



BOARD MEETING NOTICE
Thursday, October 27, 2011, 3:00 P.M.
1333 Broadway, Suite 300
Oakland, California 94612
(see map on last page of agenda)

Commission Chair
Mark Green, Mayor – Union City

Commission Vice Chair
Scott Haggerty, Supervisor – District 1

AC Transit
Greg Harper, Director

Mark Green
Scott Haggerty

Chair
Vice Chair

Arthur L. Dao
Vanessa Lee

Executive Director
Clerk of the Commission

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 Kamena, 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

AGENDA

*Copies of Individual Agenda Items are Available on the
Alameda CTC Website -- [HHwww.alamedactc.org](http://www.alamedactc.org)*

1	Pledge of Allegiance	
2	Roll Call	
3	Public Comment	
	Members of the public may address the Board during “Public Comment” on any item <u>not</u> on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission’s jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.	
4	Chair/Vice-Chair’s Report	
5	Approval of Consent Calendar	
5A.	Minutes of September 22, 2011 – page 1	A
5B.	Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions – page 11	I
5C.	2011 Congestion Management Program (CMP) Review of Draft Conformity Findings– page 13	I
5D.	Review of Countywide Annual Bicycle and Pedestrian Count Program And Draft 2010 Trends Report– page 17	I
5E.	Approval of STIP Award Deadline Time Extension Request for the County of Alameda’s Grove Way Improvements Project- page 51	A

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- 5F. 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– **page 57** **A**
- 5G. Approval of TFCA Program Expenditure Deadline Extension Request for AC Transit's Easy Pass Project, TFCA Project 09ALA07– **page 61** **A**
- 5H. 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 – **page 67** **A**
- 5I. 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 – **page 75** **A**
- 5J. Approval of Alameda-Contra Costa Transit District's (AC Transit) Request to Extend Expiration Date for Measure B Paratransit Gap Grant Agreement No. A08-0025, Interactive Voice Response (IVR) / Web-Based Scheduling Software Project – **page 81** **A**
- 5K. Approval of PAPCO Recommendation of New Freedom Grant Application and Matching Gap Grant Funding-**page 87** **A**
- 5L. Approval of PAPCO Recommendation for Funding of Coordination and Mobility Management Planning (CMMP) Pilot Projects- **page 107** **A**
- 5M. Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants– Approval to Submit Application for I-580 Eastbound Auxiliary Lanes Project Requesting TIGER III Funds- **page 121** **A**
- 5N. I-80 Integrated Corridor Mobility (ICM) Project – Approval to Execute Cooperative Agreements with Caltrans for Construction Phase -**page 125** **A**
- 5O. 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 – **page 127** **A**
- 5P. I-580 Tri-Valley Rapid Transit Corridor Improvements (RM 2 Subproject 32.1e): – Approval to Execute Cooperative Agreements with Caltrans for Construction Phase of the I-580 Westbound HOV Lane Projects – **page 129** **A**
- 5Q. Review Information Regarding Port Drayage Truck Regulations- **page 131** **I**
- 5R. Acceptance of Semi-Annual Alameda CTC Capital Project Status Update and Approval of **A**

Project Funding Plans for selected projects – **page 147**

5S. Approval of Appointments for the Community Advisory Committees- **page 173** **A**

6 Community Advisory Committee Reports – (Time Limit: 3 minutes per speaker)

6A. Bicycle and Pedestrian Advisory Committee – Midori Tabata, Chair
– **page 181** **I**

6B. Citizens Advisory Committee–Cynthia Dorsey, Chair – **page 197** **I**

6C. Citizens Watchdog Committee – James Paxson, Chair – **page 199** **I**

6D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair
- **page 201** **I**

7 Planning, Policy and Legislation Committee Action Items

7A. Review of Administrative Draft Countywide Transportation Plan (CWTP)
and Discussion of Transportation Expenditure Plan (TEP) and Update on
Development of Sustainable Community Strategy (SCS)/Regional
Transportation Plan (RTP)-**page 211** **I**

7B. Legislative Update – **page 223** **I**

8 Programs and Projects Committee Action Items

8A. Approval of the List of Projects to be Programmed in the Regional
Improvement Program (RIP) of the 2012 State Transportation Improvement
Program (STIP) – **page 233** **A**

