federal funds to this project added another layer to approve the project at the federal level. Obtaining the National Environmental Protection Act (NEPA) approval of the environmental document required additional studies to meet the NEPA requirements. The NEPA approval is deemed necessary to obtain the federal funding. The process added almost a year to the project schedule.

Should you require further details or have any questions, please contact me at 510-208-7424.

A handwritten signature in black ink, appearing to read 'Ray T. Akkawi', with a stylized flourish at the end.

Ray T. Akkawi
Manager of Project Delivery

Cc: Jacki Taylor, Alameda CTC



Memorandum

DATE: September 28, 2011

TO: Programs and Projects Committee

FROM: Jacki Taylor, Program Analyst

SUBJECT: **Approval of TFCA Program Expenditure Deadline Extension Request for AC Transit's Easy Pass Project, TFCA Project 09ALA07**

Recommendations

It is recommended the Commission approve AC Transit's request for a one-year extension to the TFCA expenditure deadline from January 13, 2012 to January 13, 2013, for the AC Transit Easy Pass Program, TFCA project number 09ALA07. ACTAC is scheduled to consider this item on October 4th.

Summary

The Sponsor is requesting the expenditure deadline for TFCA project 09ALA07 be extended one year. The Air District allows TFCA county program managers to approve up to two one-year extensions per project. This will be the first one-year extension for 09ALA07. A third extension request would require written approval from the Air District.

Background

The CMA programmed \$350,000 of TFCA funding to the Easy Pass Program through the 2009/10 TFCA Program. Easy Pass is a transit incentive program that provides discount transit passes for eligible, enrolled clients. The TFCA funds were granted to expand the program. In the attached extension request letter (Attachment A) the project sponsor cites staffing shortages as the main reason for the delay in program implementation. Attachment B is the current Easy Pass client list, which includes the number of participants.

An approval of this request would extend the expenditure deadline for 09ALA07 from January 13, 2012 to January 13, 2013. TFCA program managers are allowed to approve up to two one-year extensions per project. This is the first extension request for 09ALA07. A third extension request would require written approval from the Air District.

Fiscal Impacts

The resources associated with the project are funded through revenues received from the Air District for the TFCA Program. The proposed schedule revision to the program does not affect the Alameda CTC Budget.

Attachments:

Attachment A – Alameda CTC Extension Request Letter for TFCA Project 09ALA07

Attachment B – Easy Pass Client List



Alameda-Contra Costa Transit District

September 19, 2011

Mr. Matt Todd
 Manager of Programming
 Alameda County Transportation Commission
 1333 Broadway, Suite 220
 Oakland, CA 94612

Re: AC Transit Easy Pass Transit Incentive Program Extension Request (09ALA07)

Dear Matt:

We are requesting that Alameda County Transportation Commission approve an extension for a portion of the TFCA funding for AC Transit's EasyPass Transit Incentive Program (09ALA07). The current expenditure deadline is January 13, 2012. We would like to request a one-year extension until January 13, 2013. This project is fully funded by TFCA grant of \$350,000 with no additional funding sources.

The project delay was largely due to staff reductions. A total of three EasyPass staff layoffs in the last two years slowed the sales prospecting and marketing efforts we had anticipated completing earlier in the project. Currently the project is approximately 50% complete, and by January 2012 we are anticipating 60% completion, thus leaving several milestones unfinished. Please refer to the attachment for the list of Easy Pass clients along with certain details about their program.

The table below lists unfinished milestones with revised due dates.

Milestone	Current Due Date	Revised Due Date
Implement and analyze final surveys	October 2011	January 2013 (on-going)
Solicit & secure new clients	July 2011	January 2013 (on-going)
Implement marketing activities	July 2011	January 2013 (on-going)
Project completion	January 2012	January 2013
Final report and monitoring requirements	March 2012	March 2013

In order to accelerate the project delivery we plan to launch a major prospecting advertising and direct mail campaign in October 2011 and focus on increasing boardings of existing and new participants by implementing marketing activities.

Please feel free to contact me with additional questions or comments at 510.891.4859 or kmiller@actransit.org.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kate Miller', is placed above the printed name.

Kate Miller
 Manager,
 Capital Development, Legislation & Grants

Enclosures

AC Transit EasyPass Program Client List

Program Name	Program Type	City	Approximate Eligible Participants	Approximate Active Passes	Current Program Start Date	Agreement Term
UC Berkeley Class Pass	College	Berkeley	34,237	31,062 (6/11)	8/15/06 Original program began 1999	7 years
City of Berkeley EasyPass	Employer	Berkeley	1,313	1,308 (6/11)	1/1/11 Original program began 2001	2 years
UC Berkeley EasyPass	Employer	Berkeley	11,574	1,181 (6/11)	7/1/09 Original program began 2004	2 years
City of Alameda EasyPass*	Employer	Alameda	517	340 (6/11)	5/1/10 Original program began 2009	1 year
Mills College EasyPass	College	Oakland	1,510	1,506 (6/11)	8/18/10 Original program began 2009	1 year
Peralta Community Colleges EasyPass	College	Alameda, Berkeley, Oakland	13,000	9,113 (6/11)	8/20/09	7 years
Ironhorse at Central Station EasyPass	Residential	Oakland	100	80 (6/11)	1/1/10	2 years
Fourth & U EasyPass	Residential	Berkeley	171	90 (6/11)	4/15/10	3 years

* The City of Alameda's program ended June 30, 2011



Memorandum

TO: Programs and Projects Committee

FROM: Vivek Bhat, Senior Transportation Engineer

DATE: September 29, 2011

SUBJECT: **Approval of City of Oakland's Request to Extend Expiration Date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0017, Lakeshore/Lake Park Avenue Complete Streets Project**

Recommendation

It is recommended the Commission approve the City of Oakland's request to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0017, Lakeshore/Lake Park Avenue Complete Streets Project, to October 31, 2013 to allow for full completion of the project. This action will not change the grant funding amount.

Background

The intent of the City of Oakland's Lakeshore/Lake Park Avenue Complete Streets Project is to coordinate efforts to create a "complete street" near Lakeshore and Lake Park Avenues to improve safety for pedestrians, bicyclists, and those accessing transit. Currently, the construction contract has been awarded and construction is scheduled to begin on October 11, 2011.

The original expiration date for this agreement was October 31, 2011, but the design work was delayed to accommodate the community input process. In light of the delayed start date, the project sponsor requested an extension to the agreement expiration date from October 31, 2011 to October 31, 2012, which was administratively approved on September 27, 2010.

During the design process, additional time was needed to address constructability related comments. Additionally, during the bid/award phase, only one bid was received and was rejected since it was significantly higher than the Engineer's Estimate. The Construction Contract was re-bid which has resulted in a change to the project schedule. The City is requesting extending the project completion and the agreement expiration deadlines as detailed below to allow adequate time to complete the project and submit a final invoice and final report.

Project: Lakeshore/Lake Park Avenue Complete Streets (Agreement A09-0017)			
Sponsor: City of Oakland			
Date Bicycle and Safety CDF Grant Awarded: June 2009 (Cycle 4)			
	Original Grant Agreement	Approved Extension	Recommended Extension
Project Completion	June 30, 2011	June 30, 2012	August 31, 2012
Agreement Expiration	October 31, 2011	October 31, 2012	October 31, 2013

It is recommended the Commission approve the requested new project completion date of August 31, 2012, and a one-year extension to the grant agreement expiration date from October 31, 2012 to October 31, 2013.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A – City of Oakland’s Extension Request for Agreement A09-0017

CITY OF OAKLAND



DALZIEL BUILDING • 250 FRANK H. OGAWA PLAZA, SUITE 4344 • OAKLAND, CALIFORNIA 94612-2033

Public Works Agency
Transportation Services Division(510) 238-3467
FAX (510) 238-7415
TDD (510) 238-3254**September 29, 2011**Mr. Matthew Todd
Alameda CTC Manager of Programming
1333 Broadway, Suite 300
Oakland, CA 94612**RECEIVED**

SEP 30 2011

ALAMEDA CTCSubject: Request No. 2 for Administrative Change to
Grant Agreement No. **A09-0017** for
Lakeshore/ Lake Park Avenue Complete Streets Project

Dear Mr. Todd:

We are hereby requesting an administrative change to the grant agreement in the subject line as per Section IV Part 8 of said agreement. We have attached the appropriate exhibits to reflect our requested change(s) as follows:

Attached (Yes or No)	Information for which Change is Requested	
Yes	Exhibit A	Written Explanation for Change Request (<i>Required</i>)
No	Exhibit B	Revised Attachment A: Project Description and Task Breakdown
No	Exhibit C	Revised Attachment B: Task Budgets and Other Funding
Yes	Exhibit D	Revised Attachment C: Task Deliverables and Project Milestone Schedule
No	Exhibit E	Revised Attachment D: Project Performance Measures

We have signed each of the exhibits showing the requested changes and understand that the Alameda CTC will review our requested changes and, if agreeable, will also sign the exhibits and return copies of the approved exhibits. The approved exhibits signed by both parties will become the current agreement information on file at the Alameda CTC.

If you have any questions or need additional information please contact **Bruce Williams** at telephone number **(510) 233-7229**.

Sincerely,

Bruce Williams
Senior Transportation Planner

WRITTEN EXPLANATION FOR CHANGE REQUEST

Project Sponsor: City of Oakland

Project Title: Lakeshore/ Lake Park Avenue Complete Streets Project

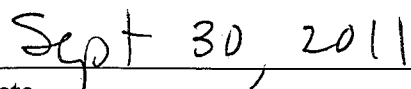
Agreement Number: A09-0017

Reason for Change: During the design process, additional time was needed to address constructability related comments. Additionally, during the bid/award phase, only one bid was received and was rejected since it was significantly higher than the Engineer's Estimate. The Construction Contract had to be re-bid, which resulted in a change to the project schedule (Table C-2).

The Project Sponsor is requesting modifications to some of the deliverable due dates regarding these milestones: Advertise Construction, Begin Construction (Award Contract), Construction Complete, and Grant Funding Period Complete (Project Completion). The project sponsor is also requesting modifications to some deliverables and due dates listed in Table C-1.



Signature of Person Requesting Change



Date

Alameda CTC Approval

Date

REVISED ATTACHMENT C
TASK DELIVERABLES AND MILESTONE SCHEDULE


Project Sponsor: City of Oakland

Project Title: Lakeshore/Lake Park Avenue Complete Streets Project

Agreement Number: A09-0017

Project Task Deliverables and Due Dates: The following Revised Table C-1 is intended to replace the current, approved Table C-1 in its entirety.

Table C-1: Task Deliverables and Due Dates			
Task No. (from Table A-1)	Deliverable	Previously Approved Deliverable Due Date to ACTIA	Revised Deliverable Due Date to ACTIA
1	Copy of Final Design (PS&E) (electronic version acceptable)	January 31, 2011	January 31, 2011
1	Counts of pedestrian and bicycle traffic before construction (methods and locations to be approved by ACTIA in advance of count)	January 31, 2011	October 31, 2011
1	Photographs of project site before construction (electronic and printed formats)	January 31, 2011	October 31, 2011
2	Copy of advertisement for bids	February 28, 2011	December 21, 2011
2	Copy of front cover of awarded contract and a summary of the bid	August 31, 2011	December 21, 2011
2	Contract closeout documentation: Official city documentation confirming completion of construction	December 30, 2011	August 31, 2012

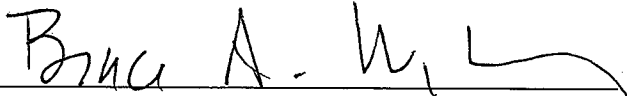

Signature of Person Requesting Change

Sept 30, 2011
Date

Alameda CTC Approval

Date

2	Photographs of project site after construction (including some from the same perspective as "before" photos, and in both electronic and printed formats)	June 30, 2012	August 31, 2012
2	Counts of pedestrian and bicycle traffic after construction (methods and locations to be approved by ACTIA in advance of count)	June 30, 2012	September 28, 2012
3	Final Report/Presentation to BPAC/Final Invoice	September 30, 2012	January 31, 2013
3	Grant Funding Agreement Expires	October 31, 2012	October 31, 2013
<p style="text-align: right;">(Hit 'Tab' in last cell to expand Table) ▲</p> <p>Notes: Project Sponsor shall provide Alameda CTC with not less than ten (10) days advance notice of any public meetings or events related to implementation of this grant.</p>			

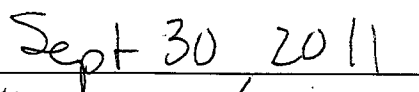

Signature of Person Requesting Change

Sept 30, 2014
Date

Project Milestone Schedule: The following Revised Table C-2 is intended to replace the current, approved Table C-2 in its entirety.

Table C-2: Project Milestone Schedule		
Project Milestone	Previously Approved Date	Revised Date
ACTIA Grant Awarded (Cycle 4)	July 1, 2009	July 1, 2009
Grant Initiation	July 1, 2009	July 1, 2009
Complete Final Design/PS&E	December 31, 2010	December 31, 2010
Advertise Construction	January 31, 2011	July 25, 2011
Begin Construction (Award Contract)	July 31, 2011	October 11, 2011
Construction Complete	November 30, 2011	June 22, 2012
Grant Funding Period Complete (Project Completion)	June 30, 2012	August 31, 2012
Project Closeout – Complete Final Report, Presentation to BPAC, Final Invoice	September 30, 2012, or Ninety (90) days after Project Completion, whichever is earlier	November 30, 2012, or Ninety (90) days after Project Completion, whichever is earlier
Grant Funding Agreement Expires	October 31, 2012	October 31, 2013


Signature of Person Requesting Change


Date

Alameda CTC Approval

Date

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Memorandum

To: Programs and Projects Committee

From: Vivek Bhat, Senior Transportation Engineer

Date: September 29, 2011

Subject: **Approval of Berkeley Redevelopment Agency's Request to Extend Expiration Date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0005, Aquatic Park Connection Streetscape Improvements Project**

Recommendation

It is recommended the Commission approve the Berkeley Redevelopment Agency's request to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A07-0005, Aquatic Park Connection Streetscape Improvements Project, to October 31, 2012 to allow for full completion of the project. This action will not change the grant funding amount.

Background

The intent of Berkeley Redevelopment Agency's Aquatic Park Connection Streetscape Improvements Project is to install six electronic bicycle lockers at the Berkeley AMTRAK Station and 12 wayfinding signs and maps to direct pedestrians and bicyclists between the 4th Street shopping district, AMTRAK, Aquatic Park and the Bicycle/Pedestrian Bridge over Interstate 80.

The scope of work awarded with Measure B funds is part of a larger streetscape improvement project. The existing agreement requires Berkeley Redevelopment Agency to complete all aspects of the project prior to close out.

The original expiration date for this agreement was October 31, 2009, but the project was delayed due to unexpected integration and redesign of the underground utility and irrigation for the newly planned adjacent Animal Shelter and rain days that delayed construction considerably. Over the past few years, the project sponsor has requested multiple extensions to the agreement expiration date. The most recent agreement expiration date extension from December 31, 2010 to October 31, 2011 was approved by the Alameda CTC Board on October 28, 2010.

Currently, the bike/pedestrian improvements, with the exception of one sign, are completed. Installation of the final sign is scheduled to be completed by the end of October 2011.

The project sponsor has requested to close out this project based on the scope of work funded by Measure B. After installation of the final sign in October, the sponsor intends to submit the final report by June 2012.

Construction of the larger streetscape improvement project along multiple streets in West Berkeley that form bicycle and pedestrian connections between waterfront, retail and transit areas are underway but delayed due to the need to redesign utility undergrounding and irrigation to integrate with the adjacent Animal Shelter, which is also under construction. In addition, the project was delayed due to complications regarding relocation of existing utility connections on adjacent properties. The larger project is anticipated to be completed by March 2012.

The sponsor is requesting extending the project completion and the agreement expiration deadlines as detailed below to allow adequate time to complete the project and submit a final invoice and final report.

Project: Aquatic Park Connection Streetscape Improvement Project (Agreement A07-0005) Sponsor: Berkeley Redevelopment Agency Date Bicycle and Safety CDF Grant Awarded: March 2007 (Cycle 3)			
	Original Grant Agreement	Approved Extension	Recommended Extension
Project Completion	May, 2008	September 30, 2011	June 30, 2012
Agreement Expiration	October 31, 2009	October 31, 2011	October 31, 2012

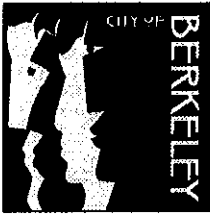
It is recommended the Commission approve the requested new project completion date of June 30, 2012, and a one-year extension to the grant agreement expiration date from October 31, 2011 to October 31, 2012.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A – Berkeley Redevelopment Agency’s Extension Request for Agreement A07-0005



Planning and Development Department
Administration Division

September 29, 2011

Mr. Matthew Todd, P.E.
Alameda CTC Manager of Programming
1333 Broadway, Suite 300
Oakland, CA 94612

Subject: Request No. 6 for Administrative Change to
Grant Agreement No. *A07-0005* for
Aquatic Park Connection Streetscape Improvements Project

Dear Mr. Todd:

We are hereby requesting an administrative change to the grant agreement in the subject line as per Section IV Part 8 of said agreement. We have attached the appropriate exhibits to reflect our requested change(s) as follows:

Attached (Yes or No)	Documentation for Change Request	
Yes	Exhibit A	Written Explanation for Change Request (<i>Required</i>)
No	Exhibit B	Revised Attachment A: Project Description and Task Breakdown
Yes	Exhibit C	Revised Attachment B: Task Deliverables and Project Milestone Schedule
No	Exhibit D	Revised Attachment C: Task Budgets and Other Funding

We have signed each of the exhibits showing the requested changes and understand that Alameda CTC will review our requested changes and, if agreeable, will also sign the exhibits and return copies of the approved exhibits. The approved exhibits signed by both parties will become the current agreement information on file at Alameda CTC.

If you have any questions or need additional information please contact *Wendy Cosin* at telephone number (510) 981-7402.

Sincerely,

 A handwritten signature in black ink, appearing to read "Wendy Cosin", with a long horizontal flourish extending to the right.

Wendy Cosin
Interim Planning Director

WRITTEN EXPLANATION FOR CHANGE REQUEST

Project Sponsor: Berkeley Redevelopment Agency

Project Title: Aquatic Park Connection Streetscape Improvement Project

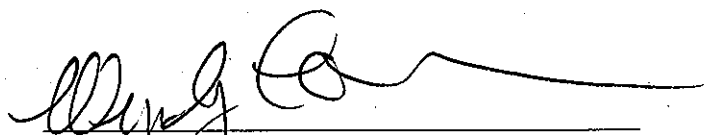
Agreement Number: A07-0005

Reason for Change: The scope of work awarded with Measure B funds is part of a larger streetscape improvement project. The existing agreement requires Berkeley Redevelopment Agency (BRA) to complete all aspects of the project prior to close out. The bike/pedestrian improvements, with the exception of one sign, are completed. Installation of the final sign is scheduled to be completed by the end of October.

Construction of the larger streetscape improvement project along multiple streets in West Berkeley that form bicycle and pedestrian connections between waterfront, retail and transit areas, although underway, was delayed due to the need to redesign utility undergrounding and irrigation to integrate with the adjacent Animal Shelter, which is also under construction. In particular, EBMUD needed to relocate a water line, which they did not complete for several months. In addition, the project was delayed due to complications regarding relocation of existing utility connections on adjacent properties.

We are very committed to completing construction of the broader streetscape improvements, comprehensive of furnishings, sidewalk replacement, undergrounding, bicycle and pedestrian safety signage and thermoplastic markings. However, with delays, it is possible that this project will take another three to six months before completion.

We would like to close out this project based on the scope of work funded by Measure B. After installation of the final sign in October, we would like to submit the final report documenting installation of the sign and presenting to the BPAC by December 2011.



Signature of Person Requesting Change

9/29/11

Date

Alameda CTC Approval

Date

REVISED ATTACHMENT B

TASK DELIVERABLES AND PROJECT MILESTONE SCHEDULE

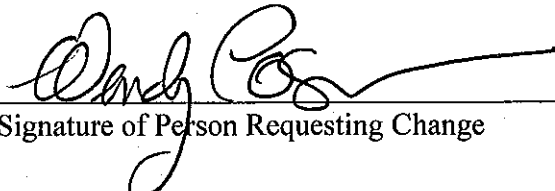
Project Sponsor: Berkeley Redevelopment Agency

Project Title: Aquatic Park Connection Streetscape Improvement Project

Agreement Number: A07-0005

Project Task Deliverables and Due Dates: The following Revised Table B-1 is intended to replace the current, approved Table B-1 in its entirety.

Table B-1: Task Deliverables and Due Dates			
Task No. (from Table A-1)	Deliverable	Previously Approved Deliverable Due Date	Revised Deliverable Due Date
1	Copy of final sign design documents	January 31, 2008	January 31, 2008
2	Copy of construction contract(s)	January 31, 2010	January 31, 2010
2	Documentation confirming that contract has been accepted (e.g. council resolution)	June 30, 2011	N/A
3	Documentation confirming that six bicycle lockers have been installed including a photograph showing the bicycle lockers in place.	December 31, 2008	December 31, 2008
4	Documentation confirming that wayfinding signage has been installed including at least one photograph of each sign in place.	January 31, 2010	January 31, 2010
5	Final Report/Final Invoice	September 30, 2011	June 30, 2012
5	Presentation to BPAC	October 2011	June 30, 2012
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Note: Project Sponsor shall provide Alameda CTC with not less than 10 days advance notice of any public meetings or events related to implementation of this grant.			


Signature of Person Requesting Change

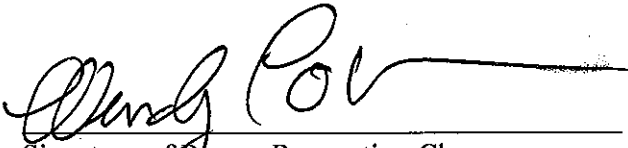
Alameda CTC Approval

9/29/11
Date

Date

Project Milestone Schedule: The following Revised Table B-2 is intended to replace the current, approved Table B-2 in its entirety.