9 Finance and Administration Committee Action Items

9A. Adoption of a Resolution of Intention to Enter into a Contract with CalPERS
And a Resolution Authorizing the Employer Pick-up of Employee Contributions
- **page 261** **A**

10 Member Reports (Verbal)

11 Staff Reports (Verbal)

12 Other Business

11A. Introduction and Welcoming of BART New General Manager, Ms. Grace
Crunican

13 Adjournment: Next Meeting – December 01, 2011 at 3:00 PM

(#) All items on the agenda are subject to action and/or change by the Alameda CTC Commission.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND

November 2011 Meeting Schedule: Some dates are tentative. Persons interested in attending should check dates with Alameda CTC staff.

Citizens Advisory Committee (CAC)	5:30 pm	No meeting in November	
Citizens Watchdog Committee (CWC)	6:00 pm	December 1, 2011	1333 Broadway Suite220
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	November 01, 2011	1333 Broadway Suite 300
I-680 Sunol Express Lane Joint Powers Authority	9:30 am	November 07, 2011	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	9:45 am	November 07, 2011	1333 Broadway Suite 300
Planning, Policy and Legislation Committee (PPLC)	11:00 am	November 07, 2011	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	November 07, 2011	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	November 07, 2011	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	December 1, 2011	1333 Broadway Suite220
Paratransit Technical Advisory Committee	9:30 am	November 8, 2011	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee	1:00 pm	November 28, 2011	1333 Broadway Suite 300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee (CWTP-TEP)	12:00 pm	November 17, 2011 December 1, 2011	1333 Broadway Suite 300
Technical Advisory Working Group (TAWG) and Citizens Advisory Working Group Joint Meeting	1:30 pm	November 10, 2011	1333 Broadway Suite300
Alameda CTC Board Meeting	3:00 pm	Next Meeting is on December 01, 2011	1333 Broadway Suite 300

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**





**ALAMEDA COUNTY TRANSPORTATION COMMISSION
MINUTES OF SEPTEMBER 22, 2011
OAKLAND, CALIFORNIA**

1. Call to Order/Pledge of Allegiance

Chair Green convened the meeting at 3:20 p.m.

2. Roll Call

Lee conducted the roll call to confirm quorum. The meeting roster is attached.

3. Public Comment

There was no public comment.

4.0 Chair/Vice-Chair's Report

Mayor Green informed the Commission and members of the public that a lengthy discussion was held at the September 22 Steering Committee Meeting in which the parameters for the transportation expenditure plan were discussed as well as the bus-pass program for school age children.

5. Approval of Consent Calendar

5A. Minutes of July 28, 2011

5B. Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions

5C. Comment letter to Bay Conservation and Development Commission (BCDC) Regarding Recommendation for Bay Plan Amendment Concerning Climate Change

5D. Review of Proposed Policies for Master Funding Agreements for Measure B and Vehicle Registration Fee Funds

5E. Review of Draft Comment Letter to the Metropolitan Transportation Commission on the Proposed One Bay Area Block Grant Policies

5F. Approval of the Draft List of Projects to be Programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)

5G. Approval of Transportation Fund for Clean Air (TFCA) Final Program for the FY 2011/12 Remaining Balance

5H. Approval of Alameda County's Safe Routes to School Program Delivery Strategy for the Capital Project Element

- 5I. 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
- 5J. 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
- 5K. 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
- 5L. 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
- 5M. 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
- 5N. 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
- 5O. East Bay Greenway – Approval to Execute Amendment No. 1 to Professional Services Agreement with HQE, Inc (A10-0026)
- 5P. Approval of Quality Assurance Plan for Capital Projects Construction Administered by the Alameda CTC
- 5Q. I-680 Sunol Express Lanes (ACTIA No. 8): Northbound HOV/Express Lane Project - Status Update
- 5R. 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
- 5S. Approval of Resolution No. 11-011 RM2 Implementing Agency Resolution of Project Compliance for RM2 Funding for Preliminary Right of Way Activities Dumbarton Rail Corridor Project (ACTIA No. 25)
- 5T. FY10-11 Consolidated Year-end Investment Report
- 5U. Update on the FY10-11 Annual Financial Audit
- 5V. Approval of the Semi-Annual Contract Equity Utilization Report and Contract Award Report for January 1, 2011 through June 30, 2011

5W. Update on Joint Regional Agencies Relocation Process

5X. Executive Director's Salary and Benefits and Objectives for FY 2011-12

Items 5D, 5F, 5N and 5X were pulled from the Consent Calendar for further discussion. Mayor Sbranti motioned to approve the Consent Agenda as amended. Supervisor Miley seconded the motion. This motion was approved 21-0.