Table B-2: Project Milestone Schedule		
Project Milestone	Previously Approved Date	Revised Date
Award ACTIA Grant (Cycle 3)	March 22, 2007	March 22, 2007
Initiate Grant / Notice-to-Proceed Date	July 1, 2007	July 1, 2007
Begin Environmental Studies	June 2006	June 2006
Environmental Approval (CEQA)	December 2006	December 2006
Environmental Approval (NEPA)	N/A	N/A
Begin Detailed Design (PS&E)	April 2006	April 2006
Complete Detailed Design (Final PS&E)	June 2009	June 2009
Right of Way Certification	June 2007	June 2007
Advertise Construction (Ready to List)	July 24, 2009	July 24, 2009
Begin Construction (Award Contract)	February 2010	February 2010
Complete Construction (Accept Contract)	June 30, 2011	June 30, 2011
Submit Final Invoice/Project Closeout	September 30, 2011	June 30, 2012
Complete Grant Funding Period	June 30, 2011	June 30, 2011
Grant Funding Agreement Expires	October 31, 2011	October 31, 2012



Signature of Person Requesting Change

9/29/11

Date

Alameda CTC Approval

Date



MEMORANDUM

Date: September 29, 2011

To: Programs and Projects Committee

From: John Hemiup, Senior Transportation Engineer

Subject: **Approval of Alameda-Contra Costa Transit District's (AC Transit) Request to Extend Expiration Date of Measure B Paratransit Gap Grant Agreement No. A08-0025, Interactive Voice Response (IVR)/Web-Based Scheduling Software Project**

Recommendation

It is recommend the Commission approve AC Transit's request to extend the Agreement expiration date for the Paratransit Gap Grant funded agreement (A08-0025), Interactive Voice Response (IVR) / Web-Based Scheduling Software Project, with the Alameda-Contra Costa Transit District (AC Transit) to December 31, 2012 to allow for full completion of the project. This action will not change the grant funding amount.

Summary

AC Transit's Interactive Voice Response (IVR) / Web-Based Scheduling Software Project expands on its initial intent to update the East Bay Paratransit Consortium (EBPC) fleet with Mobile Data Terminal (MDT)/Automatic Vehicle Locators (AVL) units. This grant funds the purchase and installation of IVR/Web-based scheduling software, which is the next step in advancing the technology available to East Bay Paratransit (EBP) users.

Background

The original agreement was entered into on July 1, 2008 for a total project cost of \$200,000 and the completion date for this project was scheduled for October 31, 2010. On September 8, 2009, Alameda County Transportation Improvement Authority (ACTIA) approval Amendment No. 1 to extend that completion date to December 31, 2011. Two subsequent administrative amendments did not affect the completion date.

Due to layoffs and staffing cuts, AC Transit's Procurement Department staff is inundated with contract compliance and request for proposals (RFP) requests. It is their intent to finalize the scope of the RFP, issue and award a contract in the next reporting period, and complete the scope of this project by the revised completion date.

Interactive Voice Response (IVR) / Web-Based Scheduling Software Project

Sponsor: Alameda-Contra Costa Transit District

Grant Awarded: July 1, 2008 (fourth funding cycle)

	Original Grant Agreement	Approved Extensions	Requested New Deadlines
Project Completion	June 30, 2010	December 31, 2011	December 31, 2012
Agreement Expiration	October 31, 2010	December 31, 2011	December 31, 2012

It is recommended the Commission approve the requested extension of the new project completion and expiration date from December 31, 2011 to December 31, 2012.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A- AC Transit's Extension Request for Agreement A08-0025 - Amendment Request No. 4



Alameda-Contra Costa Transit District

August 4, 2011

Mr. Matthew Todd
 Manager of Programming
 Alameda County Transportation Commission
 1333 Broadway, Suite 300
 Oakland, CA 94612

Subject: Request No. 4 for Administrative Change to
 Grant Agreement No. A08-0025 for
Interactive Voice Response (IVR) / Web Based Scheduling Software Project

Dear Mr. Todd: *Matt*

We are hereby requesting an administrative change to the grant agreement in the subject line as per Section IV Part 8 of said agreement. We have attached the appropriate exhibits to reflect our requested change(s) as follows:

Attached (Yes or No)	Information for which Change is Requested	
Yes	Exhibit A	Written Explanation for Change Request (<i>Required</i>)
No	Exhibit B	Revised Attachment A: Project Description and Task Breakdown
No	Exhibit C	Revised Attachment B: Task Budgets and Other Funding
Yes	Exhibit D	Revised Attachment C: Task Deliverables and Project Milestone Schedule
No	Exhibit E	Revised Attachment D: Project Performance Measures

We have signed each of the exhibits showing the requested changes and understand that Alameda CTC will review our requested changes and, if agreeable, will also sign the exhibits and return copies of the approved exhibits. The approved exhibits signed by both parties will become the current agreement information on file at Alameda CTC.

If you have any questions or need additional information please contact **Kate Miller** at telephone number **(510) 891-4859**.

Sincerely,

Kate Miller
 Manager, Capital Development, Legislation & Grants

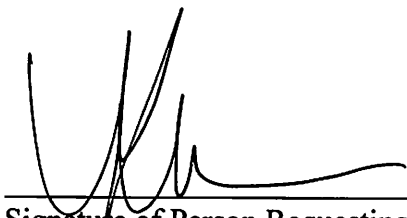
WRITTEN EXPLANATION FOR CHANGE REQUEST

Project Sponsor: AC Transit

Project Title: Interactive Voice Reponse (IVR) / Web Based
Scheduling Software Project

Agreement Number: A08-0025

Reason for Change: *The IVR/Web Based Scheduling Software Project is dependent on 100 percent of the fleet equipped with MDT/AVL units. The fleet is now fully equipped as of December 2010. Due to layoffs and staffing cuts, Procurement Department staff is inundated with contract compliance and RFP requests. We are currently working with them to finalize the scope of the RFP, which will be completed, issued and awarded in the next reporting period.*



Signature of Person Requesting Change

8/11/11

Date

Alameda CTC Approval

Date

REVISED ATTACHMENT C

TASK DELIVERABLES AND PROJECT MILESTONE SCHEDULE


Project Sponsor: AC Transit

Project Title: Interactive Voice Reponse (IVR) / Web Based
Scheduling Software Project

Agreement Number: A08-0025

Project Task Deliverables and Due Dates: The following Revised Table C-1 is intended to replace the current, approved Table C-1 in its entirety.

Table C-1: Task Deliverables and Due Dates			
Task No. (from Table A-1)	Deliverable	Previously Approved Deliverable Due Date	Revised Deliverable Due Date
1	Copy of special requisition for Interactive Voice Response/Web-Based Scheduling Software	January 31, 2010	July 31, 2012
1	Purchase and install Interactive Voice response/Web-Based Scheduling Software in vehicles with Mobile Data Computer/Automatic Vehicle Locators preinstalled	August 31, 2011	July 31, 2012
2	Expand capacity of East Bay Paratransit Consortium phone system	August 31, 2011	July 31, 2012
3	Presentation to the ACTIA Paratransit Advisory and Planning Committee (PAPCO)	September 30, 2011	October 30, 2012
3	Final Report/Final Invoice	December 31, 2011	December 31, 2012
<i>[Strike Tab key while in last cell to expand table.]</i>			
Note: Project Sponsor shall provide Alameda CTC with not less than 10 days advance notice of any public meetings or events related to implementation of this grant.			



Signature of Person Requesting Change

8/11/12

Date

Alameda CTC Approval

Date

REVISED ATTACHMENT C

PROJECT MILESTONE SCHEDULE

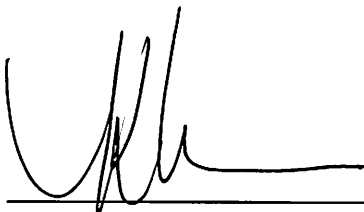
Project Sponsor: AC Transit

Project Title: Interactive Voice Reponse (IVR) / Web Based
Scheduling Software Project

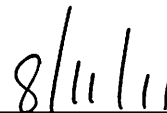
Agreement Number: A08-0025

Project Milestone Schedule: The following Revised Table C-2 is intended to replace the current, approved Table C-2 in its entirety.

Table C-2: Project Milestone Schedule		
Project Milestone	Previously Approved Date	Revised Date
ACTIA Grant Awarded	June 26, 2008	June 26, 2008
Prepare special requisition for IVR/Web-Based Software	January 31, 2010	July 31, 2012
Purchase and install Interactive voice Response/Web-Based Scheduling Software	August 31, 2011	July 31, 2012
Expand capacity of East Bay Paratransit Consortium phone system	August 31, 2011	July 31, 2012
Project Closeout - Complete Final Report and Invoice to Funding Agency	December 31, 2011	December 31, 2012
Grant Funding Period Complete	December 31, 2011	December 31, 2012
Grant Funding Agreement Expires	December 31, 2011	December 31, 2012



Signature of Person Requesting Change



Date

Alameda CTC Approval

Date



MEMORANDUM

Date: September 30, 2011

To: Programs and Projects Committee

From: John Hemiup, Senior Transportation Engineer

Subject: **Approval of PAPCO Recommendation of New Freedom Grant Application and Matching Gap Grant Funding**

Recommendation

It is recommended the Commission approve the Paratransit Advisory and Planning Committee (PAPCO) recommendation for the application for New Freedom Grant funds to enhance Mobility Management in Alameda County and the allocation of \$10,000 from the Measure B Gap Grant Matching Fund to support the application for New Freedom Funding.

Summary

On September 26, 2011, PAPCO recommended the allocation of \$10,000 from the Gap Grant Matching Fund to support an application for New Freedom Funding to enhance Mobility Management in Alameda County.

This Mobility Management project in Alameda County will link a number of mobility programs already present in the County and will ensure that information about the mix of existing resources is readily available to consumers throughout the County. This will be accomplished through addressing two main Mobility Management goals – travel training and one-stop shopping. This project would be implemented over approximately 2 years beginning Fiscal Year 12/13. Specific outcomes include:

- Countywide Travel Training Coordination meetings
- Print and web resource listing all travel training resources
- “Fill-in” training for areas without programs
- Revised AccessAlameda.org website
- Print and web resource listings of same-day transportation resources

Background

On September 2, 2011, the Alameda CTC submitted an application for New Freedom Funding to the Metropolitan Transportation Commission (MTC) (Attachment A). The total project cost for two years is \$110,000. The Alameda CTC would provide \$20,000 in-kind contribution for project management and the proposed \$10,000 Gap Grant Match, leaving \$80,000 for the New Freedom request.

New Freedom Funding

The Federal Transit Administration (FTA) provides funding to state, regional, and local governments to provide mass transportation services to the public. These funds include FTA Section 5317 New Freedom Programs. As the Metropolitan Planning Organization (MPO),

MTC is responsible for including the region's projects funded with FTA fund sources in MTC's Transportation Improvement Program (TIP), and has varying levels of administrative oversight of the funds.

“The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. . . The New Freedom formula grant programs seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.” (FTA C 9045.1)

The Alameda CTC has a currently active New Freedom Grant, in partnership with the City of Fremont, to provide Travel Training.

Gap Grant Matching Fund

In 2006 PAPCO established the Gap Grant Matching Fund for agencies to access matching funds in order to submit applications for a variety of grant funds. Measure B recipients and eligible non-profits are eligible to apply from an annual fund of \$100,000. All projects/programs must address gaps in services. Specifically, “gap closure significance” is defined in the following way:

- Reduces a difference that might occur based on the geographic residence of any individual in Alameda County needing specialized transportation service.
- Meets a priority established by the Alameda County Paratransit Advisory and Planning Committee (PAPCO).

Gap Grant Matching has been accessed once, in 2008, to support the ACTIA and City of Fremont New Freedom Grant for Travel Training.

Fiscal Impacts

The recommended action will authorize allocation of \$10,000 from the Gap Grant Matching Fund.

Attachments

Attachment A: Application for New Freedom Funding for Alameda County Mobility Management

General Instructions

Use this application form if your proposed project will provide services in any of these large urbanized areas (UAs): Antioch, Concord, San Francisco-Oakland, San Jose, and Santa Rosa. Please read MTC's New Freedom Cycle 4 Program Guidelines for Large Urbanized Areas prior to completing this application. Both the Guidelines and this application may be downloaded at http://www.mtc.ca.gov/funding/new_freedom.htm. **Applications must be received by 5:00 p.m. on Friday, September 2, 2011. Submit eight (8) paper copies and an electronic copy (on CD or USB flash drive) of the completed application, including attachments, to:**

Kristen Mazur
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland CA 94607-4700

1) GENERAL INFORMATION

a) Project Title

Alameda County Mobility Management

b) Project Description

Provide a brief description of the project (1-2 paragraphs)

The Alameda County Transportation Commission (Alameda CTC) distributes the revenue generated by the county transportation sales tax, Measure B, which funds a wide range of innovative accessible transportation programs such as subsidized taxi services, volunteer driver programs, and senior shuttles. Measure B also funds a number of Mobility Management elements, including consolidated accessible transportation information in the Access Alameda booklet and website AccessAlameda.org, a paratransit hotline, several travel training programs, volunteer driver programs, and public meetings for consumers and providers offering opportunities to coordinate.

These programs have been innovative, especially when first implemented, but are only the beginnings of a full mobility management approach in Alameda County. Information about the many resources that are available is still not always easily accessible to consumers and service providers. This project would coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County. This project would be implemented over approximately 2 years. At the end of the project timeframe, the paratransit hotline and AccessAlameda.org website will have been transitioned into a much more thorough Information and Referral source, and will be positioned to provide one-stop-shopping for consumers. Also, travel trainers across the County will have established quarterly coordination meetings, a framework will be in place to provide travel training throughout the whole County, and there will be a print and web resource available listing all travel training in the County.

c) Project Sponsor and Contact Information:

John Hemiup, Senior Transportation Engineer
Alameda County Transportation Commission
1333 Broadway, Suite 220

APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4

Oakland, CA 94612
510-208-7414
510-893-6489 fax
jhemiup@alamedactc.org

d) Project Co-Sponsors and Their Roles:

If any of the work will be performed by project co-sponsors/partners, list them here. For each, identify the agency/organization, contact person, and their role with respect to the project. (If there are additional agencies/organizations that you plan to coordinate with, but who will not be performing the work, please identify them in Question 6a.)

N/A

e) Service Area: Check all urbanized areas that will be affected by the project. Refer to Bay Area Urbanized Area map in MTC's Program Guidelines.

☐ Antioch ☐ Concord ☒ San Francisco-Oakland ☐ San Jose ☐ Santa Rosa

Note: The small urbanized area (Fairfield, Gilroy-Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo) and non-urbanized area call for projects is conducted by Caltrans. Additional information about the small and non-UA call for projects can be found on the Caltrans website: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

f) Project Type: Check one.

☐ Operating ☒ Capital (including Mobility Management) ☐ Both

g) DUNS Number:

Provide your organization's nine-digit Dun & Bradstreet (D&B) Data Universal Numbering System (DUNS) Number. To search for your agency's DUNS Number or to request a DUNS Number via the Web, visit the D&B website: <http://fedgov.dnb.com/webform>. To request a DUNS Number by phone, contact the D&B Government Customer Response Center at 1-866-705-5711.

Per discussion with MTC, we will submit a DUNS Number after determining appropriate DUNS Number following merger of Alameda County Transportation Improvement Authority and Alameda County Congestion Management Authority.

2) ELIGIBILITY

Is the project intended to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities?

☒ Yes. Continue. ☐ No. Stop. The project is not eligible to receive New Freedom funds.

Would the project provide public transportation services and/or alternatives beyond those required by ADA?

☒ Yes. Continue. ☐ No. Stop. The project is not eligible to receive New Freedom funds.

Was the project operational on August 10, 2005?

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

☐ Yes. *Stop. The project is not eligible to receive New Freedom funds.* ☒ No. *Continue.*

Did the project have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State TIP?

☐ Yes. *Stop. The project is not eligible to receive New Freedom funds.* ☒ No. *Continue.*

Was the project derived from the Elderly & Disabled Component of the Bay Area's Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan")?

☒ Yes. *Continue.* ☐ No. *Stop. The project is not eligible to receive New Freedom funds.*

Is the project included in the Bay Area Intelligent Transportation Systems (ITS) Architecture (<http://www.mtc.ca.gov/planning/ITS/>)?

☒ N/A (not an ITS project). *Continue to question 3.*

☐ Yes. *Provide a one-sentence description of how the project is included in the Bay Area ITS Architecture. Continue to question 3.*

☐ No. *Stop. The project is not eligible to receive New Freedom funds.*

3) CIVIL RIGHTS

- a) **Civil Rights Policy:** The following question is not scored. If the response is satisfactory, the applicant is eligible for New Freedom funds; if the response is not satisfactory, the applicant is not eligible.

Describe the organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low income and minority population groups in the project's service area.

Alameda CTC agrees to comply and assures the compliance of each third-party contractor and each subrecipient at any tier of the Project with all the requirements imposed by Title VI of the Civil Rights Act of 1964, as amended (49 U.S.C.), and the Title VI regulations of the U.S. Department of Transportation. Alameda CTC's policy is to ensure all people and communities have access to public information, programs and services, including persons with Limited English Proficiency (LEP). Alameda also supports the Metropolitan Transportation Commission's LEP Plan.

Alameda CTC has procedures in place and is in the process of developing a formal policy regarding civil rights. For example, as part of the Alameda County Countywide Transportation Plan development, we are doing a Title VI analysis of projects and programs that may become a part of the plan, and we have developed a number of performance measures that will help us assess the impacts of packages of investments on low-income and minority communities. We are also holding public workshops to ensure all communities have access to information and multiple and varied opportunities to participate in the planning process.

Regarding the proposed project, Alameda CTC will continue to ensure that low-income and minority population groups in the project's service area have access to and receive public information and services. One of the goals of the project is to get the word out about valuable transportation programs and services. For instance, our *Access Alameda* Guide, a key resource for this project, is a guide to transportation services for seniors and people with disabilities in Alameda County and is available in print in English, Braille, Chinese, Farsi, Spanish, Tagalog,

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

and Vietnamese, as well as available electronically on the AccessAlameda.org website. Alameda CTC and subcontractors also customize travel training materials for specific groups to ensure readability and usefulness of the information. In addition, Alameda CTC translates documents as needed, provides interpreters on request at public meetings, and works closely with community members to ensure they can access essential programs and services.

- b) **Demographic Information:** The following two questions are for administrative purposes only and are not a factor in determining which projects are selected to receive an award.

Does the proportion of minority people in the project's service area exceed 56 percent (i.e., the regional average minority population)?

☒ Yes ☐ No

Does the proportion of low-income people in the project's service area exceed 24 percent (i.e., the regional average low-income population)? Note: for this purpose, low-income is defined as 200 percent of the federal poverty level.

☒ Yes ☐ No

APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4

4) DETAILED PROJECT INFORMATION

a) Detailed Project Description:

Provide a detailed description of the activities included in the project and the areas to be served. If proposing an operational activity, include route information (hours, miles, operating days per week, etc.). If proposing a capital project, excluding mobility management, list each capital asset/item and describe how the assets will be utilized. If proposing a mobility management project, describe the functions that will be coordinated. If proposing multiple activities, also describe how the activities are related to each other. (Note: If activities are not related, please fill out separate applications for each discrete activity.)

Alameda County Mobility Management will advance Mobility Management in Alameda County by linking a number of elements already present in the County and ensuring that information about the rich mix of existing resources is readily available to consumers throughout the County. This will be accomplished through addressing two main Mobility Management goals – travel training and one-stop shopping. This project would be implemented over approximately 2 years.

First, the Alameda CTC will recruit and hire a part-time contractor as a Mobility Manager to accomplish the grant tasks. The sponsor will also identify appropriate contractors or staff to update the AccessAlameda.org website. This will be done in coordination with the Alameda CTC's Paratransit Coordination staff.

The first Mobility Management goal to be addressed relates to travel training. Alameda County holds several active travel training programs, some funded through New Freedom and some through the Countywide Gap Grant Program. These include United Seniors of Oakland and Alameda County (USOAC), Center for Independent Living (CIL), Bay Area Outreach and Recreation Program (BORP), and the City of Fremont. Additionally, certain jurisdictions have expressed interest in pursuing travel training, including Livermore Amador Valley Transit Authority (LAVTA), City of Pleasanton, and City of Hayward. The Mobility Manager will hold Countywide Travel Training Coordination meetings with these stakeholders on a quarterly basis. This will include setting up meeting logistics, assembling content, and facilitating the meetings. Through this process the Mobility Manager will attempt to explore linkages between different kinds of training – vision-impaired, developmentally disabled (e.g. autism), Safe Routes to Schools, Safe Routes for Seniors, etc.

The Mobility Manager will then assemble information about the different travel training options available in the County, resulting in a print and web information resource. The Mobility Manager will also attend the different kinds of training currently being offered, and be prepared to assist, or offer “fill-in” classes when needed (up to 6 classes per year). These linkages and resources will lead into the second Mobility Management goal.

The second Mobility Management goal relates to providing “one-stop shopping” for consumers. Alameda County already has a number of innovative information and outreach programs including the Access Alameda booklet, AccessAlameda.org, a paratransit hotline, fact sheets, etc. Through this project, the Mobility Manager will implement appropriate elements of the Community Transportation Association's “One-Call, One-Click Toolkit”. The Mobility Manager will review the Toolkit and then focus on each of the eight sections in turn, determining if implementation is feasible and discussing/planning with Paratransit Coordination and Alameda CTC staff.

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

About the Toolkit

The Community Transportation Association of America consists of organizations and individuals who support creating mobility for all Americans regardless of where they live or work. Membership includes community transit providers, public transit agencies, organizations providing health care, employment services, governments of all kinds, college and university planners, private bus companies, taxi operators, people concerned with the special mobility needs of those with disabilities, manufacturers and many other organizations who share a commitment to mobility.

The Toolkit is a recently compiled resource that provides information for communities interested in working together-whether locally, regionally or statewide-to develop a one-call or one-click service for transportation. Communities can choose to start small, follow one of a number of different models, and develop technologically and functionally from information and referral to reservations, dispatching, and more. The Toolkit will empower communities to select the right fit for their own circumstances. The Toolkit is a set of on-line tools, including:

- A guide for beginning one call-one click transportation services,
- Results from a survey of existing one-call services,
- Advice from the one-call services field,
- Local profiles and videos, and
- Factsheets, a glossary, and links to more information.

In conjunction with reviewing and implementing the Toolkit, the Mobility Manager will oversee a thorough revision of the AccessAlameda.org website to maximize usability and accessibility. Paratransit Coordination staff and members of the County's Paratransit Advisory and Planning Committee (PAPCO) will participate in review to ensure usability and accessibility. As a related resource, the Mobility Manager will update and incorporate a resource list of all accessible trip options in the County that was developed as part of the County's Wheelchair and Scooter Breakdown Transportation Service, resulting in a print and web information resource.

As feasible, the Mobility Manager will also explore enhancing coordination of transportation services such as Volunteer Driver programs. Just as with the travel training, the Mobility Manager will assemble information about the different options available in the County, resulting in a print and web information resource. The Mobility Manager will also attempt to coordinate with service providers to "fill-in" service gaps where possible.

b) Project Cost and Grant Request:

Provide the total cost of the project and the amount of New Freedom funds requested. In Attachment A, provide the detailed project budget. The amount should not exceed the total amount available for the relevant urbanized area(s) as listed in MTC's Program Guidelines.

The total project cost is \$110,000. The amount of New Freedom funds requested is \$80,000.

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

c) Project Implementation and Timeline:

Indicate the steps that will be followed from project start-up to completion. At a minimum, activities that will require a contract award should have milestones tracking (1) the date the RFP is issued; (2) the anticipated date of contract award; and (3) the date the contract will be completed. Activity line items that are not contracted out should include (1) the date the activity is initiated and (2) the anticipated completion date.

Task No.	Task Description	Initiation Date	Completion Date
1	Project management	Upon completion of Grant Agreement with MTC	Jun 2014
2	Hire Mobility Manager	Upon completion of Grant Agreement with MTC	6/30/2012
3	Hold Countywide Travel Training Coordination meetings on quarterly basis	Aug 2012	May 2014
4	Find linkages to different kinds of travel training – vision-impaired, autism, SRTS, Safe Routes for Seniors, etc	Jul 2012	Dec 2012
5	Assemble consolidated travel training outreach info-resulting in print and web info	Jan 2013	Mar 2013
6	Learn different methods of travel training (audit) and provide fill-in classes where needed	Jul 2012	Jun 2014
7	Implement appropriate elements of Community Transportation Association's "One-Call, One-Click Toolkit"	April 2013	Jun 2014
8	Update WSBTS resource list-resulting in print and web info	May 2013	Jun 2013
9	Update/revamp AccessAlameda.org website	Jul 2013	Nov 2013
	Hire website contractor	RFP: Jul 2013 Contract Awarded: Aug 2013	Contract Completed: Nov 2013
10	As feasible, enhance coordination of transportation services (e.g. Volunteer Driver programs)	Jan 2013	Jun 2014
11	Printing of newly developed materials	Jan 2013	Jun 2014

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

- d) **Attachments:** *Provide supporting documents, such as maps, cost estimates, derivation of value of non-cash local match, etc.*

Describe the attachments provided.

- A. List of Gap Grants
- B. Access Alameda Booklet Table of Contents
- C. Access Alameda website
- D. Map of Alameda County Paratransit Programs
- E. Community Transportation Association's "One-Call, One-Click Toolkit" website
- F. Wheelchair and Scooter Breakdown Transportation Service Resource List

5) DEMONSTRATION OF NEED AND BENEFITS

a) Project Relevance:

Describe how and why the proposed project is important to individuals with disabilities. Explain how the project will overcome transportation barriers and improve access to transportation for individuals with disabilities. Cite the relevant gaps, solutions, and/or strategies from the Coordinated Plan that the project is intended to address. Also, include information on the project's inclusion in local adopted plans (e.g. community plans, short-range transit plans, etc.), how the project provides access to employment or employment support services and other important destinations, how the project addresses the needs of groups who might have been left unserved by other programs, how the project addresses the needs of groups that might not be able to use existing services due to language or cultural barriers, etc.

As described above, Alameda County funds a number of Mobility Management elements, including consolidated accessible transportation information in the Access Alameda booklet and website AccessAlameda.org, a paratransit hotline, several travel training programs, volunteer driver programs, and public meetings for consumers and providers offering opportunities to coordinate. These programs have been innovative, especially when first implemented, but are only the beginnings of a full mobility management approach in Alameda County. Information about the many resources that are available is still not always easily accessible to consumers and service providers.

This is especially true of programs that exceed the ADA paratransit requirements. People with disabilities may be eligible for multiple programs, but stick to what they are familiar with. Individuals seeking information for the first time are dependent on luck and the good memory of whomever they encounter first. As a result, people with disabilities have difficulty figuring out the "best way" to complete different types of trips and may not be using the most appropriate and convenient services for any given trip, or may not be making trips that they would otherwise make if aware of other service types. The activities that will be undertaken in this grant will improve the ability of individuals with disabilities to use fixed-route transit and access beyond-ADA services (e.g. shuttles, volunteer driver programs, taxi programs, etc). As a result, people with disabilities will be better able to access health care, nutrition, jobs, and recreation.

Also, service providers could benefit from more access to resources to facilitate coordination. A travel trainer may turn away an individual with a disability from another part of the County, not realizing there is a program in that community too – and good referral opportunities are missed. A concerted effort to assemble complete, accessible, updated, and appealing information

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

resources will allow staff, providers, and consumers to share information beyond those consumers already “in the know”.

Chapter 6 of the Coordinated Public Transit Human Services Transportation Plan lists Information and Other Assistance as a gap, stating “There is a need for education so that older adults and persons with disabilities can learn how to use public transit and their accessible features. There is also a need to provide information in a variety of formats.” Appendix D states “Information on the full range of alternative modes, including transit, paratransit, and community-based services, can be difficult to find or confusing, especially when seniors initially realize that they need alternatives.” and “Some persons need training or assistance in using fixed route transit.” Chapter 7 lists “Enhanced local information and referral systems” and “Travel training” as solutions to gaps. Chapter 8 lists “Encourage the development of Mobility Managers” as a strategy to enhance coordination of service delivery.

Alameda County’s Paratransit Advisory and Planning Committee (PAPCO) reiterated their support for travel training and information programs repeatedly through Gap Grant calls in 2006 and 2008, and again in their requirements for extended funding in 2011.

b) Project Outcomes and Benefits:

For each proposed activity, describe the outcomes and benefits, for example, number of new clients served, trips provided, increase in service hours, increase in service frequency, etc.

The travel training portion of the project will result in 8 Countywide Travel Training Coordination meetings over 2 years, up to 12 additional travel training classes training 10-20 consumers each, and an information piece for print and web which will reach hundreds of consumers at outreach events and online.

The “one-stop shopping” portion of the project will result in a greatly improved AccessAlameda.org website and improved information and referral resources for the paratransit hotline. Currently calls to the paratransit hotline average about 15 per month. By the end of the project, this could be expected to increase to 50 per month. Additionally, the website will be moved to an Alameda CTC server, allowing closer monitoring of “hits” and traffic. An information piece for print and web on accessible trip options (originally created as a resource for the County’s Wheelchair and Scooter Breakdown Transportation Service) will be produced and absorbed into other resources. Additional print and web resources (e.g. on volunteer driver programs) may be created as well.

c) Suitability for New Freedom Funding:

Describe why the New Freedom Program is the most suitable federal transportation funding source for the project. List other potential funding sources for which the applicant has already applied or intends to apply.

The New Freedom Program is the most suitable federal transportation funding source for this project because of its emphasis on Mobility Management and enhancing transportation options beyond the ADA. Most of the existing Mobility Management elements were funded through the Gap portion of Measure B Special Transportation funding, primarily through Gap Grants. The Paratransit Advisory and Planning Committee (PAPCO) and Alameda CTC have also secured funding for management of some of these programs in the Paratransit Coordination Scope of Work.

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

d) Attachments: *Provide supporting documents, such as relevant excerpts from local plans, etc.*

Describe the attachments provided.

- A. Excerpts from Coordinated Plan
- B. PAPCO Grant Priority Projects and Programs

6) DEMONSTRATION OF COORDINATION, PARTNERSHIP, & OUTREACH

a) Community and/or Regional Coordination and Partnership:

Describe how the project would contribute toward the capacity of the community/region to develop and implement coordinated transportation services. Specify past, ongoing, and planned efforts to coordinate the project with other affected transportation systems, providers, and services.

Identify all agencies and organizations that you plan to coordinate with, including public and/or private transportation providers, social service agencies, and private non-profit organizations. Describe the role of each entity. (Do not repeat information listed in Question 1d regarding project co-sponsors/partners.)

This project would improve coordination of transportation services in Alameda County by linking travel training providers more closely. Since travel training is provided by a mix of non-profits, Cities, and transit agencies, this would increase linkages between fixed-route transit, paratransit, and community-based transportation providers. Additionally, improved information and referral availability would be utilized by people with disabilities, transportation providers, and health and social service providers. Alameda County has been examining the feasibility and effectiveness of increased coordination over the past few years, most notably through Paratransit Technical Advisory Committee (TAC) meetings, the Countywide Coordination Summits in 2006-2009, and the Coordination and Mobility Management Planning Process (CMMP) in FY 2010-2011. This grant would enable the Alameda CTC to implement many of the outcomes of these processes.

Throughout this project, the Mobility Manager will coordinate with a number of organizations. The following organizations will participate in Countywide Travel Training Coordination meetings and provide an opportunity for the Mobility Manager to observe/participate in training:

- United Seniors of Oakland and Alameda County (USOAC) – provides senior/disabled group travel training in North and Central Alameda County
- Center for Independent Living (CIL) – provides one-on-one disabled travel training throughout Alameda County
- Bay Area Outreach and Recreation Program (BORP) – provides group travel training to youth with disabilities throughout Alameda County
- City of Fremont – provides senior/disabled group travel training in multiple languages in Southern Alameda County
- Cities of Pleasanton and Hayward – looking at implementing travel training within their cities
- Livermore Amador Valley Transit Authority (LAVTA) – prior group and individual senior/disabled travel training provider in LAVTA service area (Eastern Alameda County)

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

The following organizations will provide an opportunity for the Mobility Manager to observe volunteer driver programs:

- Life Eldercare/City of Fremont VIP Rides – volunteer driver program in Southern Alameda County
- Senior Support Services of the Tri-Valley – volunteer driver program in Eastern Alameda County

Additionally:

- Alameda County's Paratransit Technical Advisory Committee (TAC) – group of ADA paratransit and City-based paratransit providers in Alameda County – will provide resources and feedback on the one-stop-shopping aspect of the project and will help publicize new resources
- Alameda County's Paratransit Advisory and Planning Committee (PAPCO) – Alameda County's Paratransit Coordinating Committee, consists entirely of consumers – will help review website and will help publicize new resources

b) Community Support:

Describe how the affected community has been involved in project development. Specify organizations, elected bodies, and/or individuals who endorse the project, as well as those who may oppose the project and why.

As stated above, Alameda County's Paratransit Advisory and Planning Committee (PAPCO) have repeatedly emphasized the importance of travel training and information and referral. These priorities have been endorsed and approved by the Alameda County Transportation Improvement Authority (ACTIA) Board, and now the Alameda CTC Governing Board – composed of elected officials.

c) Marketing:

Describe how the targeted population and general public will be made aware of the project. Identify resources and outlets that will be used to make the public aware of the project.

Completed print and web resources – travel training, volunteer driver programs, Wheelchair Scooter Breakdown Transportation Service Resource list, etc – will be printed as soon as available and placed on whatever version of AccessAlameda.org is available. Paratransit Coordination staff attends at least 4 outreach events per month – including community events, senior fairs, and requested presentations – and will distribute new materials at these events. The Alameda CTC is poised to do a bigger “push” on the paratransit hotline and AccessAlameda.org and has just ordered magnets listing both to distribute at events.

Upon completion of the update to the website, it will be publicized via the main Alameda CTC website (including notice to the “constant contact” list), via TAC and PAPCO members, and via the Paratransit Coordination staff's extensive email contact list.

d) Attachments: *Provide supporting documents, such as letters of support or other forms of endorsement for the project.*

Describe the attachments provided.

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

- A. TAC Calendar
- B. Coordination Summit Agendas
- C. CMMP Description
- D. Alameda CTC Board
- E. Letters of support

7) DEMONSTRATION OF PROJECT READINESS

a) Financial Plan:

Indicate whether the project has a full funding plan. If not, describe any potential long-term efforts or funding sources that could sustain the project beyond the New Freedom grant period. If applicable, describe how the project would be used to leverage additional resources, for example funding from human services agencies that might not have been available otherwise.

With New Freedom Funding this project will have a full funding plan. Alameda CTC staff and the Paratransit Coordination team intend to include \$10,000 for project management in both the FY 12/13 and 13/14 Scope of Work. Also on September 26, 2011, PAPCO will make a recommendation to the Alameda CTC Board to allocate \$10,000 from the Gap Grant Matching Fund to support this project. The Alameda CTC Board will receive and act on that recommendation on October 27, 2011.

After the New Freedom Grant period, updates to the website and information resources will be included in the Paratransit Coordination Scope of Work. The Alameda CTC will have to decide whether to prioritize a continued position for a Mobility Manager, possibly incorporating it into the Paratransit Scope or funding it out of Gap funding. It is possible that the Countywide Travel Training Coordination Group could continue on as a self-sustaining ad hoc group with minimal staff support.

b) Program Management Experience:

Describe and provide evidence of your organization's ability to provide and manage the proposed project. Identify previous experience in providing and coordinating transportation or related services for individuals with disabilities.

The Alameda CTC and its predecessor, ACTIA, have been managing funding for Alameda County paratransit since 2002. Members of the current Paratransit Coordination team have been involved since the beginning. The Paratransit Coordination team has had extensive experience managing similar projects including creation of the Access Alameda booklet and 2 revisions, creation of AccessAlameda.org, numerous fact sheets and information pieces, formalizing an extensive Outreach program (including events, presentations, mail and electronic distributions), and input in the curriculum for the City of Fremont travel training program. The current Paratransit Coordinator has been hosting Countywide Travel Training Coordination meetings since November 2010.

c) Other Relevant Project Experience:

If the project is part of a larger program, describe that program, its goals, objectives, performance standards, how long it has been in existence, and key accomplishments. Describe how the project fits into the larger program.

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

This program will fit well into an increasing focus on Mobility Management in the Paratransit Coordination program in Alameda County. In FY 11/12 we are implementing new policies relating to program design, Gap funding, and we are beginning to implement Coordination and Mobility Management Planning Pilots.

In the area of travel training, policy decisions in FY 11/12 relating to pass-through and Gap funding will hopefully result in sustainable funding for different travel training programs throughout the County. Also, these policy changes may result in different looking programs in FY 12/13. FY 13/14 will then be a good time to completely update the AccessAlameda.org website. A revision of the Access Alameda brochure may be included in the Paratransit Coordination Scope of Work that fiscal year as well.

Additionally, if the new policies relating to pass-through and Gap funding and the Coordination and Mobility Management Planning Pilots result in more uniform coordinated programs, it may be much easier to implement one-stop shopping and go beyond information and referral.

d) Federal Grant Experience:

Indicate whether your organization has been or is a current recipient of FTA or other federal transportation funding. If your organization has previously received New Freedom funding, please indicate project name and grant cycle and briefly describe project progress/outcomes.

ACTIA and the City of Fremont received a New Freedom Grant in Cycle 3 for the Southern Alameda County Travel Training Program. Project performance began on April 1, 2011. In the first quarter, 22 individuals received travel training at two 2-day travel training workshops held at the Fremont Senior Center and at the Union City Senior Center. In addition,

Five Transit Adventure Program (TAP) outings were also implemented during the reporting period. Participants at the TAP outings used various modes of public transit including AC Transit, BART, SF Muni, and the Oakland/Alameda Ferry. Approximately 95 percent of participants responding to the post-workshop survey found the workshop "Very Helpful."

The Alameda CTC (and ACTIA) and PAPCO also have extensive experience supporting and scoring 5310 applications in Alameda County.

e) Attachments: *Provide supporting documents, including excerpts from project feasibility studies, commitment letters from funding sources, program brochures, etc.*

Describe the attachments provided.

- A. Countywide Travel Training Coordination meeting agendas

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

8) FEDERAL COMPLIANCE

By signing the application, the signator affirms that: 1) the statements contained in the application are true and complete to the best of their knowledge; and 2) the applicant is prepared to abide by all applicable federal requirements specified in 49 U.S.C. Section 5317, FTA Circular C 9045.1, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

For further information, see the New Freedom Cycle 4 Program Guidelines, available at http://www.mtc.ca.gov/funding/new_freedom.htm

Signature Date

Arthur L. Dao

Printed Name

Executive Director

Alameda County Transportation Commission

Title

Agency

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

**ATTACHMENT A-1
DETAILED OPERATING BUDGET**

Provide the detailed budget for operating activities using the spreadsheet below. Double-click on the table to launch MS Excel. Include only expenses and revenues for the project for which New Freedom funds are requested. If the project is part of a larger program, prorate the information as appropriate. See MTC's New Freedom Program Guidelines for eligible sources of local match.

Operating Cost Request		
A. OPERATING EXPENSES¹		
Personnel/Voucher Program		
	Driver salaries	
	Administrative salaries (specify below)	
	1.	
	2.	
	Fringe benefits for personnel listed above	
	Expenses related to Voucher Program (specify below)	
	1.	
	2.	
SUBTOTAL PERSONNEL/VOUCHER PROGRAM		\$0
Other Operating Expenses		
	Purchased Transportation Service	
	Fuel and Oil	
	Tires, Parts, Maintenance	
	Vehicle Leases	
	Vehicle Insurance	
	Other Expenses (specify below)	
	1.	
	2.	
	3.	
SUBTOTAL OTHER OPERATING EXPENSES		\$0
OPERATING EXPENSE SUBTOTAL		\$0
B. OPERATING REVENUES		
	Fare Revenues	
	Other operating revenues (including advertising)	
	1.	
	2.	
SUBTOTAL OPERATING REVENUE		\$0
C. NET OPERATING COSTS		\$0
D. LOCAL SHARE (at least 50% of "C")		\$0
E. FEDERAL SHARE (no more than 50% of "C")		\$0
F. LOCAL SHARE SOURCE		
List each source and the amount. In-kind contributions allowed pursuant to 49 CFR 18.24 or 49 CFR 19.23 as appropriate.		
	1.	
	2.	
	3.	
TOTAL LOCAL SHARE FROM SOURCES (equal to "D" above)		\$0
¹ If the project includes indirect expenses, the applicant must have a federally approved Indirect Cost Allocation Plan (ICAP).		

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

**ATTACHMENT A-2
DETAILED CAPITAL BUDGET**

Provide the detailed budget for capital activities, including mobility management, using the spreadsheet below. Double-click on the table to launch MS Excel. Include only expenses and revenues for the project for which New Freedom funds are requested. If the project is part of a larger program, prorate the information as appropriate. See MTC's New Freedom Program Guidelines for eligible sources of local match.

Capital Cost Request

List capital expenses, including mobility management activities, for all requested items. If the project includes indirect expenses, the applicant must have a federally approved Indirect Cost Allocation Plan (ICAP). Attach any supporting documents or materials.

Requested Item	Quantity	Unit Cost	Subtotal
Project management			\$20,000
Hire Mobility Manager			\$2,880
Hold Countywide Coordination travel training meetings on quarterly basis			\$5,440
Find linkages to different kinds of travel training			\$13,600
Assemble consolidated travel training outreach info-resulting in print and web info			\$1,360
Learn different methods of travel training and provide fill-in classes where needed			\$15,640
Implement appropriate elements of CTAA's "One-Call, One-Click Toolkit"			\$19,040
Update WS BTS resource list-resulting in print and web info			\$1,360
Update/revamp Accessalameda.org website			\$4,760
Website design		\$5,000	\$5,000
As feasible, enhance coordination of transportation services (e.g. Volunteer Driver programs)			\$17,850
Printing of newly developed materials			\$3,070
A. TOTAL CAPITAL COST			\$110,000

FTA 5317 Match Ratio

Cells and formulas may be altered to separately account for the 90% federal share of any ADA equipment requests listed above. Note: applicants wishing to apply for assistance at the higher match ratio should inform MTC before submitting an application.

B. Federal Share (no more than 80% of "A")	80%	\$88,000
C. Local Share (at least 20% of "A")	20%	\$22,000

Match Funding Source: List each source and amount

Source	Amount
1. In-Kind Staffing	\$20,000
2. Gap Grant Matching	\$10,000
3.	
4.	
D. Total Local Share (equal to "C" above)	\$30,000

**APPLICATION FORM - NEW FREEDOM PROGRAM
FOR LARGE URBANIZED AREAS – CYCLE 4**

**ATTACHMENT B
ESTIMATED BUDGET BY PROJECT TASK**

*Provide the estimated budget by project task and year, and the estimated completion date for each task.
Double-click on the table to launch MS Excel.*

Task No.	Task Description	Project Budget			Completion Date
		Year 1	Year 2	Total	
1	Project management	\$10,000	\$10,000	\$20,000	6/1/2014
2	Hire Mobility Manager	\$2,880	\$0	\$2,880	6/30/2012
3	Hold Countywide Travel Training Coordination meetings on quarterly basis	\$2,720	\$2,720	\$5,440	May-14
4	Find linkages to different kinds of travel training	\$13,600	\$0	\$13,600	Dec-12
5	Assemble consolidated travel training outreach info-resulting in print and web info	\$1,360	\$0	\$1,360	Mar-13
6	Learn different methods of travel training (audit) and provide fill-in classes where needed	\$9,520	\$6,120	\$15,640	Jun-14
7	Implement appropriate elements of Community Transportation Association's "One-Call, One-Click Toolkit"	\$8,840.00	\$10,200.00	\$19,040	Jun-14
8	Update WSBTS resource list-resulting in print and web info	\$1,360.00	\$0.00	\$1,360	Jun-13
9	Update/revamp Accessalameda.org website	\$1,360.00	\$8,400.00	\$9,760	Nov-13
10	As feasible, enhance coordination of transportation services (e.g. Volunteer Driver programs)	\$2,890.00	\$14,960.00	\$17,850	Jun-14
11	Printing of newly developed materials	\$1,500.00	\$1,570.00	\$3,070	Jun-14
Total		\$56,030	\$53,970	\$110,000 *	

** Equal to "C" in the detailed operating budget (Attachment A-1) or "A" in the detailed capital budget (Attachment A-2)*

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MEMORANDUM

Date: September 30, 2011

To: Programs and Projects Committee

From: John Hemiup, Senior Transportation Engineer

Subject: **Approval of PAPCO Recommendation for Funding of Coordination and Mobility Management Planning (CMMP) Pilot Projects**

Recommendation

It is recommended the Commission approve the Paratransit Advisory and Planning Committee (PAPCO) recommendation to fund three Coordination and Mobility Management Planning (CMMP) Pilot Projects.

Summary

On September 26, 2011 PAPCO recommended the allocation of \$281,244 from previously designated Coordination and Mobility Management Planning Pilot Funding to support three pilot projects— Establishment of Uniform Taxi Policies for North County, Expansion of South County Taxi Program to Central County, and Tri-City Mobility Management Project.

Background

PAPCO and ACTIA/Alameda CTC have been facilitating coordination between paratransit providers for a number of years. In March 2010, Nelson/Nygaard completed a “Service Delivery Analysis of Senior and Disabled Transportation Services”. This study was intended to review the Measure B funding formula and describe current transportation options and barriers, as well as identify service delivery improvements and opportunities for coordination.