For Item 5D, Vice Mayor Bonta informed the public that his staff at the City of Alameda prepared a detailed letter regarding the policy guidelines set forth in 5D. He then suggested that the issues raised in his letter be addressed and brought back at the October Commission Meeting. Art Dao informed the Commission that if the Item was deferred, the funding would subsequently be delayed a month. He clarified that approval of the item will allow staff to bring back a draft of the implementation guidelines on which members of the Board can comment before they are finalized. Councilmember Henson motioned to approve this Item. Mayor Kamena seconded the motion. This motion passed 22-0.

For Item 5F, Director Harper requested further information on the effects that reduction in the PTA has on the STIP project list. Art Dao informed the Board that as part of the 2010 STIP cycle, the allocations to the counties do not include PTA's due to State budget cuts. He mentioned and that this will only effect two ACTC projects. Director Harper motioned to approve this Item. Mayor Kamena seconded the motion. This motion passed 22-0.

Supervisor Miley requested that staff bring back information on the Fund for Clean Air Program and how it relates to Port drayage truck regulations. Art Dao informed him that a report would be given at the next Committee Meeting regarding this topic.

For Item 5N, Director Harper wanted to know what happens if revenues for the HOT lanes are not sufficient. Art Dao informed him that state statutes describe how the revenues can be used but the ultimate decision lies with the board. He then informed the board that funds are identified prior to the start of any HOT lane project. Supervisor Haggerty motioned to approve this Item. Supervisor Miley seconded the motion. This motion passed 22-0.

Finally for Item 5X, Director Harper wanted general clarification on the vacation cash out policy and encouraged staff to look into waving the policy in the future. Supervisor Haggerty motioned to approve this Item. Mayor Green seconded the motion. This motion passed 22-0.

6. Community Advisory Committee Reports

6A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata reported that BPAC met on September 8. No action was taken at the meeting but the Committee received information on the AC Transit Bike Racks Program and the Pedestrian and Bicycle Safety Act. She informed the Board that the next meeting would be held in October 13, 2011.

6B. Citizens Advisory Committee (CAC)

Barry Ferrier reported in place of Cynthia Dorsey. He informed the Board that the CAC met in July and that the next meeting will be in October.

6C. Citizens Watchdog Committee (CWC)

James Paxson reported that the CWC met on July 11 and held a special hearing in consideration of the ninth annual CWC Report. The report covers fiscal year 2009/10 and the Committee activities over the last year. The next CWC Meeting will be on November 14, 2011.

6D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire reported that PAPCO has been focusing on public outreach. The next meeting will be on September 26, 2011 in which coordination and mobility management, and work goals for the next year will be discussed.

7. Planning, Policy and Legislation Committee Action Items

7A. Approval of Draft 2011 Congestion Management Program

Saravana Suthanthira recommended that the Committee approve the draft 2011 Congestion Management Program (CMP) report, which is required to be updated every two years. Ms. Suthanthira informed the Commission that the update started in January. She continued by highlighting several key changes to chapters one through ten in addition to appendices B, D and G. Upon approval, the draft report will be released to the libraries and sent to MTC as required. Councilmember Kaplan motioned to approve this Item. Mayor Hosterman seconded the motion. This Item was passed 22-0

7B. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan (TEP) Information

Beth Walukas provided information on regional and countywide transportation planning efforts related to the update of the Countywide Transportation Plan and development of a Sales Tax Transportation Expenditure Plan as well as the Regional Transportation Plan and the development of the Sustainable Community Strategy. She informed the Commission that this presentation focused on the month of August and September. Ms. Walukas went on to update the Commission on the following activities: MTC/ABAG development of alternative land use and transportation scenarios, RTP/SCS work element proposals as well as detailing a revised upcoming meetings schedule related to regional planning efforts and outreach. Finally Ms. Walukas informed the Board that the ultimate goal is to have a draft of both the CWTP and the TEP available for approval at the December Board Retreat.