As a follow-up to the Service Delivery Analysis, in Fiscal Year 10/11, staff and the Paratransit TAC undertook the Coordination and Mobility Management Planning (CMMP) project. This project involved meeting in each Planning Area and Countywide with Measure B transportation providers. Discussion topics included better coordination between providers in each area; how programs can better support each other; coordination or consolidation of services or elements of services; future actions to coordinate services or implement mobility management activities; potential roles for the Alameda CTC in supporting implementation of coordination/mobility management activities (including provision of targeted funding); and pilot projects that can move forward for implementation.

On April 28, 2011, on PAPCO's recommendation, the Commission approved initial designation of up to \$500,000 of Gap funding for CMMP Pilots. On September 13, 2011 the Paratransit TAC reviewed three proposed pilots – Establishment of Uniform Taxi Policies for North County, Expansion of South County Taxi Program to Central County, and the Tri-City Mobility Management Project. On September 26, 2011 PAPCO reviewed the proposed pilots and TAC's comments. PAPCO is recommending allocation of \$281,244 for the three pilots.

Pilot Project	CMMP Funding Recommendation
Establishment of Uniform Taxi Policies for North County	\$85,000
Expansion of South County Taxi Program to Central County	\$81,744 <i>(+\$173,256 in Measure B pass-through dollars)</i>
Tri-City Mobility Management Project	\$114,500
TOTAL	\$281,244
Remaining CMMP Funds	\$218,756

The remaining \$218,756 in CMMP funding is available for technical assistance to Measure B pass-through recipients to establish programs that will fill gaps or enhance Mobility Management.

Fiscal Impacts

The recommended action will authorize allocation of \$281,244 from previously designated Coordination and Mobility Management Planning Pilot Funding (Gap Funding) from Special Transportation for Seniors and People with Disabilities funds.

Attachments

Attachment A: Coordination and Mobility Management Planning Pilots



MEMORANDUM

To: TAC
From: Paratransit Coordination Team
Date: September 9, 2011
Subject: Staff Recommendation for CMMP Pilot Projects

The Coordination and Mobility Management Planning (CMMP) project was undertaken to fulfill the following objectives:

- Facilitate discussion of how providers in each area can better work together, support each other, and/or coordinate or consolidate services or elements of services
- Identify and build consensus around future actions to coordinate services or implement mobility management activities
- Identify potential roles for the Alameda CTC in supporting implementation of coordination/mobility management activities (including provision of targeted funding)
- Identify a pilot project or projects that can move forward for implementation
- Provide input for Countywide Transportation Plan and Transportation Expenditure Plan for new Measure B (proposed to go to voters in 2012)

CMMP was a major focus of Alameda County's Paratransit Program last year and, to a large extent, these objectives have been met. We held meetings in each area of the county and countywide, and discussed a wide range of potential areas of coordination. There was a great deal of mutual learning for program sponsors and staff; many of the lessons can be applied in the development of new master funding agreements, the Countywide Transportation Plan and the Transportation Expenditure Plan.

The final step of the CMMP process is approval of the following CMMP pilot projects to move forward for implementation in FY2011-2012, each described later in this memo:

- Establishment of Uniform Taxi Policies for North County
- Expansion of South County Taxi Program to Central County
- Tri-City Mobility Management Project

There were a number of considerations that played into selection of the recommended pilots:

Mobility Management: We would like to move towards a mobility management model in Alameda County that would allow users more flexibility and convenience; improve coordination across programs; and improve cost effectiveness. Mobility management encompasses a wide range of possible activities including centralized trip referral, trip planning and scheduling, and provision of comprehensive, multi-lingual information to consumers to help them understand the range of travel options available to them. Ideally, consumers are trained and empowered to do their own “mobility management” over time. Mobility management combined with travel training can also help match each user to the most appropriate and cost effective service for making each trip which can entail cost savings. These types of mobility management programs are increasingly important to address anticipated growth in the senior and disabled population in the face of a constrained funding environment; we need to provide services more cost effectively. The mini-mobility management pilot in the South County planning area is a way to pilot mobility management on a smaller scale for possible replication in other planning areas in the future.

Universal Program Parameters/Policies: Second, at the May Countywide CMMP meeting, our discussion indicated that it would be beneficial to create more uniformity throughout the County in program design, service parameters and availability of services across the County. These objectives would improve equity and reduce confusion for new users, social service providers and tax payers. Meeting this goal was a key driver in selection of the pilot projects.

Suite of Programs: At the May meeting, the idea was also proposed that each area of the county could have an array of available services that cross jurisdictional boundaries of the cities within a specific planning area and potentially even into other planning areas. This would enable us to identify a “suite” of complementary programs in each region of the County that is tailored to the unique needs of that planning area. Ideally, this mix of services would avoid redundancy between services. Paired with travel training and mobility management, users could be matched to the best service to meet each trip need. Taxi programs are an ideal component of this “suite” due to their unique flexibility to meet same day trip needs. Therefore, establishing coordinated taxi programs in each region of the County is a key first step towards developing an optimal suite of programs for each planning area.

Financial Constraints: As we are all too aware, the economic recession has had a notable impact on Alameda County transportation programs due to the decline in Measure B sales tax revenue. We are seeking to proactively address stark financial realities and projections for increasing demand that may impact the long term financial sustainability of senior and disabled transportation programs in Alameda County. We need to make every dollar go farther and ensure cost effectiveness and program sustainability is a key consideration in our decisions moving forward.

More uniformity in program parameters will allow for more control over costs. This is true for taxi programs in particular, because costs are driven largely by rules about trip lengths and subsidy levels. For example, the taxi program parameters vary widely across the county and therefore the cost per trip for taxi programs in the County ranges from \$12-\$37 per trip. We hope the two taxi pilots described below allow the Alameda CTC and programs to have a better understanding of and control over program costs.

We have selected the recommended pilots because they are best positioned to meet these goals.

We recognize that there can be challenges in increasing coordination between programs that have historically had a lot of autonomy. Staff will work closely with TAC, PAPCO and the program

sponsors to ensure successful implementation of these pilots and to minimize impacts on customers and burdens on staff. We are seeking your involvement and collaboration in pilot project implementation.

CMMP Implementation Timeline

Date	Action
September 2011	Ask for TAC concurrence and PAPCO recommendation on pilots
October 2011	Ask for Commission approval on pilots
November 2011 – June 2013	Implementation of pilots

Budget for CMMP Pilot Project Design and Implementation

PAPCO approved designation of \$500,000 of Measure B funds for design and implementation of CMMP pilot projects during the FY10-11 Gap Grant funding cycle in February 2011. Any remaining CMMP funding was to be available for technical assistance to Measure B pass-through recipients to establish programs that would fill gaps or enhance Mobility Management. These funds are provided with the intention that any ongoing costs would be absorbed into the base programs or have an alternate plan for sustainability of funding.

The recommended funding amount for each program and the remaining balance is shown in the chart below. These funding recommendations are explained in the project descriptions below.

Pilot Project	CMMP Funding Recommendation
Establishment of Uniform Taxi Policies for North County	\$85,000
Expansion of South County Taxi Program to Central County	\$81,744 <i>(+\$173,256 in non-CMMP funds)</i>
Tri-City Mobility Management Project	\$114,500
TOTAL	\$281,244
Remaining CMMP Funds	\$218,756

Pilot Project Descriptions

Each pilot is described on the following pages including a funding recommendation and a brief description of the different aspects of program design that will need to be addressed in order to implement the pilots. This is only an initial list of considerations based on discussions at the CMMP meetings. Once design of each pilot is underway, more issues may arise that need to be addressed based on additional input from both TAC and PAPCO.

Establishment of Uniform Taxi Policies for North County

Definition

This pilot would involve implementing a single set of taxi program parameters (fares, eligibility criteria, trip limits, service area, etc.) for all five North County taxi programs.

Discussion/Rationale

Better coordination between the five North County taxi programs was discussed at the North County CMMP meeting. The possibility of creating one single universal North County taxi program was discussed, but a number of barriers were identified. Overcoming the operational challenges involved in unifying all programs under one single contract is too big for a CMMP pilot and does not appear appropriate at this juncture. However, based on the discussion at the final Countywide CMMP meetings, it appears that some level of universal program policies, e.g. fares, eligibility criteria, trip limits, would be a significant step towards achieving equity across programs from the users' perspective, would further coordination and improve user experience by enabling travel throughout North County. It would also allow for more control over costs, as taxi costs are driven largely by policies that determine trip lengths and subsidy levels. In the recent financial analysis that was conducted, cost per trip for taxi programs in North County ranged from \$12-\$37 per trip.

Pilot Project Description

This pilot project will involve working with the five city programs to design a set of universal policies that can be implemented at each of the programs. The five programs that this will affect are: Alameda, Albany, Berkeley, Emeryville and Oakland. Once the policies are selected and approved by the TAC and PAPCO, they will be adopted by each City and the required adjustments made to their taxi programs. The following are the policy areas that will be considered as part of this pilot.

ELIGIBILITY: There is currently inconsistency in eligibility between programs. Universal eligibility rules would be established under this pilot. Changing the program eligibility criteria could either expand or contract the number of eligible users in each city. A closer look at the potential impacts on customers in the different jurisdictions will be a critical part of establishing a single eligibility policy. As discussed in the introduction above, implementation of these pilots is a first step in moving towards establishing a complementary "suite" of programs in each region of the County. Efforts will be made to avoid creating new same day service gaps and to identify any significant differentials in need between cities.

FARES: There is currently a very broad range of fares, ranging from free, to percentage of meter, to books of vouchers. Determining the types of trip a taxi program is intended to serve (with relation to other travel options) could help define an appropriate common fare, or a small number of fare options.

TRIP LIMITS & SERVICE AREA: Programs also vary with respect to trip limits. Vouchers or scrip made available in a variety of denominations would allow flexibility for variable trip lengths if different cities require different service coverage. Again, determining the types of trip this program is designed to serve will provide key input to help define an appropriate trip limit rule. It would also be advantageous to allow users to take trips throughout North County through this program. This level of coordination will be explored under this pilot.

ADMINISTRATION: The question of whether there will be any centralized administrative functions, such as printing vouchers or scrip, will need to be addressed.

TAXI ORDINANCES: One implementation mechanism for universal taxi program policies would be through modification of taxi ordinances in each City. The ordinance could require acceptance of vouchers by all taxi companies for travel anywhere in North County. This would maximize flexibility for users.

Barriers to taxi ordinances have been identified in the past; these would have to be addressed.

CURRENT CONTRACTS: Implementing new program policies raises the question of conflicting with policies contained in existing contracts. Albany and Emeryville do not have contracts. For the other three cities, staff does not currently know exact contract provisions or expirations. However, Alameda and Oakland are funded almost exclusively through Measure B, so perhaps a contract provision has been incorporated to allow for adjustments associated with funding approval every year. This would allow the program changes envisioned here to be made without disrupting the current contract. This will be a key point of discussion in program design.

Interface with Implementing Guidelines

The Implementing Guidelines for all Measure B-funded Paratransit programs, which are currently under development, may establish parameters for taxi programs throughout the County. If adopted, these will form the basis for this pilot. The pilot will then focus on establishing uniform policies for those parameters not covered by the implementing guidelines as well as the substantive work of actually implementing these new policies and parameters in the diverse taxi programs across North County. This pilot entails more coordination than has ever been undertaken in North County previously. The Paratransit Coordination Team will facilitate coordination, serve as the liaison between programs and with the Alameda CTC and provide needed technical assistance to programs to actually operationalize and create the day-to-day procedures necessary to implement the new policies. Individual attention will have to be paid to each of the five taxi programs currently under operation to ensure as smooth a transition as possible and to minimize negative impacts on customers in each city. For example, activities could include analyzing affected populations and determining whether any grandfathering needs to occur to avoid creating gaps and decreasing the mobility of vulnerable populations.

The Paratransit Coordination Team will also focus on designing the implementation of this pilot to enable monitoring and evaluation over time. To the degree possible, the Team will put systems in place for post-program analysis to allow for alterations to program design if necessary and recommendations for future programs.

Next Steps

The next step for designing this pilot project is to arrange a brief phone interview with each program to discuss specific barriers or concerns they may have about implementation of the pilot in that city. Those conversations will inform the agenda for a meeting of all the North County TAC members to commence discussions on universal policies. We anticipate the need for a number of follow up meetings to generate consensus around a single set of policies. To the degree possible, this will be accomplished at or after standing TAC meetings, though additional meetings may be necessary. If consensus cannot be reached on specific issues, PAPCO and Alameda CTC management may be required to participate more actively in the final decision-making process.

We recognize that City staff does not have extra time to develop these policies as they are already stretched thin with current responsibilities. The Paratransit Coordination Team will provide any necessary technical assistance such as analysis to assess impacts of different policies for each City, will coordinate and facilitate all meetings, and will draft recommendations and incorporate rounds of revisions as consensus is being built. We will, however, need TAC time for attendance at the necessary meetings.

Timeline

FY 2011-2012 will be focused on design and consumer notification/buy-in. The goal will be to implement new policies on July 1, 2012 and focus on evaluation of policy changes and their budgetary impacts in FY 2012-2013. This allows for the current FY 2011-2012 plans that have already been approved by PAPCO and the Commission to run their course. New policies will be included in next year's program plans. Therefore, all policies must be finalized and funding needs for the first year identified before the Program Plan due date of March 31.

A key component of this effort will be developing a strategy for communicating these changes to consumers. The Paratransit Coordination Team will assist with this effort and collaborate in North County TAC meetings to design outreach strategies. Programs can communicate changes through their standard consumer outreach activities, ideally starting in early 2012.

The following pilot implementation timeline takes these factors into consideration. As discussions on the universal policies commence, more meetings may be needed and the timeline for finalization of policies may shift to February.

2011	
October	Pilot Funding for recommended projects approved (Board Mtg. 10/27)
Early November	Phone Interviews with Individual Programs to identify barriers/concerns
Mid-November	Discuss universal policies at TAC meeting (11/8)
December	Potential Special North County TAC meeting
2012	
January	TAC approval of universal policies PAPCO approval of universal policies
February	Outreach to consumers Refine cost estimates for first year of pilot
March	Program Plans due
FY 2012-2014	Observe and evaluate policy changes in practice and assess budgetary impacts Additional refinement of cost estimates for second year of pilot, particularly for grandfathering and increased demand

Funding

The North County taxi programs are currently funded through each program's pass-through allocation (some cities also supplement with other sources, such as city general funds). Depending on the revisions to the policies, funding needs for North County taxi programs may rise or fall. Funding needs depend on many factors, including subsidy level per trip, number of eligible riders, level of use of the program by eligible riders, and trip lengths, among others. The intent of this pilot program is to make our limited program dollars go farther, so cost effectiveness of trips will be a key consideration in designing the policies. However, these considerations will need to be balanced by a goal of minimizing impact on current registrants.

As a result, there are three primary potential funding needs for this pilot, each is described in more detail below:

1. The initial funding need for this pilot project is for staff time to design, build consensus around and then implement the policies.

2. If policies result in an increased number or length of trips, additional funding will be needed to cover these new costs. The level of funding needed will depend on what policies are adopted and the level of usage that results after the policies are implemented.
3. Depending on the ultimate set of policies adopted, TAC and PAPCO may decide to allocate funding to grandfather in a subset of consumers who are currently eligible, but who would be excluded from service as a result of policy changes.

Staff recommends setting aside \$35,000 for the Paratransit Coordination Team to design this program, to conduct any necessary background and impacts analysis, provide technical assistance to the CTC and to individual program sponsors, incorporate comments and adjust parameters based on discussions, prepare meeting materials, and facilitate discussion at meetings.

Staff recommends setting aside \$50,000 of gap funds to cover potential increased costs resulting from the new policies as well as grandfathered consumer trips. Depending on subsidy levels, eligibility criteria and the volume of voucher purchases, more gap funds may be needed to cover the cost of North County taxi trips. The Paratransit Coordination Team will work with project sponsors this fall and winter to factor the new policies into their program plans and determine whether additional funding will be necessary. A refined cost estimate can be generated in the spring.

North County Taxi Policies Pilot CMMP Funding Request	\$85,000
Program Design for Paratransit Coordination Team	\$35,000
Consumer Trip Grandfathering (may need to be adjusted in spring 2012)	\$50,000

Expansion of South County Taxi Program to Central County

Definition

This pilot would expand the existing South County taxi program to include Central County customers as well.

Discussion/Justification

Establishing a taxi program in Central County fills a clearly identified service gap. It also furthers the goal of coordination across planning areas by building on the successful existing South County Taxi program.

Project Description

This pilot would involve expanding the service area covered by the South County “Tri-City Taxi Program” to include Central County consumers as well. In the short term, we recommend expanding this program with its current policies in place to the degree possible. However, there are a number of program design details that will still need to be worked out:

TRIP LIMITS: We would like to design this program to maximize flexibility for users, allowing trips between South and Central Counties and allowing users from South County to use a taxi in Central County and vice versa. This may require some adjustments to the trip limits policy currently in place.

SERVICE QUALITY: Service quality and responsiveness is a current concern held by the Alameda CTC and City staff with the current contracted service (St. Mini Cab) in South County. Upon expansion of the program, service quality will have to be carefully examined/monitored and Alameda CTC may want to consider seeking an alternative service provider or another agency to administer the contract. This will require more discussion between South and Central County staff, the Alameda CTC and the Paratransit Coordination Team.

ADMINISTRATION: Currently the Alameda CTC is the primary administrator for the program, while outreach and voucher distribution are managed at a city level. For initial expansion to Central County, this arrangement will likely remain. However, in the future, housing program administration in Central or South County may need to be considered.

Next Steps

Upon approval of pilot project funding, a meeting between South and Central TAC members will be necessary to finalize the implementation policies, discuss whether an alternative service provider may be necessary and work out any other concerns that the program sponsors – Fremont, Hayward, San Leandro, Newark and Union City – may have and discuss the procurement process. Other necessary steps include training of the new jurisdictions and printing of vouchers.

Timeline

The timeline for this pilot project depends on the procurement process. The initial goal for this pilot is commencing service by March 2012, earlier if possible. This timeline may need to be adjusted after issues are identified in discussions with the South and Central County programs.

2011	
October	Pilot Funding for specific project approved (Board Mtg. 10/27)
Mid-November	Discuss pilot at TAC meeting (11/8)
December	Potential Special Central/South County TAC meeting
2012	
January	Contract for Taxi Services in Central County
February-March	Commence Taxi Service in Central County Outreach to consumers

Funding

The high level cost estimate developed by staff for this pilot is \$120,000. This was based on applying the differential in funding formula population between South and Central County to the current costs of the South County Taxi program. In other words, the total South County taxi contractor cost for FY 2009-2010 was \$71,000; the population of Central County is 1.6 times greater than South County. Therefore, the approximate cost for Central County expansion would be 1.6 x \$71,000, or \$113,600. We have increased this slightly to account for an annual cost increase.

Based on these estimates, staff recommends that \$240,000 will be needed for the Central County portion of a two year pilot joint Central-South County Taxi Program. We recommend apportioning costs between Hayward and San Leandro based on the pass-through formula which incorporates population of seniors and people with disabilities, as shown in the chart below. We recommend that Hayward's portion of the program costs come from already allocated Measure B pass-through funding for special transportation, since these have not yet been expended, and that San Leandro's portion be allocated from CMMP funds.

Since the technical assistance required for this pilot should be less complex than the North County pilot, a Paratransit Coordination Team budget of \$15,000 is recommended. The grand total budget request for this pilot project is \$255,000 over two years.

Both cities are expected to absorb the administration tasks (e.g. distribution of vouchers) as part of their current operations.

The role of the gap grant funding program is currently being considering by the Alameda CTC. Financial sustainability of gap-grant funded pilot projects, such as this, will be considered as part of that process.

Central County Taxi Program Total Funding Need – 2 years	\$255,000	
Hayward Portion – Existing Hayward pass-through funds	72.19%	\$173,256
San Leandro Portion – CMMP Funds	27.81%	\$66,744
Paratransit Coordination Team – CMMP Funds	\$15,000	
Total CMMP Funding Request	\$81,744	

Tri-City Mobility Management Project

Definition

The project will create a bilingual team of mobility managers whom consumers could call or visit for assistance with individualized transportation planning and transportation service linkage. Individualized transportation planning will be provided to seniors and persons with disabilities based on their functional abilities, their preferred modes of travel, and the most cost-effective mobility and transportation service options. The project will assist consumers in accessing the following types of services:

- Fixed route transit
- City-based paratransit services
- ADA paratransit services
- Tri-City Taxi Voucher Program
- Tri-City Travel Training Program
- VIP Rides Program
- Older driver safety training and information
- General information on where to find other needed services (referrals to Tri-City Senior Helpline and 211)

Discussion/Justification

This project addresses the need for comprehensive, multi-lingual information regarding mobility options for elderly and disabled residents of the Tri-Cities area (Fremont, Newark and Union City). Potential project benefits include:

- Increased level of transportation service coordination
- Increased mobility for seniors and persons with disabilities
- Increased consumer satisfaction regarding service access
- Reduced consumer confusion about transportation options

Project Description

The City of Fremont will recruit, hire and supervise a small team of bilingual outreach workers (ideally: Mandarin, Spanish and Farsi-speaking) to provide mobility management services for seniors and persons with disabilities in the Tri-City area. These outreach workers will help consumers navigate the transportation system to find the most appropriate and cost effective modes of travel for their specific needs. The City will provide a program manager responsible for project development, implementation and supervision of mobility management activities and evaluation of project effectiveness. Project implementation period: December 2011 – June 2013

Project activities will include:

ESTABLISH BETTER SERVICE COORDINATION WITH EBP

1. Establish East Bay Paratransit satellite office in Fremont to facilitate in-person ADA paratransit certification interviews for residents of Southern Alameda County. The City will provide the office space at no cost. CMMP funds might be used for minimal additional costs for office set up. Tentative scheduled opening of satellite office: January 2012.

2. Outreach workers will meet with EBP applicants and conduct an individualized transportation assessment and then refer applicants to appropriate transportation services, offering additional assistance in connecting consumer to services as needed.
3. Coordinate rides for Fremont and Newark residents who are applying for ADA services and need transportation to the EBP certification interview. City-based services can offer a more cost effective trip to transport applicants to the interviews.
4. Help coordinate alternative transportation services while EBP applicant is awaiting ADA certification.
5. Provide problem solving assistance to consumers experiencing difficulties with East Bay Paratransit service.

PROVIDE MORE INTEGRATED OUTREACH/EDUCATION

1. Provide individualized transportation planning, information and referral, and service linkage for seniors and persons with disabilities seeking information and/or access to transportation and mobility services. These services will take place at the following sites:
 - a. Fremont City Hall, Human Service Department
 - b. Community locations in Fremont, Newark and Union City (monthly office hours will be established for each of the three satellite service sites)
 - c. Consumer's place of residence, as needed
2. Coordinate group outreach presentations at various community locations. Work with partner agencies, where appropriate, to present for the following community outreach events:
 - a. Transportation/Mobility Resource Fair (one per year)
 - b. Paratransit Service presentations, with on-site enrollment as feasible (Minimum of 12 per year)
 - c. Older Driver Safety presentations (6 times per year total, 2 in each city)
 - d. Clipper Card presentations (6 times per year total, 2 in each city)

EXPAND KNOWLEDGE BASE AND IMPROVE SERVICE COORDINATION WITH TRI-CITY AREA SOCIAL SERVICE PROVIDERS.

1. Provide training to Tri-City area service providers on the spectrum of mobility and transportation resources available to seniors and people with disabilities.
2. Work with AC Transit, Union City Transit and BART to facilitate rider advocacy and/or education efforts, such as dissemination of service change announcements, placement of bus shelters, signage at transit centers, requests for driver training, etc.
3. Evaluate the possibility of expanding the role of the existing paratransit advisory body to identify service gaps and opportunities for improved coordination related to the planning and implementation of transportation/mobility services.

EVALUATE EFFECTIVENESS OF MOBILITY MANAGEMENT ACTIVITIES: Develop and implement consumer and program tracking mechanisms to measure the effectiveness of mobility management activities in the Tri-City area.

Next Steps

Upon approval of funding, Fremont will move forward with hiring the team of bilingual outreach workers and work with EBP on establishment of the EBP satellite office. Additionally, a workplan will be developed in December to facilitate project implementation activities during the first six months.

Timeline

2011	
October 2011	Pilot Funding approved (Board Mtg. 10/27)
November	Initiate hiring of outreach workers Working with EBP to set up satellite office
December	Initial training of outreach workers, pending successful hiring process Development of six month workplan for project implementation Development of program intake and outreach materials Office set-up for outreach workers
2012	
January 2012	Launch mobility management Open EBP satellite office Begin conducting individualized transportation plans with consumers
February 2012	Identify community satellite office locations Begin conducting group outreach presentations
March 2012	Establish community satellite office locations Begin training service providers on spectrum of available mobility services
April 2012	Assess first quarter of project activities
May 2012	Develop detailed workplan for FY11/12 project activities Begin planning for Mobility and Transportation Resource Fair in September 2012

Funding

CMMP funds will be used for the salaries of the outreach workers and for the project manager's time. Transportation expenses for applicants attending ADA-paratransit certification interviews and other miscellaneous direct service costs (i.e. printing, office supplies, computer/phone set-up and IT installation, etc.) are also included in the project budget. The overhead allocation included in the budget covers the costs for functions needed from other departments for project implementation, including: Human Resources, Finance, City Attorney's Office, and Information Technology Support.

Tri-City Mobility Management Project CMMP Funding Request	\$114,500
Salaries for Outreach Workers	\$50,544
Salary/Benefits for Project Manager	\$34,021
Direct Costs	\$15,000
Overhead (15% required by the City of Fremont for each new project)	\$14,935



Memorandum

Date: October 3, 2011

To: Programs and Projects Committee

From: Ray Akkawi, Project Delivery Manager

Subject: **Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants– Approval to Submit Application for I-580 Eastbound Auxiliary Lanes Project Requesting TIGER III Funds**

Recommendations

It is recommended that the Commission approve the submittal of an application requesting Transportation Investment Generating Economic Recovery (TIGER) Funds for the I-580 Eastbound Auxiliary Lanes project. The project scope and schedule meet the requirements of TIGER grant.

Background

The Office of the Secretary of Transportation (DOT) released an interim notice announcing the availability of funding for the Department of Transportation's National Infrastructure Investments in July 2011. The DOT requested comments on the project selection criteria and pre-application and application requirements for these grants. In August 2011, DOT released a "Notice of Funding Availability" under the Full-Year Continuing Appropriation, 2011. The notice listed project selection criteria and the deadlines to submit the pre-application and application. Staff has reviewed the selection criteria and identified a project to submit. The I-580 Eastbound Auxiliary Lanes Project meets the project eligibility criteria and can also meet the schedule for appropriations deadline.

Discussion

On April 15, 2011, the President signed the Full-Year Continuing Appropriations, 2011 Act. The Act appropriated \$527 million to be awarded by the DOT for National Infrastructure Investment. The DOT published the project selection criteria listed in the August 2011 Notice of Funding Availability. The criteria includes:

1. Dates: Pre-applications are due on October 3, 2011. Applications are due on October 31, 2011.
2. Minimum grant request is \$10 million
3. Projects should have National Environmental Protection Act (NEPA) approval, or approval should be imminent.
4. Allocation of funds must take place prior to June 2013.
5. DOT will give priority to projects that have significant impact on long-term outcomes. The outcomes are defined as:

- a) State of Good Repair – Improving the existing facility
- b) Economic Competitiveness
- c) Livability- Fostering livable communities
- d) Environmental Sustainability – Improving energy efficiency
- e) Safety
- f) Job Creation and Near Term Economic Activity

The I-580 Auxiliary Lanes project will add auxiliary lanes between the new Isabel Interchange and First Street. The project will widen the freeway on the outside to allow for future conversion of the existing HOV lane to a HOT lane facility in this segment of the freeway. The project will construct retaining walls where needed and place the final asphalt concrete lift from Hacienda Drive to Greenville Road.

The I-580 Eastbound Auxiliary Lanes project is in the final stage of the environmental phase. It is expected that the environmental document for the project be approved in November 2011. The design is at 65% completion with 100% completion scheduled for April 2012. The following is the schedule to deliver the project to construction:

Environmental Document and Project Approval	November 2011
Final Design	April 2012
Right-of-Way Certification	April 2012
Ready to List	April 2012
Allocation of funds by California Transportation Commission	June 2012
Allocation of TIGER Funds	June 2012
Advertise the Construction Contract	July 2012

The estimated cost of the I-580 Eastbound Auxiliary Lanes Project is \$39 million (funding plan is included as attachment A). At the September 2011 Alameda County Transportation Commission meeting, the commission approved to loan this project \$8.5 million from Measure B funds programmed for other ACTIA projects. Should the project receive the proposed TIGER funds, the Measure B funds approved in September 2011 will not be required.

Attachment A I-580 Eastbound Auxiliary Lanes Project Funding Plan & Schedule

Project Funding Plan & Schedule

I-580 Eastbound Express (HOT) Lane / Eastbound Auxiliary (AUX) Lane Project Alameda CTC Project No. 720.4/720.5

The project will construct eastbound AUX lanes from Isabel Avenue to First Street and other improvements to accommodate the conversion of the HOV lane to an express / high occupancy toll (HOT) lane facility.

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
Auxiliary								
PE/Environmental	11/07 - 11/11							
Final Design (PS&E)	12/09 - 04/12							
Right-Of-Way	09/11 - 04/12							
Advertisement / Award	04/12 - 08/12							
Construction	08/12 - 11/14							
Express (HOT)								
PE/Environmental	11/07 - 01/12							
Final Design (PS&E)	12/09 - 04/12							
Right-Of-Way	09/11 - 04/12							
Advertisement / Award	04/12 - 08/12							
Construction	08/12 - 11/14							

Project Components	Total Costs Aux (\$ x1, 000)	Total Costs HOT (\$ x1, 000)	Funding (\$ x 1,000)											
			TVTC	CMIA	RM2	I-580 Corridor EB HOV	Fed	Local: Other	Total Funding	ARRA	TVTC	RM2	Local: Other (LONP)	Total Funding
			Auxiliary Lane Project							Express Lane Project				
PE/ENV	1,575	1,500	0	0	1,350	0	225	0	1,575	0	0	1,500	0	1,500
PS&E	1,270	300	300	0	570	0	0	400	1,270	0	0	300	0	300
SYSTEM	0	8,000	0	0	0	0	0	0	\$0	7,500	0	500	0	8,000
ROW	700.0	200	0	0	500	0	0	200	700.0	0	0	200	0	200
CONSUP	3,550	0	0	2,535	240	0	0	775	3,550	0	0	0	0	0
CONCAP	32,853	9,000	0	19,028	1,700	5,000	0	7,125	32,853	0	2,700	2,665	3,635	9,000
TOTAL	\$39,948	\$19,000	\$300	\$21,563	\$4,360	\$5,000	\$225	\$8,500	\$39,948	\$7,500	\$2,700	\$5,165	\$3,635	\$19,000

Note: Combined I-580 EB AUX/HOT lane funding plan

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Memorandum

Date: September 28, 2011

To: Programs and Projects Committee

From: Ray Akkawi, Project Delivery Manager
Raj Murthy, Project Manager

Subject: **I-80 Integrated Corridor Mobility (ICM) Project – Approval to Execute Cooperative Agreements with Caltrans for Construction Phase.**

Recommendations

It is recommended that the Commission authorize the Executive Director or his designee to negotiate and execute a cooperative agreement with the California Department of Transportation (Caltrans) for the construction phase of the Specialty Material Procurement Project No. 2 (491.2), Adaptive Ramp Metering Project No. 4 (491.4), and Active Traffic Management Project No. 5 (491.5) of the I-80 Integrated Corridor Mobility (ICM) project.

Summary

The design phase of Specialty Material Procurement Project No. 2 (491.2), Adaptive Ramp Metering Project No. 4 (491.4), and Active Traffic Management Project No. 5 (491.5) of the I-80 Integrated Corridor Mobility (ICM) project is in the final stage. In order to receive the Caltrans Ready to List milestone, which make the projects eligible to receive funds from California Transportation Commission, a construction cooperative agreement with Caltrans defining the roles of each agency and authorizing the disbursement of state funds is needed for each project regardless of the implementing agency.

Construction phase of Specialty Material Procurement Project No. 2 (491.2) will be administered and managed by Alameda CTC. A cooperative agreement is needed to define role and responsibilities as well as an agreement for reimbursement of incurred capital and support costs.

Construction phase of Adaptive Ramp Metering Project No. 4 (491.4), and Active Traffic Management Project No. 5 (491.5) projects will be administered by Caltrans. Alameda CTC, as the Project Sponsor, will provide Design Services during Construction and Project Management during the construction phase. A cooperative agreement is needed to define roles and responsibilities as well as an agreement for reimbursement of incurred support costs.

Discussion

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent

transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each contract's scope. The seven projects are:

- Project #1: Software & Systems Integration
- Project #2: Specialty Material Procurement
- Project #3: Traffic Operations Systems (TOS)
- Project #4: Adaptive Ramp Metering (ARM)
- Project #5: Active Traffic Management (ATM)
- Project #6: San Pablo Corridor Arterial and Transit Improvement Project
- Project #7: Richmond Parkway Transit Center

The California Transportation Commission (CTC) is expected to allocate State bond funds for the construction phase of Projects Nos. 2, 4, and 5. Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of the Projects 1, 2, 3, and 6. Caltrans is responsible for the construction administration and management of Projects 4, and 5.

A Construction cooperative agreement is necessary for Project No. 2 in order to invoice and recover construction capital and construction support costs in construction phase.

Although the construction phase of Projects 4 and 5 are administered by Caltrans, a Construction cooperative agreement is necessary to invoice and recover any Design Services during Construction (DSDC) and Project Management costs.

Staff is recommending that the Commission authorize the Executive Director to enter into Cooperative Agreements with Caltrans for Construction Phase of Specialty Material Procurement Project No. 2 (491.2), Adaptive Ramp Metering Project No. 4 (491.4), and Active Traffic Management Project No. 5 (491.5).

Fiscal Impacts

The revenues and costs associated with these projects will be funded through the Corridor Mobility Improvement Account (CMIA) within the State Infrastructure Bond Program (Proposition 1B) and are included in the approved Alameda CTC budget.



Memorandum

Date: September 22, 2011

To: Programs and Projects Committee

From: Ray Akkawi, Manager of Project Delivery

Subject: **Webster Street SMART Corridor Project –Approval of Amendment No 2 to Add \$35,000 and Extend the Expiration Date of the Contract with TJKM Transportation Consultants to Provide Design Services During Construction Phase**

Recommendations

It is recommended that the Commission approve Amendment No. 2 to add \$35,000 and extend the expiration date of the contract with TJKM Transportation Consultants the consultant responsible for the design and system integration of the Webster Street SMART Corridor Project.

Summary

The CMA entered into a design and system integration services agreement with TJKM in 2009 with an expiration date of December 31, 2011. Federal funds were added to the capital phase of the project. Thus the project had to follow the federal process in the project delivery phase. It was determined that the project needed to obtain FHWA approval of the design and environmental documents to be eligible for Federal funding. The National Environmental Policy Act (NEPA) process had to be followed and the environmental document had to be approved at the federal level. Thus the schedule to deliver the project was delayed and there was additional design and environmental clearance cost to obtain the federal approval of the project. Construction support task funds were used to deliver the project. These funds need to be made available to TJKM to provide construction support and integration of the equipment when deployed in the field.

Discussion

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans, and AC Transit are implementing a SMART Corridor System at Webster Street in the City of Alameda. The project would be an expansion of the existing East Bay SMART Corridors System. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and Microwave Vehicle Detection System (MVDS) devices along various corridors leading to the Webster/Posey Tubes on the City of Alameda. The field elements will connect to a communication network that will transmit the

data to the City of Alameda Traffic Management Center (TMC). The project is also being coordinated with the City of Oakland.

After obtaining California Environmental Quality Act (CEQA) approval for the project's environmental document, TJKM Transportation Consultants had to prepare another document to meet the NEPA requirements. This was due to the introduction of federal funds to the project's funding plan. TJKM had to use the design services during construction task budget to perform this added task. This request is to replenish the construction support task.

Fiscal Impacts

The revenues and costs associated with these projects will be funded from the project contingency fund included in the approved Alameda CTC budget.



Memorandum

DATE: October 3, 2011

TO: Programs and Projects Committee

FROM: James O'Brien, Project Controls Team

SUBJECT: Acceptance of Semi-Annual Alameda CTC Capital Projects Status Update and Approval of Funding Plans for Select Projects

Recommendations

It is recommended that the Commission approve the following actions:

1. Acceptance of the Semi-Annual Alameda CTC Capital Projects Update for the 39 active capital projects summarized in Table A in Attachment A; and
2. Approval of the funding plans included in the attached project delivery summaries for select capital projects being implemented primarily by the Alameda CTC using a combination of Measure B, federal, state, regional and other local funding.

Summary

The Semi-Annual Capital Projects Status Update provides information pertaining to the 39 active capital projects being implemented and/or funded by the Alameda CTC listed in Table A in Attachment A. The list of 39 projects includes all of the remaining Measure B funded projects from both the 1986 and 2000 Measure B Capital Programs, commonly referred to as the ACTA-ACTIA projects, and the capital projects being implemented by the Alameda County Congestion Management Agency before the merger to the Alameda CTC. The "Agency of Origin" is included in Table A in Attachment A to provide a mapping for each of the projects listed in order of the new Alameda CTC project number to the previous project number. Table A in Attachment A also provides a summary of current project status information including the current project phase, the begin and end construction dates, the amount of 1986 and 2000 Measure B funding, and the total project funding.

The 39 active capital projects may be grouped by the following four project types as indicated in Table A in Attachment A:

1. Mass Transit – (Eight projects);
2. Bicycle and Pedestrian (One project);
3. Local Streets & Roads (Eight projects); and
4. Highway (22 projects)

The 39 active capital projects can also be divided into the following four primary categories related to project funding and implementing agency:

- A. Infrastructure Bond (I-Bond) funded projects being implemented by the Alameda CTC – (Six projects);
- B. Measure B funded projects being implemented by the Alameda CTC – (Eight projects);
- C. Projects being implemented by the Alameda CTC without I-Bond or Measure B funding (Seven projects); and
- D. Measure B funded projects being implemented by other agencies (18 projects).

A. Infrastructure Bond (I-Bond) Funded Projects Being Implemented by the Alameda CTC

The Alameda CTC is the implementing agency for the following capital projects, or phases of the following capital projects, included in the State's Proposition 1B Infrastructure Bond Programs. All of the I-Bond funded projects being implemented by the Alameda CTC are included in this Update. The project type for each project is indicated in parenthesis following the project title.

- 1. Route 84 Expressway in Livermore (Highway);
- 2. I-880 North Safety and Operational Improvements at 23rd/29th in Oakland (Highway);
- 3. I-580 Eastbound Auxiliary Lane (Highway);
- 4. I-580 Westbound HOV Lane West and East Segments (Highway);
- 5. I-880 Southbound HOV Lane North and South Segments (Highway); and
- 6. I-80 Integrated Corridor Mobility (Highway).

These I-Bond funded projects are a very high priority for the Alameda CTC given the stringent nature of the delivery deadlines associated with the I-Bond funding. For the most part, the I-Bond projects, with the exception of the I-880 / 23rd-29th project, must have the construction contracts awarded by December 2012, or risk losing the I-Bond funds. Awarding the contracts by December requires that the design and right of way phases be fully complete by mid-year. Allowing for the various processes involved in allocating and securing the I-Bond funding, the design and right of way phases must be complete during Spring in order to meet the deadlines.

All of the I-Bond projects are currently in the design and right of way phases, or have completed them. The Route 84 Expressway project received the construction allocation vote from the California Transportation Commission in June. The I-80 ICM project has been divided into six sub-projects, and two of the initial sub-projects are into the construction phase and have also received allocation votes for a portion of the I-Bond funding.

B. Measure B Funded Projects Being Implemented by the Alameda CTC

The Measure B funded projects listed below are being implemented by the Alameda CTC. The project type for each project is indicated in parenthesis following the project title.

1. East-West Connector in Fremont and Union City (LS&R);
2. Central Alameda County Freeway System Operational Analysis (Highway);
3. I-880/Broadway-Jackson Interchange Improvement (Highway);
4. I-580 Westbound Auxiliary Lane – Airway to Fallon (Highway);
5. I-580 Eastbound Auxiliary Lane – El Charro to Airway (Highway);
6. I-680 Sunol Express Lane – Southbound (Highway);
7. I-680 Sunol Express Lane – Northbound (Highway); and
8. I-680 / I-880 Cross Connector Studies (Highway).

The construction of two of the Measure B funded projects listed above is included in the construction of a larger project with limits that envelop the Measure B funded project limits. The I-580 Westbound Auxiliary Lane – Airway to Fallon project will be constructed with the I-Bond funded I-580 Westbound HOV Lane – West Segment project expected to go to construction during the Summer of 2012. The I-580 Eastbound Auxiliary Lane – El Charro to Airway project was constructed with the I-Bond funded I-580 Eastbound HOV Lane project that was administered by Caltrans and is currently being closed out.

Three of the projects listed above are “Study Only,” which implies that the Measure B funds can be expended on studies and project development even with no capital funding identified. The Study Only projects are the Central Alameda County Freeway System Operational Analysis; I-880/Broadway-Jackson Interchange Improvement; and I-680 / I-880 Cross Connector Studies.

The I-680 Sunol Express Lane – Southbound project is currently in transition from capital project delivery to operations. The Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) operates the southbound express lane. The Alameda CTC is a member of the Sunol JPA along with the Santa Clara Valley Transportation Authority (VTA), and the Alameda CTC is the managing agency.

The remaining Measure B funds for the Sunol Express Lanes project included in the 2000 Measure B Capital Program are now programmed for the northbound express lane. The Alameda CTC is the implementing agency for the project development of the northbound project which has recently been initiated.

C. Projects Being Implemented by the Alameda CTC Without I-Bond or Measure B Funding

The following projects being implemented by the Alameda CTC without I-Bond or Measure B funding are included in this Update. The project type is indicated in parenthesis.

1. I-580 Corridor Environmental Mitigation (Highway);
2. I-580 Eastbound Express Lanes (Highway);
3. I-580 Right of Way Preservation (Highway);
4. I-580 Westbound Express Lane (Highway);
5. Webster Street Smart Corridor (LS&R);
6. I-580 Soundwall – San Leandro Landscape (Highway); and
7. I-80 Gilman (Highway).

Prior to the merger into the Alameda CTC, the Alameda County Congestion Management Agency (CMA) was implementing various projects using federal, state, regional and local funds. These projects include the I-580 Eastbound and Westbound Express Lane projects and other projects in the I-580 corridor related to the overall HOV/HOT improvements being implemented from west of the I-680 interchange east to Greenville Road.

The Webster Street Smart Corridor project is being implemented in partnership with the City of Alameda and is expected to go to construction early in 2012.

The I-580 Soundwall – San Leandro Landscape is a follow up to the construction of the soundwall itself. Construction is expected to begin in early Spring 2012.

The I-80 Gilman project is intended as an operational improvement at the interchange. The project is currently identified as a “Study Only” project.

D. Measure B Funded Projects Being Implemented by Other Agencies

The following Measure B funded projects being implemented by other agencies are included in this Update. The project type is indicated in parenthesis.

1. I-880 / Mission Boulevard (Route 262) Interchange Completion (Highway);
2. Route 238 / Mission-Foothill-Jackson Corridor Improvement (LS&R);
3. Castro Valley Local Area Traffic Circulation Improvement (LS&R);
4. Altamont Commuter Express Rail (Mass Transit);
5. BART Warm Springs Extension (Mass Transit);
6. BART Oakland Airport Connector (Mass Transit);
7. Downtown Oakland Streetscape Improvement (B&P);
8. Union City Intermodal Station (Mass Transit);
9. Telegraph Avenue Corridor Bus Rapid Transit (Mass Transit);
10. Iron Horse Transit Route (Mass Transit);
11. Leweling / East Leweling Boulevard Widening (LS&R);
12. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Highway);
13. Hesperian Boulevard / Leweling Boulevard Intersection Improvement (LS&R);
14. Westgate Parkway Extension (LS&R);
15. East 14th Street / Hesperian Blvd / 150th Street Intersection Improvements (LS&R);
16. I-580 / Isabel Avenue (Route 84) Interchange (Highway);
17. Dumbarton Rail Corridor (Mass Transit); and
18. I-580 Corridor / BART to Livermore Studies (Mass Transit).

The Measure B funded projects being implemented by other agencies include three projects from the 1986 Measure B. The first three projects on the list above are funded by the 1986 Measure B. The other fifteen (15) projects in this category are funded by the 2000 Measure B.

The 2000 Measure B Expenditure Plan included commitments of Measure B funding for 27 capital projects and studies. Some of the 27 projects have been split into smaller projects or

combined with other projects to accelerate delivery of useable segments and facilitate project monitoring and controls. The original 27 Measure B projects have currently been split into 38 projects and sub-projects. Twenty-four (24) of the 2000 Measure B capital projects are included in the list of 39 Alameda CTC active capital projects shown in Table A in Attachment A.

The projects listed above are stand alone projects being implemented by other agencies that are expected to result in some level of capital construction activity with the exception of the Study Only project. The I-580 Corridor / BART to Livermore Studies is the “Study Only” project being implemented in part by BART, and also in part by the Alameda CTC.

The construction of two of the Measure B funded projects listed above is being integrated with the construction of a larger project with limits that envelop the Measure B funded project limits. The I-880 / Mission Boulevard (Route 262) Interchange Completion project is being integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA. The Westgate Parkway Extension project listed above is the second phase of the Westgate Parkway Extension project included in the 2000 Measure B Capital Program. 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 expected to go to construction during summer of 2012.

Approval of Project Funding Plans

The Project Delivery Summaries included in Attachment B provide details about the cost, funding and schedules for the following projects:

1. Route 84 Expressway in Livermore (Highway);
2. I-880 North Safety and Operational Improvements at 23rd/29th in Oakland (Highway);
3. I-580 Eastbound Auxiliary Lane (Highway);
4. I-580 Westbound HOV Lane West and East Segments (Highway);
5. I-880 Southbound HOV Lane North and South Segments (Highway); and
6. I-80 Integrated Corridor Mobility (Highway).
7. East-West Connector in Fremont and Union City
8. BART Warm Springs Extension

The recommended actions include approval of project funding plans for certain capital projects being implemented by the Alameda CTC. The eight (8) projects listed above are the projects for which the approval of the funding plan is recommended. Approval of the funding plan included in the Project Delivery Summary for the eight (8) projects listed above is intended to document the Commission’s acceptance of the amounts of funding from specific sources to be used to fund eligible project costs.

Discussion or Background

1986 Measure B (ACTA) Capital Projects

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 which have deleted projects from the 1986 Expenditure Plan and created replacement projects.

- Amendment No. 1 to the 1986 Expenditure Plan deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
 - I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
 - Central Alameda County Freeway System Operational Analysis (MB240); and
 - Castro Valley Local Area Traffic Circulation Improvement Project (MB241).
- Amendment No. 2 to the 1986 Expenditure Plan deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - I-880 to Mission Boulevard East-West Connector Project in (MB226).

The following five projects are still active and have remaining, unexpended commitments of Measure B funding from the 1986 Measure B:

1. I-880/Mission Boulevard (Route 262) Phase 1B/2 Project (MB196);
2. East-West Connector in Fremont and Union City Project (MB226);
3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
4. Central Alameda County Freeway System Operational Analysis (MB240); and
5. Castro Valley Local Area Traffic Circulation Improvement Project (MB241).

2000 Measure B (ACTIA) Capital Projects

The 2000 Measure B (ACTIA) program of capital projects was developed by a countywide committee that represented a diverse set of modal and geographic interests of the electorate. The resulting Expenditure Plan 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. Some of the projects have been segmented into multiple stages or distinct projects, for ease of implementation, creating a total of 38 projects or project segments.

Since 2002, when the 2000 Measure B began collecting taxes, staff has worked closely with each of the Project Sponsors to deliver Measure B-funded projects. This has included securing full funding by leveraging Measure B funds with federal and state funds, and actively working to advance the projects through each project development phase, not only to meet the Measure B

requirement for full funding and environmental clearance, but also to meet the needs of the travelling public as quickly as possible. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it brought one of the most favorable public works bidding environments in decades. The timing of this favorable bidding market has proven to be an asset in the success of the current overall capital program delivery. The remaining projects to be delivered face a continuing uncertainty related to outside funding that the previously delivered projects did not experience.

At the halfway point of the twenty-year tax collection period, or March 2012, all but five (5) projects from the 2000 Measure B (Telegraph Avenue Corridor Bus Rapid Transit, Iron Horse Transit Route, Route 92/Clawiter-Whitesell Interchange, Dumbarton Rail Corridor, and I-880 North Safety and Operational Improvements at 23rd/29th Avenues) will have begun construction.

Alameda CTC Active Capital Project Schedules

The current project schedules and total project funding amounts for the 39 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the “pipeline to construction” and the estimated value of the projects.

- Thirteen (13) projects with total project costs of more than \$2.2 billion are in the Construction phase;
- Sixteen (16) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$1.1 billion;
- Four (4) are in the Preliminary Engineering/Environmental Studies phase estimated at more than \$933 million; and
- Six (6) in the Scoping or “Various” phases with total costs of \$46 million (Note: The Study Only projects are listed in the Scoping phase and only include the funding identified for the studies and project development).

Projects in the Pipeline to Construction

The current phase and scheduled construction dates for each of the 39 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the pipeline to construction and where they are in the pipeline.

- Eleven (11) projects are expected to go to construction during 2012, including the I-Bond funded projects with the award deadline of December 2012.
- Four (4) projects have construction scheduled to begin in 2013;
- Four (4) have construction starts date to be determined; and
- Seven (7) projects will not have construction schedules determined because they are Study Only projects (5 projects); they don’t have a construction phase such as the I-580 Right of Way Preservation project (1 project); or they are comprised of smaller,

individual sub-projects with multiple construction dates such as the I-580 Corridor Environmental Mitigation project (1 project).

Projects Scheduled to Begin Construction during 2012

1. I-880 / Mission Boulevard (Route 262) Interchange Completion (Project No. 501.0) – The project is being implemented by the VTA in conjunction with the Warren Avenue Grade Separation and Truck Rail Transfer Facility Relocation projects. The overall project funding plan includes I-Bond funding secured for the Grade Separation by the City of Fremont and the project is scheduled for construction in spring of 2012 to satisfy requirements related to the I-Bond funding. The project is also included in the approved Local Alternative Transportation Improvement Program (LATIP) related to the Historic Parkway alignment right of way.

The project is funded by a variety of sources including local funds from the VTA and the City of Fremont, state bond funds from the Highway-Railroad Crossing Safety Account (HRCSA), 1986 Measure B funds remaining from Phase 1A, and STIP funds remaining from Phase 1A. The VTA is in the process of finalizing the funding plan for the combined project. Construction is scheduled to begin during spring 2012.

2. I-580 Westbound Auxiliary Lane – Airway to Fallon (Project No. 614.2) – The westbound auxiliary lane between Airway and Fallon is being incorporated into the I-Bond funded I-580 Westbound HOV Lane West Segment scheduled to begin construction during summer 2012. More detail about the associated I-Bond funded project can be seen in the Project Delivery Summary included in Attachment B.
3. Westgate Parkway Extension (Project No. 618.1) – The remaining, i.e. the second, phase of the 2000 Measure B funded Westgate Parkway Extension project is being coordinated with the I-Bond funded I-880 Southbound HOV Lane South Segment scheduled to begin construction during Summer 2012. More detail about the associated I-Bond funded project can be seen in the Project Delivery Summary included in Attachment B.
4. Route 84 Expressway in Livermore (Project No. 624.0) – The north segment of the Route 84 Expressway project is partially funded by I-Bond funding. The project has received an allocation vote by the California Transportation Commission and is being prepared for advertisement to solicit contractor bids. Construction is expected to begin early in 2012. The south segment of the project is expected to go to construction in early 2014. More detail about this project can be seen in the Project Delivery Summary included in Attachment B.
5. I-580 Eastbound Express Lane (Project No. 720.4) – The I-580 Eastbound Express Lane project is dependent on the I-580 Eastbound Auxiliary Lane project being constructed in advance to provide the required footprint for the express lane. Combining the two projects prior to, or during, construction may provide overall benefit, however the auxiliary lane project is I-Bond funded and is subject to strict delivery deadlines. Any delivery approach for the express lane that presents a risk to the schedule of the auxiliary lane project would have to be considered carefully. The

express lane project construction schedule is set to the current schedule for the auxiliary lane project.

6. I-580 Eastbound Auxiliary Lane (Project No. 720.5) – The I-580 Eastbound Auxiliary Lane project is currently in the design phase (with environmental clearance being updated). The auxiliary lane project is I-Bond funded and is subject to the strict delivery deadlines associated with the funding. The project is scheduled for the required allocations in time for construction to begin during summer of 2012. More detail about this project can be seen in the Project Delivery Summary included in Attachment B.
7. I-580 Westbound HOV Lane West and East Segments (Project No. 724.0) – The westbound HOV lane project is I-Bond funded and currently in the design phase. The project is divided into two segments, west and east. Both segments are scheduled to begin construction during Summer 2012. More detail about this project can be seen in the Project Delivery Summary included in Attachment B.
8. I-580 Westbound Express Lane (Project No. 724.1) – The westbound express lane project is dependent on the I-580 Westbound HOV Lane project being constructed in advance to provide the required footprint for the express lane. Combining the two projects prior to, or during, construction may provide overall benefit, however the HOV lane project is I-Bond funded and is subject to strict delivery deadlines. Any delivery approach for the express lane that presents a risk to the schedule of the HOV lane project would have to be considered carefully. The express lane project construction schedule is set to the current schedule for the HOV lane project.
9. I-880 Southbound HOV Lane (Project No. 730.0) – The southbound HOV lane project is being delivered in two segments: north and south. Both segments are I-Bond funded and subject to strict delivery deadlines. The south segment is scheduled for construction to begin during summer 2012. Construction of the north segment is scheduled to begin during fall 2012, which is approaching the deadline for award of a contract by December 2012.
10. Webster Street Smart Corridor (Project No. 740.0) – The Webster Street Smart Corridor is being delivered in partnership with the City of Alameda. The project consists of operational improvements along Webster Street including the Webster Tube that traverses the Estuary between Alameda and Oakland. The project is scheduled to begin construction by spring 2012.
11. I-580 Soundwall – San Leandro Landscape (Project No. 764.0) – The landscape project is a follow up to the construction of the soundwall. The project is scheduled to begin construction by spring 2012.

Projects Scheduled to Begin Construction during 2013 or Later

1. East-West Connector in Fremont and Union City (Project No. 505.0) - The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is proceeding and construction is anticipated to begin early in 2013.

The project cost estimate was recently updated to \$190 million. Available funding for this project is approximately \$110 million, including \$88 million in Measure B funds. Additional funding is anticipated from various sources, including the dedication of required publicly owned right-of-way, possible future STIP programming and city contributions, Measure B capital reserve surplus, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP.

2. 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 environmental phase with federal approval expected by summer 2012. The project is scheduled to begin construction early in 2013. The Commission recently approved an extension to the Environmental Clearance deadline for this project. The deadline was extended to March 31, 2012.
3. 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 summer 2013.
4. I-880 North Safety and Operational Improvements at 23rd/29th Avenues in Oakland (Project No. 717.0) – The I-880/ 23rd-29th project is the one I-Bond funded project not subject to the December 2012 contract award deadline since the I-Bond funding was approved in the Trade Corridor Improvement Fund (TCIF) which has a later deadline. The legislative deadline for beginning construction on TCIF projects is December 2013. The project is currently scheduled to begin construction in spring 2013.
5. Castro Valley Local Area Traffic Circulation Improvement (Project No. 512.0) – The local area circulation project consists of multiple project phases and potentially, multiple projects. The \$5 million total 1986 Measure B funding was put in place by Amendment No. 1 to the 1986 Expenditure Plan. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.
6. 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. The schedule for construction will be determined as the project scope to be funded is identified during project development.
7. Dumbarton Rail Corridor (Project No. 625.0) - The project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. The project funding plan includes a significant shortfall and the project is currently included in countywide and regional discussions about future funding sources. A phased project approach has been recommended to deliver elements of the project with available funding while the overall shortfall is addressed. The Commission recently approved extensions to the Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. The Draft EIS/EIR is

being updated to reflect current funding and delivery conditions. Near term activities include the potential of funding interim bus operations, and corresponding capital improvements, to enhance ridership on the Dumbarton Bridge and looking at opportunities for early right-of-way acquisition of the Oakland Subdivision (this segment has already received CEQA environmental clearance by Union City). A timeframe for construction has not been determined at this point.

8. I-680 Sunol Express Lanes Northbound (Project No. 710.4) – The Commission recently allocated 2000 Measure B funding for project development work related to the northbound express lane project. The project is being forwarded into the preliminary engineering and environmental studies phase. A timeframe for construction has not been determined at this point.

Role of the Transportation Sales Tax

Measure B has proven to be a steady and reliable funding source, even in uncertain economic times. The Measure B Capital Projects are well underway to being delivered substantially before the end of the sales tax collection period, and the Alameda County residents will have the benefit of the full complement of the capital projects to improve mobility throughout the county. The next challenge will be to meet the needs of a changing environment, including greenhouse gases, the aging population and gaps in connections, as well as funding the projects.

Local contributions to transportation improvements have been playing an increasingly important role as regional, state and federal funding becomes less reliable. Alameda County voters have authorized two transportation ½¢ sales taxes over the last three decades. The first 15-year transportation sales tax was approved by voters in 1986 and collection of the sales tax for the first Measure B concluded in 2002. The second ½¢ sales tax was a 20-year program approved by voters in November 2000 with sales tax collection starting in April 2002 when the first tax measure concluded. Combined, these two programs will contribute approximately \$1.8 billion in Measure B funds to transportation improvements in Alameda County. These funds will be used to leverage other federal, state, regional, and local funding sources, thereby accomplishing a total investment package of over \$5.2 billion.

The Alameda CTC has had success in delivering the 2000 Measure B Capital Program, but there remain projects, such as the Dumbarton Rail Corridor, that have not been fully delivered due to cost increases, funding shortfalls, and the lack of funding sources. Transit investments continue to be identified within the County, such as the BART to Livermore Extension, but funding sources for these investments has not been identified or secured. In addition to the traditional cost-funding imbalances, the changing legislative landscape presents new challenges related to the connection between transportation planning and infrastructure investment. The ongoing update of the Alameda Countywide Transportation Plan (CWTP) has provided an opportunity to coordinate the planning activities required for the update of the CWTP with new legislative requirements to develop a new vision for transportation investment in Alameda County which includes the potential for the next sales tax initiative. By moving forward with these two activities simultaneously, it will be possible to focus the limited resources available to the County in the best way to achieve a shared vision of transportation for the future.

Fiscal Impact

There is no direct fiscal impact anticipated from the recommended actions.

Attachments

Attachment A – Table A: Summary of Active Capital Projects Current Status and Funding

Attachment B – Project Delivery Summaries (including Project Funding Plans for Approval)

Alameda CTC Semi-Annual Capital Projects Update

Attachment A

Table A: Summary of Active Capital Projects Current Status and Funding											
	Project Title	Project Type ¹	Agency of Origin	Alameda CTC Proj. No.	Agency of Origin Project Number	Current Phase	Begin Construction	Complete Construction	Funding (\$ x million)		
									1986 MB (ACTIA)	2000 MB (ACTIA)	Total Funding (All Sources)
1	I-880/ Mission Boulevard (Route 262) Interchange - Phase 1B/2	Hwy	ACTA	501.0	MB 196	Design	May 2012	Apr 2015	3.5	0.0	152.2
2	I-880 to Mission Boulevard East-West Connector	LS&R	ACTA	505.0	MB 226	Design	Mar 2013	Apr 2015	88.8	0.0	190.0
3	Route 238/Mission-Foothill-Jackson Corridor Improvement	LS&R	ACTA	506.0	MB238	Construction	Apr 2010	Dec 2012	80.0	0.0	98.0
4	Central Alameda County Freeway System Operational Analysis	Hwy	ACTA	509.0	MB 240	Scoping	N/A	N/A	5.0	0.0	5.7
5	Castro Valley Local Area Traffic Circulation Improvement	LS&R	ACTA	512.0	MB 241	Prelim. Engineering	TBD	TBD	5.0	0.0	5.0
6	Altamont Commuter Express Rail	MT	ACTIA	601.0	ACTIA 01	Construction	Various	Various	0.0	13.2	405.7
7	BART Warm Springs Extension	MT	ACTIA	602.0	ACTIA 02	Construction	Sep 2009	Dec 2015	0.0	224.4	890.0
8	BART Oakland Airport Connector	MT	ACTIA	603.0	ACTIA 03	Construction	Sep 2010	Dec 2013	0.0	89.1	484.2
9	Downtown Oakland Streetscape Improvement	B&P	ACTIA	604.0	ACTIA 04	Construction	Sep 2007	June 2015	0.0	6.4	14.9
10	Union City Intermodal Station	MT	ACTIA	606.0	ACTIA 06	Construction	June 2007	Oct 2011	0.0	12.6	47.0
11	Telegraph Avenue Corridor Bus Rapid Transit	MT	ACTIA	607.0	ACTIA 07	Environmental	Jan 2013	Jan 2015	0.0	11.5	216.0
12	Iron Horse Transit Route	MT	ACTIA	609.0	ACTIA 09	Design	TBD	TBD	0.0	6.3	11.2
13	I-880/Broadway-Jackson Interchange Improvement (Study Only) ²	Hwy	ACTIA	610.0	ACTIA 10	Scoping	N/A	N/A	0.0	8.1	14.1
14	Lewelling/East Lewelling Boulevard Widening	LS&R	ACTIA	613.0	ACTIA 13	Construction	July 2009	Dec 2011	0.0	13.1	31.3
15	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road) ³	HWY	ACTIA	614.2	ACTIA 14B	Design	June 2012	Nov 2014	0.0	2.7	5.0
16	I-580 EB Auxiliary Lane (El Charro Road to Airway Boulevard)	Hwy	ACTIA	614.3	ACTIA 14C	Construction	Jan 2009	Nov 2011	0.0	7.8	7.8
17	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA	615.0	ACTIA 15	Design	July 2013	Jan 2015	0.0	27.0	27.0
18	Hesperian Boulevard/Lewelling Boulevard Intersection Improvement	LS&R	ACTIA	617.1	ACTIA 17B	Construction	Jan 2010	Dec 2011	0.0	0.7	0.7
19	Westgate Parkway Extension	LS&R	ACTIA	618.1	ACTIA 18B	Design	July 2012	Mar 2015	0.0	2.8	2.8
20	East 14th St / Hesperian Blvd / 150th St Intersection Improvements	LS&R	ACTIA	619.0	ACTIA 19	Construction	July 2011	Dec 2013	0.0	1.0	3.1
21	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA	623.0	ACTIA 23	Construction	Jan 2009	Apr 2012	0.0	26.5	154.4
22	Route 84 Expressway	Hwy	ACTIA	624.0	ACTIA 24	Design	Feb 2012	Oct 2015	0.0	96.5	136.1

Page A-1 of A-2

Table A (cont.): Summary of Active Capital Projects Current Status and Funding										
Project Title	Project Type ¹	Agency of Origin	Alameda CTC Proj. No.	Agency of Origin Project Number	Current Phase	Begin Construction	Complete Construction	Funding (\$ x million)		
								1986 MB (ACTIA)	2000 MB (ACTIA)	Total Funding (All Sources)
23	Dumbarton Rail Corridor	ACTIA	625.0	ACTIA 25	Environmental	TBD	TBD	0.0	19.4	700.7
24	I-580 Corridor/BART to Livermore Studies (Study Only) ^{2, 4}	ACTIA	626.0	ACTIA 26	Environmental	N/A	N/A	0.0	11.8	11.8
25	I-680 Sunol Express Lanes - Southbound	CMA	710.4A	CMA 210.4	Construction	Oct 2008	June 2012	0.0	15.2	36.6
26	I-680 Sunol Express Lanes - Northbound	CMA	710.4A	CMA 210.4	Scoping	TBD	TBD	0.0	20.0	20.0
27	I-880 North Safety and Operational Improvements	CMA	717.0	CMA 410	Design	Apr 2013	Apr 2016	0.0	0.8	99.9
28	I-580 Corridor Environmental Mitigation	CMA	720.3	CMA 420.3	Various	Various	Various	0.0	0.0	2.3
29	I-580 Eastbound (HOT) Express Lane Project	CMA	720.4	CMA 420.4	Design	Aug 2012	Nov 2014	0.0	0.0	19.0
30	I-580 Eastbound Auxiliary (AUX) Lane Project	CMA	720.5	CMA 420.5	Design	Aug 2012	Nov 2014	0.0	0.0	39.9
31	I-580 Right of Way (ROW) Preservation ⁵	CMA	723.0	CMA 423.0	Right of Way	N/A	N/A	0.0	0.0	120.7
32	I-580 Westbound HOV Lane Project - West & East Segments ⁶	CMA	724.0	CMA 424.0	Design	June 2012	Nov 2014	0.0	0.0	171.2
33	I-580 Westbound (HOT) Express Lane Project	CMA	724.1	CMA 424.1	Design	June 2012	Nov 2014	0.0	0.0	16.5
34	I-880 Southbound HOV Lane - North & South Segments	CMA	730.0	CMA 430	Design	July 2012	Mar 2015	0.0	0.0	122.7
35	Webster Street SMART Corridors	CMA	740.0	CMA 440.0	Design	Mar 2012	Sep 2014	0.0	0.0	1.6
36	I-580 Soundwall - San Leandro Landscape	CMA	764.0	CMA 464.0	Design	Mar 2012	June 2015	0.0	0.0	0.4
37	I-80 Gilman (Study Only) ²	CMA	765.0	CMA 465.0	Scoping	N/A	N/A	0.0	0.0	1.4
38	I-680/I-880 Cross Connector Studies (Study Only) ²	CMA	770.0	CMA 470.0	Scoping	N/A	N/A	0.0	1.2	2.5
39	I-80 Integrated Corridor Mobility	CMA	791.0	CMA 491.0	Construction	May 2011	Apr 2015	0.0	1.8	94.1
TOTALS								182.3	619.9	4,363.5

Notes:

1. Project Type as follows: Hwy = Highway; LS&R = Local Streets and Roads; MT = Mass Transit; and B&P = Bicycle and Pedestrian.
2. Study Only project amounts shown indicate funding currently available for studies and project development, i.e. no capital funding included.
3. Funding amounts shown for Project No. 614.2 (ACTIA 14B) are contributions to Project No. 724.0 (CMA 424.0).
4. Measure B commitment includes portion for Project No. 723.0 (CMA 423.0).
5. Measure B commitment included in Project No. 626.0 (ACTIA 26) amount.
6. Funding amounts shown for Project No. 724.0 (CMA 424.0) include amounts shown for Project No. 614.2 (ACTIA 14B).

Project Delivery Summary

Route 84 Expressway (Northern Segment – North of Concannon Boulevard to Jack London Boulevard) Alameda CTC Project No. 624.0

The Route 84 Expressway Project involves widening a 4.6-mile section of State Route 84 (Isabel Avenue) from Ruby Hill Drive to Jack London Boulevard from two lanes to four lanes and six lanes.

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE / Environmental	04/05 - 08/08							
Final Design (PS&E)	08/07 - 06/11							
Right-Of-Way	03/08 - 05/11							
Utility Relocation	04/11 - 05/11							
Advertisement / Award	06/11 - 11/11							
Construction	11/11 - 07/13							
Closeout	07/13 - 02/15							

Funding Plan:

Project Components	Total Costs (\$ x 1,000)	Funding (\$ x 1,000)				
		I-BOND CMIA	ACTIA (2000 MB)	TVTC	TBD	Total Funding
SCOPE	\$0	0	0	0	0	\$0
PE/ENV	1,000	0	1,000	0	0	1,000
PS&E	4,200	0	4,200	0	0	4,200
ROWSUP	1,000	0	1,000	0	0	1,000
ROWCAP	6,000	0	6,000	0	0	6,000
UTILSUP	0	0	0	0	0	0
UTILCAP	0	0	0	0	0	0
CONSUP	3,780	2,950	830	0	0	3,780
CONCAP	32,632	17,050	15,582	0	0	32,632
CONTGNCY	0	0	0	0	0	0
TOTAL	\$48,612	\$20,000	\$28,612	\$0	\$0	\$48,612

Project Delivery Summary

Route 84 Expressway (Southern Segment – South of Ruby Hills Drive to North of Concannon Boulevard) Alameda CTC Project No. 624.0

The Route 84 Expressway Project involves widening a 4.6-mile section of State Route 84 (Isabel Avenue) from Ruby Hill Drive to Jack London Boulevard from two lanes to four lanes and six lanes.

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE / Environmental	04/05 - 08/08							
Final Design (PS&E)	08/07 - 07/13							
Right-Of-Way	03/08 - 07/13							
Utility Relocation	02/12 - 06/13							
Advertisement / Award	07/13 - 11/13							
Construction	11/13 - 10/15							
Closeout	10/15 - 08/16							

Funding Plan:

Project Components	Total Costs (\$ x 1,000)	Funding (\$ x 1,000)				
		I-BOND CMIA	ACTIA (2000 MB)	TVTC	TBD	Total Funding
SCOPE	0	0	0	0	0	0
PE/ENV	1,500	0	1,500	0	0	1,500
PS&E	6,300	0	6,300	0	0	6,300
ROWSUP	1,500	0	1,500	0	0	1,500
ROWCAP	10,000	0	10,000	0	0	10,000
UTILSUP	0	0	0	0	0	0
UTILCAP	0	0	0	0	0	0
CONSUP	5,220	0	5,220	0	0	5,220
CONCAP	49,727	0	39,727	10,000	0	49,727
CONTGNCY	0	0	0	0	0	0
TOTAL	\$74,247	0	\$64,247	\$10,000	0	\$74,247

Project Delivery Summary

I-880 North Safety and Operational Improvements at 23rd/29th Avenues Alameda CTC Project No. 717.0

The project consists of operational and safety improvements on Interstate 880 at the existing overcrossings of 29th Avenue and 23rd Avenue in the City of Oakland.

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	11/07 - 04/10							
Final Design (PS&E)	04/10 - 10/12							
Right-of-Way	05/10 - 10/12							
Advertisement / Award	10/12 - 04/13							
Construction	04/13 - 04/16							
Closeout	04/16 - 05/17							

Funding Plan:

Project Components	Total Costs (\$ x1,000)	Funding (\$ x 1,000)							
		MTC RM2	State STIP	State SHOPP	State TCIF	Federal Earmark	CMA TIP	2000 Measure B	Other
SCOPE/PE/ ENV	5,690.1	4,100.0	0	0	0	188.6	592.2	750.0	59.3
PS&E	8,275.7	3,810.0	2,000.0	0	0	1,598.4	104.5	0	762.8
ROWSUP	460.0	336.0	0	44.0	0	0	60.0	0	20.0
ROWCAP	2,871.0	330.0	0	2,541.0	0	0	0	0	0
UTILSUP	50.0	0	0	0	0	0	50.0	0	0
UTILCAP	1,835.0	235.0	0	1,600.0	0	0	0	0	0
CONSUP	9,400.0	1,179.0	0	5,761.0	2,400.0	0	60.0	0	0
CONCAP	70,600.0	0	0	0	70,600.0	0	0	0	0
CONTGNCY	791.3	0	0	0	0	0	6.3	0	785.0
TOTAL	\$99,973.1	\$9,990.0	\$2,000.0	\$9,946	\$73,000.0	\$1,787.0	\$873.0	\$750.0	\$1627.10

Project Delivery Summary

I-580 Eastbound Express (HOT) Lane / Eastbound Auxiliary (AUX) Lane Project Alameda CTC Project No. 720.4/720.5

The project will construct eastbound AUX lanes from Isabel Avenue to First Street and other improvements to accommodate the conversion of the HOV lane to an express / high occupancy toll (HOT) lane facility.

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
Auxiliary								
PE/Environmental	11/07 - 11/11							
Final Design (PS&E)	12/09 - 04/12							
Right-Of-Way	09/11 - 04/12							
Advertisement / Award	04/12 - 08/12							
Construction	08/12 - 11/14							
Express (HOT)								
PE/Environmental	11/07 - 01/12							
Final Design (PS&E)	12/09 - 04/12							
Right-Of-Way	09/11 - 04/12							
Advertisement / Award	04/12 - 08/12							
Construction	08/12 - 11/14							

Project Components	Total Costs Aux (\$ x1, 000)	Total Costs HOT (\$ x1, 000)	Funding (\$ x 1,000)											
			TVTC	CMIA	RM2	I-580 Corridor EB HOV	Fed	Local: Other	Total Funding	ARRA	TVTC	RM2	Local: Other (LONP)	Total Funding
			Auxiliary Lane Project							Express Lane Project				
PE/ENV	1,575	1,500	0	0	1,350	0	225	0	1,575	0	0	1,500	0	1,500
PS&E	1,270	300	300	0	570	0	0	400	1,270	0	0	300	0	300
SYSTEM	0	8,000	0	0	0	0	0	0	\$0	7,500	0	500	0	8,000
ROW	700.0	200	0	0	500	0	0	200	700.0	0	0	200	0	200
CONSUP	3,550	0	0	2,535	240	0	0	775	3,550	0	0	0	0	0
CONCAP	32,853	9,000	0	19,028	1,700	5,000	0	7,125	32,853	0	2,700	2,665	3,635	9,000
TOTAL	\$39,948	\$19,000	\$300	\$21,563	\$4,360	\$5,000	\$225	\$8,500	\$39,948	\$7,500	\$2,700	\$5,165	\$3,635	\$19,000

Note: Combined I-580 EB AUX/HOT lane funding plan

Project Delivery Summary

I-580 Westbound HOV Lane Project (West Segment) Alameda CTC Project No. 724.0

The West Segment of the project consists of the construction of a westbound HOV lane from the Isabel Ave. overcrossing in Livermore to the San Ramon Road / Foothill Boulevard overcrossing in Pleasanton.

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	07/07 - 10/09							
Final Design (PS&E)	06/08 - 02/12							
Right-Of-Way	04/08 - 02/12							
Advertisement / Award	02/12 - 06/12							
Construction	06/12 - 11/14							

Funding Plan:

Project Components	Total Costs (\$ x1, 000)	Funding (\$ x 1,000)							
		I-BOND CMIA	RM2	TCRP	Others: Local Fed	SHOPP	Others: Local Measure B	Others: Local Livermore	TVTC
PE/ENV	4,850	0	4,850	0	0	0	0	0	0
PS&E	1,555	0	930	0	125	0	0	0	500
ROW	1,760	0	1,760	0	0	0	0	0	0
CONSUP	6,750	6,750	0	0	0	0	0	0	0
CONCAP	61,100	45,614	0	2,486	0	13,000	0	0	0
TOTAL	\$75,815	\$52,364	\$7,540	\$2,486	\$125	\$13,000	\$0	\$0	\$500

Project Delivery Summary

I-580 Westbound HOV Lane Project (East Segment) Alameda CTC Project No. 724.0

The East Segment of the project consists of the construction of a westbound HOV lane from the Greenville Road overcrossing to the Isabel Ave. overcrossing in Livermore.

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	07/07 - 10/09							
Final Design (PS&E)	06/08 - 03/12							
Right-Of-Way	04/08 - 03/12							
Advertisement / Award	03/12 - 06/12							
Construction	06/12 - 11/14							

Funding Plan:

Project Components	Total Costs (\$ x1, 000)	Funding (\$ x 1,000)									
		I-BOND CMIA	RM2	TCRP	Local Fed	Fed Demo T21	SHOPP	Local Measure B	Local Livermore	TVTC	Total Funding
PE/ENV	5,100	0	4,900	0	0	0	0	200	0	0	5,100
PS&E	1,595	0	770	0	125	0	0	200	0	500	1,595
ROW	1,070	0	1,070	0	0	0	0	0	0	0	1,070
CONSUP	8,110	6,515	0	1,595	0	0	0	0	0	0	8,110
CONCAP	73,806	42,821	0	5,919	0	8,666	16,400.0	0	0	0	73,806
TOTAL	\$89,681	\$49,336	\$6,740	\$7,514	\$125	\$8,666	\$16,400.0	\$400	\$0	\$500	\$89,681

Project Delivery Summary

I-880 Southbound HOV Lane Project Alameda CTC Project No. 730.0

The project will widen the southbound I-880 mainline from south of Marina Boulevard to north of Davis Street for a southbound HOV lane; will reconstruct the Davis Street and Marina Boulevard overcrossings to accommodate the HOV lane and provide standard vertical clearance over the freeway; and will reconstruct existing soundwalls within the project limits.

Project Schedule:

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
Scoping	01/07 - 12/07							
PE/Environmental	04/08 - 10/09							
North Segment								
Final Design (PS&E)	04/08 - 06/12							
Right-Of-Way	04/08 - 06/12							
Advertisement / Award	06/12 - 11/12							
Construction	11/12 - 03/15							
South Segment								
Final Design (PS&E)	10/08 - 03/12							
Right-Of-Way	03/09 - 11/11							
Advertisement / Award	03/12 - 07/12							
Construction	07/12 - 11/14							

Funding Plan:

Project Components	Total Costs (\$ x1,000)	Funding (\$ x 1,000)					Total Funding
		FED STP/CMAQ	CMA TIP	Local	CMIA	TBD	
SCOPE/PE/ ENV	3,881	2,748	623	510	0	0	3,881
PS&E	10,570	5,032	5,272	266	0	0	10,570
ROWSUP	545	0	545	0	0	0	545
ROWCAP	350	0	350	0	0	0	350
UTILSUP	25	0	25	0	0	0	25
UTILCAP	500	0	250	250	0	0	500
CONSUP	11,590	0	65	925	10,600	0	11,590
CONCAP	91,187	0	0	4,190	84,000	2,997	91,187
CONTGNCY	4,025	0	195	80	0	3,750	4,025
TOTAL	\$122,673	\$7,780	\$7,325	\$6,221	\$94,600	\$6,747	\$122,673

Project Delivery Summary

I-80 Integrated Corridor Mobility (ICM) Project Alameda CTC Project No. 791.0

The project includes the installation of Adaptive Ramp Metering (ARM) and a new Active Traffic Management System (ATMS) along Interstate 80 in Alameda and Contra Costa Counties. The project will also upgrade ATMS elements along the San Pablo Corridor. The Parent Projects consists of six individual "Child" projects.

Project Schedule (Parent):

Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
Scoping	01/07 - 12/07							
PE/Environmental	07/07 - 07/11							
Final Design (PS&E)	09/09 - 12/11							
Right-Of-Way	10/09 - 10/11							
Construction	05/11 - 04/15							

Funding Plan (Parent):

Project Components	Total Costs (\$ x 1,000)	Funding (\$ x 1,000)											
		Fed CMAQ	State STIP	CMA TIP	CCTA Measure J	CCTA Measure B	BAAQMD TFCA	WCCTAC	STIP PPM	CMIA	TLSP	AC Transit	Total
SCOPE	251.0	0	251.0	0	0	0	0	0	0	0	0	0	\$251.0
PE / ENV	6,713.2	2,078.4	699.9	966.6	2,212.9	645.3	104.1	6.0	0	0	0	0	6,713.2
PS&E	6,240.8	1,164.6	3.1	113.4	2,513.1	1,154.7	1,050.9	41.0	200.0	0	0	0	6,240.8
ROW	150.0	0	0	0	150.0	0	0	0	0	0	0	0	150.0
CONSUP	15,624.0	0	0	0	0	0	0	0	0	8,200.0	7,424.0	0	15,624.0
CONCAP	65,076.0	0	0	0	0	0	0	0	0	47,100.0	13,976.0	4,000.0	65,076.0
TOTAL	\$94,055.0	\$3,243.0	\$954.0	\$1,080.0	\$4,876.0	\$1,800.0	\$1,155.0	\$47.0	\$200.0	\$55,300.0	\$21,400.0	\$4,000.0	\$94,055.0

Project Delivery Summary

East-West Connector Project Alameda CTC Project No. 505.0

The East-West Connector Project will provide an improved link between I-880 and Route 238 (Mission Boulevard) in the cities of Fremont and Union City.

Project Schedule:

Project Phase	Begin - End	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	03/07 - 06/09							
Final Design (PS&E)	08/08 - 02/12							
Right-Of-Way	08/09 - 06/12							
Advertisement / Award	10/12 - 02/13							
Construction	02/13 - 04/15							
Closeout	04/15 - 12/15							

Funding Plan:

Project Components	Total Costs (x 1,000)	Funding (x 1,000)				
		STIP RIP	ACTA (1986 MB)	Local (City of Union City)	ACFCD & Union City Line "M" Funding	Total Funding
SCOPE	0	0	0	0	0	0
PE/ENV	5,357	0	5,357	0	0	5,357
PS&E	9,370	0	9,370	0	0	9,370
ROWSUP	1,000	0	1,000	0	0	1,000
ROWCAP	16,517	0	16,517	0	0	16,517
UTILSUP	200	0	200	0	0	200
UTILCAP	1,500	0	1,500	0	0	1,500
CONSUP	14,900	0	8,000	0	0	14,900
CONCAP	136,000	9,300	46,825	8,600	2,500	136,000
CONTGNCY	5,000	0	0	0	0	5,000
TOTAL	\$189,994	\$9,300	\$88,769	\$8,600	\$2,500	\$80,825

Project Delivery Summary

BART Warm Springs Extension (Stage 1 – Central Park Subway Contract) Alameda CTC Project No. 602.0

The Warm Springs Extension (WSX) is 5.4-mile extension of the existing Fremont line to a new Warm Springs Station with an optional station at Irvington. The WSX involves extending BART beyond the Fremont Station into southern Alameda County near the County line. The WSX alignment is consistent with plans for extending BART to San Jose.

Project Schedule:

Project Phase	Begin - End	2010	2011	2012	2013	2014	2015	2016
Construction	09/09 - 03/13							

Funding Plan:

Project Components	Total Costs (\$ x 1,000)	Funding (\$ x 1,000)				
		ACTIA (2000 MB)	CMA TIP	TCRP	MTC Bridge Tolls	TBD
SCOPE	0	0	0	0	0	0
PE/ENV	8,713	0	2,163	6,550	0	0
PS&E	36,605	0	0	36,065	0	0
ROWSUP	6,000	0	0	0	6,000	0
ROWCAP	77,018	36,700	0	40,318	0	0
UTIL	14,000		0	14,000	0	0
CONSUP	38,578	11,966	0	664	25,948	0
CONCAP	164,839	50,043	0	2,836	111,960	0
CONTGNCY	0	0	0	0	0	0
TOTAL	\$345,213	\$98,709	\$2,163	\$100,433	\$143,908	0

Note: All pre-construction costs for both Stage 1 and Stage 2 are included in the Stage 1 summary.

Project Delivery Summary

BART Warm Springs Extension (Stage 2 – Line, Track, Stations and Systems Contract) Alameda CTC Project No. 602.0

The Warm Springs Extension (WSX) is 5.4-mile extension of the existing Fremont line to a new Warm Springs Station with an optional station at Irvington. The WSX involves extending BART beyond the Fremont Station into southern Alameda County near the County line. The WSX alignment is consistent with plans for extending BART to San Jose.

Project Schedule:

Project Phase	Begin - End	2010	2011	2012	2013	2014	2015	2016
Advertisement/Award	04/10 - 06/11							
Final Design/Construction	06/11 - 12/15							

Funding Plan:

Project Components	Total Costs (\$ x 1,000)	Funding (\$ x 1,000)								
		ACTIA (2000 MB)	MTC Bridge Tolls	SLPP	PTMISEA	VTA MA	BART Local	MTC Spill-over	Reserve	Total Funding
SCOPE	0	0	0	0	0	0	0	0	0	0
PE/ENV/ PS&E	0	0	0	0	0	0	0	0	0	0
ROWSUP	0	0	0	0	0	0	0	0	0	0
ROWCAP	0	0	0	0	0	0	0	0	0	0
UTIL	0	0	0	0	0	0	0	0	0	0
CONSUP	87,117	17,240	53,576	0	7,000	0	0	0	9,301	87,117
CONCAP	345,503	105,986	96,517	94,000	30,000	8,000	8,000	3,000	0	345,503
CONTGNCY	0	0	0	0	0	0	0	0	0	0
TOTAL	\$432,620	\$123,226	\$150,093	\$94,000	\$37,000	\$8,000	\$8,000	\$3,000	\$9,301	\$432,620

Note: All pre-construction costs for both Stage 1 and Stage 2 are included in the Stage 1 summary.

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Memorandum

Date: September 22, 2011

To: Programs and Projects Committee

From: Stephen D. Haas, Project Manager

Subject: **I-580 Tri-Valley Rapid Transit Corridor Improvements (RM 2 Subproject 32.1e): – Authorize Executive Director to execute Cooperative Agreements with Caltrans for Construction Phase of the I-580 Westbound HOV Lane Projects.**

Recommendations

It is recommended that the Commission authorize the Executive Director or his designee to negotiate and execute a cooperative agreement with Caltrans for the Construction Phase of the I-580 Westbound HOV Lane Projects.

Discussion

The I-580 corridor in the Tri-Valley area is currently ranked as one of the most congested in the Bay area. The corridor serves commuters and freight traffic between the Central Valley and various Bay area destinations. Presently, westbound I-580 is congested particularly during the morning peak period. The Westbound I-580 HOV Lane Project will relieve congestion for express buses and high occupancy vehicles in the morning peak period by Constructing a westbound I-580 HOV Lane in the median from Greenville Road in Livermore to Foothill/San Ramon Road in Dublin/Pleasanton (a distance of approximately 14 miles), as well as constructing associated auxiliary lanes and other roadway improvements, including pavement rehabilitation.

The construction phase of the project is funded with the Statewide Proposition 1B Bond (CMIA) Funds (\$101.7 million), State Highway Operation and Protection Fund (\$29.4 million), Traffic Congestion Relief Program Funds (\$10.0 million) and federal Demonstration-TEA21 Funds (\$8.666 million).

The California Transportation Commission (CTC) is expected to allocate funding for the construction phase of I-580 Westbound HOV Lane Projects in Spring 2012. Under the agreement, Caltrans would be responsible for the construction administration and management of the Projects.

Staff recommends that the Commission authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the Construction Phase the I-580 Westbound HOV Lane Projects.

Fiscal Impacts

The revenues and costs for the construction phase of these projects are funded through the Corridor Mobility Improvement Account (CMIA), the State Highway Operation and Protection Plan (SHOPP), and Alameda Measure B funds. These funds are included in the approved Alameda CTC budget.



Memorandum

DATE: October 3, 2011

TO: Programs and Projects Committee (PPC)

FROM: Matt Todd, Manager of Programming

RE: Review Information Regarding Port Drayage Truck Regulations

Recommendation

This item is for information only. No action is requested.

Summary

The issue of the California Air Resources Board (ARB) Statewide Drayage Truck Regulation and the upcoming December 31, 2011 milestone that requires model year 2004 Port Drayage Trucks to meet certain emission standards was raised at the September 22, 2011 Alameda CTC Board meeting with the request for additional information to be presented at a future meeting.

Background

In December 2007, the ARB approved a new regulation to reduce emissions from drayage trucks. Drayage trucks are defined as those that access ports and intermodal rail yards. The first phase of the regulation went into effect on December 31, 2009, beginning a series of milestones that culminate in requirements to 2005 and 2006 model year engines by December 31, 2012. The next milestone requires 2004 model year engines to meet certain emission standards by December 31, 2011. Phase 2 of the regulation requires all drayage trucks to meet 2007 engine emission standards by December 31, 2013.

Table 1: ARB Drayage truck regulation compliance schedule

Phase	Date	Engine Model Years (MY)	Regulation requirement
Phase 1	12/31/09	1993 and older	Prohibited from operation as a drayage truck
		1994 – 2003	Install a Level 3 retrofit device
	12/31/11	2004	Install a Level 3 retrofit device
	12/31/12	2005 and 2006	Install a Level 3 retrofit device
Phase 2	12/31/13	1994 – 2006	Meet 2007 * engine emissions standards

* Trucks with 2007-2009 model year engines are compliant through 2022. Trucks with 2010 and newer engines are fully compliant

The Bay Area Air Quality Management District (BAAQMD) has offered financial assistance in the past to assist owners of trucks in meeting the regulation requirements for drayage trucks. Approximately \$26 million was used to assist over 1,500 trucks operating at the Port of Oakland to meet the ARB regulations. Those funds have been exhausted.

Table 2: Drayage truck population as of July 2011

Engine Model Year (MY)	Compliant until	# of Drayage trucks in Northern CA*	# of trucks that received grant funds	Grant funds expended **
MY 1994-2003 (w/ retrofits)	12/31/13	1,700	1,319	\$15,586,534
MY 2004	12/31/11	700	0	\$0
MY 2005 & 2006	12/31/12	2,150	0	\$0
MY 2007 – 2009	2022	1,350	203	\$10,150,000
MY 2010 +	Fully compliant	400		
Total		6,300	1,522	\$25,736,534

* Number of trucks registered in the ARB Drayage Truck Registry (DTR) with zip codes North of Fresno.

** Funding sources for the BAAQMD's Year 1 port truck funding program: TFCA (\$5 million), Port (\$5 million), ARB Prop 1B (\$13,835,133), and DERA (~\$2 million)

Approximately 700 model year 2004 trucks are identified in the ARB Drayage Truck Registry (DTR) with zip codes North of Fresno. Based on further analysis of the ARB DTR by BAAQMD staff:

- Of the 700 vehicles, 238 trucks (34%) are registered to a Bay Area addresses
- Of the 238 trucks with Bay Area addresses, 141 trucks are located in Alameda County
- Of the 141 trucks located in Alameda County
 - 50 are in fleets of 4 trucks or more
 - 90 trucks are in fleets of three or fewer (most likely owned by single owner/operators)

For a drayage truck with a model year 2004 engine to continue to access the Port of Oakland after December 31, 2011, the truck owner must:

- Have a level 3 retrofit device installed (provides reduction of particulate matter (PM))
 - Will provide compliance with Port Drayage Truck Regulations through December 31, 2013 (2 years)

OR

- Upgrade to a model year 2007 or newer engine (provides reduction of PM and NOx)
 - Will provide compliance with Port Drayage Truck Regulations through at least 2022

Funding Assistance Opportunities

Currently, the ARB will offer a 15% loan guarantee (15% of the cost of a truck) to a financial institution which is a member of the CalCap program. The CalCap program is a form of loan portfolio insurance provided by the State through the California Pollution Control Financing Authority which may provide a certain percentage of coverage on loan defaults and would

benefit truck owners who may not ordinarily qualify for loans. Loan guarantees are not restricted to truck owners with poor credit and are available to all owners of model year 2004 vehicles. Information on the ARBs program is available at: <http://www.arb.ca.gov/msprog/truckstop/truckstop.htm> or (866)-634-3735.

Though the prior funding sources provided by the BAAQMD have been exhausted, they are in the process of identifying additional funds to further assist drayage trucks. A new program is not expected to be in place before Spring 2012. The amount of funds that the BAAQMD will be able to secure is not known at this time. These future funds may be able to assist trucks in meeting upcoming 2012 or 2013 milestones, but will not be able address trucks that are required to meet the December 31, 2011 milestone.

County TFCA Program Manager Funds

At the September Alameda CTC Board meeting, staff was requested to review the possibility of using TFCA funds to assist drayage truck owners in meeting the ARB regulation requirements. TFCA is generated by a \$4.00 vehicle registration fee and collected by the BAAQMD. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of the funds are allocated to transit-related projects on a discretionary basis. All available TFCA funds are required to be completely programmed annually. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA Program. This program generates approximately \$1.8 million annually and is administered in accordance with the BAAQMD approved TFCA Program Manager Guidelines. The programming of the FY 2011-12 TFCA program has been completed (May 2011 and September 2011 Alameda CTC Board actions). The programming of FY 2012-13 funds is scheduled to start in January 2012 with approval of a program in May 2012.

Issues with using Alameda County TFCA Program Manager funds for drayage truck projects include:

- Next funding cycle will not be available until FY 2012-13,
- Concurrence required from Cities and County to use funds, assigned by formula, for drayage truck projects,
- Though a smaller price tag, it is assumed it is no longer cost effective to pursue a retrofit option, which would only allow a drayage truck to continue operating until December 31, 2013, and
- Based on estimated costs of new and used replacement trucks, the total cost for the remaining vehicles that will need to be replaced by December 31, 2013 to be in compliance with the ARB regulations can be from \$200 million to \$400 million.

With retrofits not a viable option, replacing pre model year 2007 drayage trucks is a remaining need, however TFCA Program Manager fund policies and program limitations would apply as detailed in Attachment A, including that the proposed vehicle replacement option does not meet the eligibility requirements for non-public projects and each vehicles eligibility (including cost effectiveness) will have to be evaluated on an individual basis.

Attachments

- Attachment A: BAAQMD TFCA Program Policies/ Program Limitations
- Attachment B: Overview of Statewide Drayage Truck Regulation
- Attachment C: BAAQMD Summary of Alameda County Port Trucks (dated October 3, 2011)
- Attachment D: BAAQMD September 23, 2011 Mobile Source Committee Agenda Item Regarding Update on Port Drayage Truck Program

BAAQMD TFCA Program Policies	Program Limitations
Non-public entities are only eligible to apply for new alternative-fuel vehicle and infrastructure projects, and advanced technology demonstrations projects.	Proposed Drayage Truck projects are NOT eligible *
<p>All TFCA funded projects are required to demonstrate a project is cost effective in reducing emissions</p> <ul style="list-style-type: none"> ○ Project must not exceed a cost of \$90,000 per ton of emissions reduced 	Drayage Truck projects would require a cost effectiveness evaluation for each proposed vehicle
<p>TFCA Policies require that projects subject to emission reduction regulations, contracts, or other legally binding obligations to achieve <i>surplus</i> emission reductions</p> <ul style="list-style-type: none"> • Reductions are required to be greater than ARB regulations. For example, a model year 2004 engine is retrofitted with a Level 3 device on October 1, 2011. The truck will only achieve surplus emissions between October 1 and December 31, 2011. Starting January 1, 2012, the truck will merely be meeting ARB emission standards. 	<p>-Amount of surplus emissions would need to be identified for each proposed vehicle</p> <p>-Retrofit option, with minimal surplus emission reductions, is not eligible</p>
<p>TFCA funds awarded may not exceed the incremental cost after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied.</p> <ul style="list-style-type: none"> ○ Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit, and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards. ○ No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds in each funding cycle. 	This guideline limits TFCA funds awarded to a project to a percent of the total cost. Any limitations would need to be identified for each specific project type

*Unless an exception is approved by BAAQMD

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OVERVIEW OF

The Statewide Drayage Truck Regulation

Rule to achieve significant emission reductions and protect public health.

In December 2007, the California Air Resources Board (ARB) approved a new regulation to reduce emissions from drayage trucks at California's ports and intermodal rail yards. Staff subsequently proposed, and the board approved, changes to the regulation at the ARB's December 17th, 2010 hearing. These changes will become law upon Office of Administrative Law approval.

Why is this regulation needed?

Drayage trucks tend to be older vehicles with little or no emission controls. These vehicles tend to congregate near ports and rail yards and emit large amounts of smog forming oxides on nitrogen (NO_x), and toxic soot (Particulate Matter (PM)). Nearby communities are more heavily impacted by these emissions which contribute to many adverse health effects, including asthma, cancer, and premature deaths. Reducing emissions from these trucks is necessary to meet federally imposed clean air standards and to reduce adverse health effects – especially to nearby communities.

What types of vehicles are subject to this regulation?

The regulation applies to all on-road class-7* and class 8 (GVWR > 26,000 lbs) diesel-fueled vehicles that visit California's ports and intermodal rail yards regardless of the state or country of origin or visit frequency. The regulation does not apply to certain types of vehicles including emergency vehicles, military tactical support vehicles and dedicated use vehicles.

*During the December 2010 Board hearing, the Board approved the expansion of the regulation's applicability to include class-7 trucks (GVWR 26,001 to 33,000 lbs) and drayage trucks operating off of port or intermodal rail yard properties. These changes will become effective pending Office of Administrative Law approval.

Can I re-certify my truck to lower the GVWR (Gross Vehicle Weight Rating)?

No. According to Vehicle Code Section 350:

- "Gross Vehicle Weight Rating" (GVWR) means the weight specified by the manufacturer as a loaded weight of the single vehicle.

The GVWR on the certification label can only be assigned by the manufacturer and it is the only valid GVWR for complying with the Drayage Truck Regulation's requirements.

Who must comply with the regulation?

The regulation establishes requirements for drayage truck drivers, drayage truck owners, motor carriers that dispatch drayage trucks, port and marine terminals, intermodal rail yards, and port and rail authorities.

What does the regulation require?

In general, the regulation requires emission reductions from drayage trucks as well as recordkeeping and reporting to help monitor compliance and enforcement efforts. The basic responsibilities for each stakeholder are as follows: truck drivers must provide motor carrier contact information, load destination, and origin to enforcement officers, if requested; truck

owners are required to register their trucks in the State administered Drayage Truck Registry (DTR), ensure their trucks meet emission standards by the appropriate deadline dates (see table below), and ensure that emission control technologies are functioning properly; motor carriers must ensure that dispatched trucks are compliant with the regulation, provide a copy of the regulation to truck owners, and keep dispatch records for five years; and terminals are required to collect information from each noncompliant truck entering their facility and report it to their respective port or rail authority, who then reports this information to the ARB.

When do truck owner requirements take effect?

The regulation requires truck owners to register their trucks in the State run DTR prior to port or railyard entry. Truck owners are also required to meet emission standards shown in the following table.

Class 8 compliance schedule

Truck Engine Model Year	Emission Requirements
1993 and Older	Prohibited by December 31, 2009
1994 thru 2003	After December 31, 2009, reduce PM emissions by 85% and After December 31, 2013, meet 2007 engine emission standard
2004	After December 31, 2011, reduce PM emissions by 85% and After December 31, 2013, meet 2007 engine emission standard
2005 and 2006	After December 31, 2012, reduce PM emissions by 85% and After December 31, 2013, meet 2007 engine emission standard
2007-2009	Compliant through 2022
2010 and Newer	Fully compliant

Class 7 compliance schedule

Truck Engine Model Year	Emission Requirements
1993 and older	Prohibited
1994 thru 2006 while operating in the South Coast Air Basin	After December 31, 2011, reduce PM emissions by 85% and After December 31, 2013, meet 2007 engine emission standard
1994 thru 2006	After December 31, 2013, meet 2007 engine emission standard
2007 thru 2009	Compliant through 2022
2010 and Newer	Fully compliant

What are the benefits of the regulation?

The regulation is projected to provide significant emission reductions that will have a positive air quality impact in California – especially in and around affected ports and intermodal rail yards. PM emissions are projected to be reduced by about 2.6 tons per day starting in 2010 and NO_x emissions are projected to be reduced by 34 tons per day starting in 2014. Staff estimates that approximately 580 premature deaths would be avoided by 2014 in addition to 17,000 fewer cases of asthma-related symptoms.

Is incentive money available?

Incentive funds may be available in many areas of the state. Please see the following ARB website for additional information: www.arb.ca.gov/ba/fininfo.htm.

For more information

Contact the ARB Drayage Truck Hotline at 888-247-4821.
Please visit our website at : www.arb.ca.gov/drayagetruck

To obtain this document in an alternative format or language please contact the ARB's Helpline at (800) 242-4450 or at helpline@arb.ca.gov. TTY/TDD/ Speech to Speech users may dial 711 for the California Relay Service.



BACKGROUND

In December of 2007, the California Air Resources Board (ARB) approved a regulation to reduce emissions from drayage trucks operating at California's ports and intermodal rail yards. The first phase of the regulation went into effect on December 31, 2009, and Phase 2 of the regulation goes into effect on December 31, 2013. A summary of the regulation's compliance requirements is shown in Table 1:

Table 1: ARB Drayage truck regulation compliance schedule

Phase	Date	Engine Model Years (MY)	Regulation requirement
Phase 1	12/31/09	1993 and older	Prohibited from operation as a drayage truck
		1994 – 2003	Install a Level 3 retrofit device
	12/31/11	2004	Install a Level 3 retrofit device
	12/31/12	2005 and 2006	Install a Level 3 retrofit device
Phase 2	12/31/13	1994 – 2006	Meet 2007* engine emissions standards

* Trucks with 2007-2009 model year engines are compliant through 2022. Trucks with 2010 and newer engines are fully compliant

DISCUSSION

Table 2 below contains data from ARB's Drayage Truck Registry database, and describes the population of vehicles calling on Northern California ports by engine model year. Table 2 also identifies which groups of trucks received grant funds from the Bay Area Air Quality Management District (Air District) Drayage Truck Program.

Table 2: Drayage truck population as of July 2011

Engine Model Year (MY)	Compliant until	# of Drayage trucks in Northern CA*	# of trucks that received grant funds	Grant funds expended **
MY 1994-2003 (w/ retrofits)	12/31/13	1,700	1,319	\$15,586,534
MY 2004	12/31/11	700	0	\$0
MY 2005 & 2006	12/31/12	2,150	0	\$0
MY 2007 – 2009	2022	1,350	203	\$10,150,000
MY 2010 +	Fully compliant	400		
Total		6,300	1,522	\$25,736,534

* Number of trucks registered in the ARB Drayage Truck Registry (DTR) with zip codes North of Fresno.

** Funding sources for the Air District's Year 1 port truck funding program: TFCA (\$5 million), Port (\$5 million), ARB Prop 1B (\$13,835,133), and DERA (~\$2 million)

ANALYSIS OF MY-2004 TRUCKS

In order to determine the makeup of MY 2004 vehicles facing an upcoming compliance date of 12/31/11, the Air District analyzed data provided from the drayage truck registry by the California Air Resources Board and determined the following:

- Of the 700 vehicles in the ARBs database, 238 trucks (34%) are registered to a Bay Area addresses
- Of the 238 trucks with Bay Area addresses, 141 trucks are located in Alameda County
- Of the 141 trucks located in Alameda County, 50 are in fleets of 4 trucks or more (fleets of 3 and under have been determined to be small fleets by ARB)
- The other 90 trucks located in Alameda are in fleets of three or fewer and are most likely owned by single owner/operators

AVAILABLE FUNDING OPTIONS FOR MY 2004 TRUCKS

Currently, the ARB will offer a 15% loan guarantee (15% of the cost of a truck) to a financial institution which is a member of the CalCap program to provide a loan to a trucker with "near bankable" credit. "Near bankable" means that truckers who would not ordinarily qualify for loans become more attractive to financial institutions as a portion of any loan made to them is guaranteed to be repaid by ARB.

Loan guarantees are not restricted to truckers with poor credit and are available to all owners of MY 2004 vehicles. Information on the ARBs program is available at the following web address:

<http://www.arb.ca.gov/msprog/truckstop/truckstop.htm> or 1-866-634-3735

AGENDA: 4

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and Members
of the Mobile Source Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: September 12, 2011

Re: Update on Port Drayage Truck Program

RECOMMENDATION:

None. Informational report, receive and file.

BACKGROUND

In December of 2007, the California Air Resources Board (ARB) approved a regulation to reduce emissions from drayage trucks operating at California's ports and intermodal rail yards. The first phase of the regulation went into effect on December 31, 2009, and Phase 2 of the regulation goes into effect on December 31, 2013. A summary of the regulation's compliance requirements is shown in Table 1:

Table 1: ARB Drayage truck regulation compliance schedule

Phase	Date	Engine Model Years (MY)	Regulation requirement
Phase 1	12/31/09	1993 and older	Prohibited from operation as a drayage truck
		1994 – 2003	Install a Level 3 retrofit device
	12/31/11	2004	Install a Level 3 retrofit device
	12/31/12	2005 and 2006	Install a Level 3 retrofit device
Phase 2	12/31/13	1994 – 2006	Meet 2007 * engine emissions standards

* Trucks with 2007-2009 model year engines are compliant through 2022. Trucks with 2010 and newer engines are fully compliant

In 2008, the Air District accepted applications for drayage truck retrofit and replacement projects as part of its port truck upgrade program. Through this program the Air District received and awarded a total of \$25.8 million [\$13.8 million in California Goods Movement Bond (I-Bond) funding, \$2 million in US Environmental Protection Agency (EPA) diesel emissions reduction act (DERA) funds, \$5 million from the Port of Oakland (Port), and \$5 million in Air District TFCA funding]. These monies were used to assist with the upgrade of 1,522 trucks (1,319 truck retrofits and 203 truck replacements) operating at the Port.

As the next compliance deadline approaches for this regulation the Air District must consider how to best assist the trucker population at Bay Area ports with early compliance. As part of this report staff will describe the trucker population impacted by the next regulatory deadlines, steps the Air District is taking to address this issue, roles for partner agencies, and next steps towards a new drayage truck program.

DISCUSSION

Table 2 below contains data from ARB's Drayage Truck Registry database, and describes the population of vehicles calling on Northern California ports by engine model year. Table 2 also identifies which groups of trucks received grant funds from the original Air District Drayage Truck Program.

Table 2: Drayage truck population as of July 2011

Engine MY	Compliant until	# of Drayage trucks in Northern CA*	# of trucks that received grant funds	Grant funds expended **
MY 1994-2003 (w/ retrofits)	12/31/13	1,700	1,319	\$15,586,534
MY 2004	12/31/11	700	0	\$0
MY 2005 & 2006	12/31/12	2,150	0	\$0
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Total		6,300	1,522	\$25,736,534

* Number of trucks registered in the ARB Drayage Truck Registry (DTR) with zip codes North of Fresno.

** Funding sources for the Air District's Year 1 port truck funding program: TFCA (\$5 million), Port (\$5 million), ARB Prop 1B (\$13,835,133), and DERA (~\$2 million)

Retrofit projects accounted for a majority of the truck projects funded during the first round of the Drayage Truck program. Anecdotally, Air District Staff were informed that these truck owners chose to retrofit instead of replace their trucks because of economic reasons, with many citing lower cargo volumes at the Port as the reason for not seeking replacement trucks. Compliance with the regulation's Phase 2 requirements is going to be costlier than Phase 1 as truck owners must purchase trucks that have 2007 or newer engines.

Air District Efforts

In preparation for the regulation's Phase 2 requirements the Air District is working with its partners to put together a plan to provide comprehensive information on the assistance available to drayage truck drivers. Staff believes that a combination of grant funding, loan guarantees, and low interest loans will be needed to prepare truck owners for compliance. At this stage in the process, the Air District has:

- Applied for, and been awarded \$1.5 million in DERA funding from EPA for drayage truck projects.
- Continued working with ARB to determine how much I-Bond grant funding will be available for truck replacements. The Air District is also seeking to match I-Bond funding with Mobile Source Incentive Fund and Carl Moyer Program funds.
- Begun investigating a bulk purchase program to determine if it is allowable under the guidelines of the various grant programs that may provide the funding to replace Drayage Trucks. Such a program might offer the opportunity for lower-cost vehicles to drivers seeking to upgrade their equipment.

In order to provide a complete picture of the assistance that will be available to truckers, the Air District will need to work closely with its Public Agency Partners; ARB, the Port and the City of Oakland. Below are some of the areas that the Air District is working on with these partners to determine how best to provide assistance to the drayage trucking community.

Public Agency and Partner Roles

ARB

ARB plays a large role as the lead regulatory agency for the drayage truck rule and oversight agency for the I-Bond program. It is important that ARB provides I-Bond funding to support any replacement projects funded by the Air District. ARB can also contribute to this effort by providing funds to ensure competitive loans for truckers via a loan guarantee program. Such a program would provide up to 20% of the cost of a truck replacement to a bank or lending institution as a guarantee against a loan default. This may make financial institutions more willing to take a chance on lending to an owner operator or individual trucker with lower credit scores.

ARB is also launching a low interest loan program (PLACE-DL) which will be made available to port truckers. This program could be combined with grants to lower the overall costs of ownership for new compliant trucks.

Port and City of Oakland

The Port and City of Oakland (City) must also become involved in the development and implementation of a comprehensive assistance program. The Port is the beneficiary of services provided by these truck drivers and should provide funding to the Air District's grant program and/ or provide funding to ARB's loan/financing program. The Port and City are key to establishing low interest loan programs for drayage truckers. The City, through its development office, is experienced in establishing loans for small businesses and other enterprises. This experience could be harnessed to see if a financial package from various lenders in the Oakland area can be put together for drayage truckers.

Private Industry

Motor carriers and dispatchers must also be approached as part of any solution to determine if they can act as co-signers for trucker loans. This may help independent owner/ operators obtain loans with better terms from financial institutions.

Issues

Funding Availability

While the Air District is working to build partnerships on all fronts, available funding to address the need for truck replacements remains the most significant issue at present. This is due to the fact that there is no certainty regarding the sale of the California Bonds which would provide the majority of the funding for any grant or loan guarantee program.

2004-2006 Trucks

Additionally, trucks with model year engines between 2004 and 2006 account for approximately 45% of the drayage truck fleet in the Bay Area. These trucks have to prepare for compliance with both the Phase 1 and Phase 2 requirements in the next two years. Based on recent ARB projections, it is unlikely that grant funding will arrive in time or be available to these truckers. Therefore, the only financial assistance expected to be available for these truckers is through loan programs.

Funding May Not Be Available for All Trucks

Also, it may not be possible to assist all of the impacted drayage truck drivers in upgrading to meet the Phase 2 requirements (an estimated cost of \$136.5 million if each drayage truck was provided with a \$30,000 grant). Therefore, staff believes that services and information regarding available retraining programs must be provided as part of any package to truck drivers. In 2009, as part of the adoption of the first phase of the drayage truck regulation, the City provided extensive outreach, information and education to drivers on new career paths and available training. Staff recommends that a similar effort be coordinated by the City as part of outreach for any future grants/ assistance programs.

Who Needs Help?

Air District staff believes that there is a lot of misinformation regarding the numbers of truckers who need assistance under any future grant/loan program. Some data, while accurate in terms of the overall number of vehicles that are in the Port's and ARB's trucking databases, do not reflect how often those vehicles called on the Port. For example, a truck calling one time on the Port requires an entry pass. This entry pass generates a unique record which is then quoted by some stakeholders as a vehicle that needs to be addressed as part of any grant program. The Air District and ARB are currently working together to determine how many trucks would meet the 150 call threshold that was used for the original program that provided retrofits to Port drayage truckers. This information will give us a better picture of what the needs are at the Port and how best to proceed.

Next Steps

Air District staff will continue to work with stakeholders to develop a comprehensive strategy that identifies the assistance opportunities that are available to the drayage trucking community. Staff will continue to seek new grant and loan funding sources for truck replacement projects, and investigate the possibility of a bulk truck purchase. Staff will also work to develop an outreach campaign to ensure all drayage truckers are aware of the available assistance opportunities.

BUDGET CONSIDERATION / FINANCIAL IMPACT:

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Anthony Fournier
Reviewed by: Damian Breen

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Memorandum

DATE: October 3, 2011

TO: Programs and Projects Committee

FROM: James O'Brien, Project Controls Team

**SUBJECT: I-580 Corridor/BART to Livermore Studies (APN 626.0)
Project Status Update**

Recommendations

This item is for information only. No action is requested.

Discussion or Background

In May 2008, the ACTIA Board authorized a Project Specific Funding Agreement (PSFA) with BART for the Preliminary Engineering (PE)/Environmental Phase of the I-580 Corridor/BART to Livermore Studies project. In June 2009, the Board approved additional Measure B funds, for a total of \$4.531 million, to complete the Program EIR.

In July 2010, the BART Board certified the Program EIR for the project. The BART Board also expressed support for an Early Implementation Plan to establish parameters for right-of-way protection in the corridor, to perform engineering studies to refine the alignment, and to develop implementation and funding strategies related to project delivery. The Early Implementation Plan included the following activities:

- Developing Real Estate Procedures
- Alignment Engineering Study for the Downtown Livermore Station and Approach
- Yard and Shop Needs Analysis
- Yard and Shop Location Analysis
- Phasing and Funding Plan
- Continuing Outreach

In December 2010, the Commission allocated \$1.668 million of Measure B funding for the activities related to early implementation described above. Since that time, some of the local support for the alignment approved by the BART Board in July 2010 has shifted and BART is required to revisit the feasibility of the approved project alignment.

BART staff will be at the meeting to provide an update on the current project status and activities.

Fiscal Impact

There is no direct fiscal impact anticipated from this information only item.

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