7C. Legislative Update

Tess Lengyel gave the Commission a brief update on state and federal activities. She highlighted the state budget as it relates to transportation revenues. She informed the Board that AB 1086, (Wieckowski), was on the Governor's desk for signature and that Bill AB 710, which was supported by the ACTC, will not be moving forward due to an error in the report. On the federal side, Ms. Lengyel updated the Commission on the approval of a four-month extension of SAFETEA. She concluded by informing the Board that staff would be working with the Board on developing the 2012 legislative program.

8. Member Reports and Staff Reports

There were no Commission Member Reports. Art Dao requested that the Board review the flyer distributed in the packet regarding upcoming meeting dates.

9. Other Business

Director Harper introduced a representative from Alliance Resources who conducted a brief discussion on the desired qualifications for an AC Transit General Manager.

9. Adjournment: Next Meeting – October 27, 2011 at 3:00 PM

The meeting ended at 4:20 pm. The next meeting will be held on October 27, 2011 at 3:00 pm.

Attest by:



Vanessa Lee
Clerk of the Commission

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ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING ROSTER OF MEETING ATTENDANCE

September 22, 2011

1333 Broadway, Suite 300, Oakland, CA 94612

JURISDICTION/AGENCY	COMMISSIONERS	Initials	ALTERNATES	Initials
AC Transit	Greg Harper	<i>GH</i>	Elsa Ortiz	
Alameda County, District 1	Scott Haggerty, Vice Chair	<i>SH</i>	William Harrison	
Alameda County, District 2	Nadia Lockyer		Marvin Peixoto	
Alameda County, District 3	Wilma Chan	<i>WC</i>	Michael Gregory	<i>MG</i>
Alameda County, District 4	Nate Miley	<i>NM</i>		
Alameda County, District 5	Keith Carson		Kriss Worthington	<i>KW</i>
BART	Thomas Blalock	<i>TB</i>	Robert Franklin - BART	
City of Alameda	Rob Bonta	<i>RB</i>	Beverly Johnson	
City of Albany	Farid Javandel	<i>FJ</i>	Peggy Thomsen	
City of Berkeley	Laurie Capitelli	<i>LC</i>	Kriss Worthington	
City of Dublin	Tim Sbranti		Don Biddle	
City of Emeryville	Ruth Atkin	<i>RA</i>	Kurt Brinkman	
City of Fremont	Suzanne Chan		William Harrison	<i>WH</i>
City of Hayward	Olden Henson	<i>OH</i>	Marvin Peixoto	
City of Livermore	Marshall Kamena	<i>MS</i>	Jeff Williams	
City of Newark	Luis Freitas	<i>LF</i>	Alberto Huevo	
City of Oakland	Larry Reid	<i>LR</i>	Patricia Kernighan	
	Rebecca Kaplan	<i>RK</i>	Jane Brunner	
City of Piedmont	John Chiang	<i>JC</i>	Garrett Keating	
City of Pleasanton	Jennifer Hosterman	<i>JH</i>	Cheryl Cook-Kallio	
City of San Leandro	Joyce R. Starosciak	<i>JS</i>	Pauline Russo Cutter	
City of Union	Mark Green, Chair	<i>MG</i>	Emily Duncan	
LEGAL COUNSELS	Zack Wasserman - WRBD	<i>ZW</i>		
	Neal Parish - WRBD			
	Geoffrey Gibbs - GLG	<i>GG</i>		

STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director	and	Gladys Parmelee – Office Supervisor	and gup
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	tl	Vanessa Lee – Clerk of the Commission	if lee
Beth Walukas – Deputy Director of Planning	bw	Liz Brazil – Contract Compliance and Outreach	
Patricia Reavey – Director of Finance	PR	Yvonne Chan – Accounting Manager	
Matt Todd – Manager of Programming	MT	Lei Lam – Senior Accountant	
Ray Akkawi – Manager of Project Delivery	RA	Sammy Ng – Senior Accountant	
Saravana Suthanthira – Senior Transportation Planner	SS	Seung Cho – Contract Procurement Analyst	
Diane Stark – Senior Transportation Planner	DS	Patty Seu – Accountant	
Steve Haas – Senior Transportation Engineer		Linda Adams – Executive Assistant	
John Hemiup – Senior Transportation Engineer		Victoria Winn – Administrative Assistant III	
Vivek Bhat – Senior Transportation Engineer	VB	Claudia Leyva – Administrative Assistant III	
Arun Goel – Project Controls Engineer		Frank R. Furger – Executive Director, I-680 JPA	
Jacki Taylor – Programming Analyst	(JT)	James O'Brien	Jo
Laurel Poeton – Assistant Transportation Planner	LP	Stefan Garcia	
Stewart Ng	SN		

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1. Betty Mucholland	PALCO	510 325-0703	
2. Andrew Fremier	MTC	510.220.8707	
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4. Mike Tassano	Pleasanton (925) 931-5670	MTASSANO@Ci.Pleasanton.ca.us	
5. Jane Kramer	STAND	510-522-6423	jane@jrkramer.com
6. Sylvia Stodmire	PALCO	510 524 7038	
7. Joan Fisher	ACTC/LLP	510 208-7446	outreach@alamedactc.org
8. Nadine Tabata	ACTC BPAC	510 562 8988	midwest@pacbell.net
9. Donna Lee	BART	(510) 464-6282	dlee@bart.gov
10. Nohad Lordav	ACTransit	510-891-4792	nlordav@actransit.org
11. Bruce William	Oakland	510-238-7425	brwilliam@oakland.net
12. Dennis Uyeda	alliance Resource	650-296-1032	duyeda@allianceRC.com

	NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
13.	Miguel Silva	WEST STATE ALLIANCE	510-7141088	miguel@horizonoakland.com
14.	Philip TANG	Conestoga-Rovers & Associates	510 393-6321	P.TANG@CRAworld.com
15.	Jamel Parns	ACTIA CWC	925.774.6510	jamel@hewlett.com
16.	BARRY FERRIER	ACTC - CAC	510 485-4767	BFERRIER@CS.CC
17.	Ryan Kawanoto	Supervisor Wilson Chan		ryan.kawanoto@acgov.org
18.	Pat Mossburg	Oak/Laney Reid	510-238-7573	pmossburg@oaklandreid.com
19.	Chris Wiley	Ala. Co	510-272-6676	
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Memorandum

DATE: October 19, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions**

Recommendation

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

Summary

This item fulfills one of the requirements under the Land Use Analysis Program (LUAP) element of the Congestion Management Program (CMP). For the LUAP, Alameda CTC is required to review Notices of Preparations (NOPs), General Plan Amendments (GPAs), and Environmental Impact Reports (EIRs) prepared by local jurisdictions and comment on them regarding the potential impact of proposed land development on regional transportation system. Staff will report to the Alameda CTC Commission on comments made.

In September of 2011, staff reviewed one Final Supplemental EIR (FSEIR). No comments were submitted.

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Memorandum

DATE: October 19, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

RE: **2011 Congestion Management Plan (CMP) Review of Draft Conformity Findings**

Recommendation

It is recommended that Commission review Attachment A detailing the conformity status with the Congestion Management Program (CMP). This item is for information only. No action is required.

Summary

Local jurisdictions are required to comply with the CMP as follows:

- 1) (a) Tier 1 Land Use Analysis – submit to Alameda CTC all Notice of Preparations, EIRs and General Plan amendments;
- (b) Tier 2 Land Use Forecasts- review ABAG Projections by traffic analysis zones;
- 2) Traffic Demand Management (TDM) – Complete Site Design Checklist;
- 3) Payment of Fees; and
- 4) Deficiency Plans and Deficiency Plan Progress Reports, as needed in some jurisdictions.

Letters were sent to the jurisdictions requesting 1a) Tier 1 Land Use Analysis Program and 2) TDM Site Design Checklist information by September 30, 2011, and 4) Deficiency Plan Progress Reports as required for those jurisdictions discussed below by October 3, 2011.

Final conformity findings will be presented to the Commission at its December 1, 2011 meeting.

Discussion

As of the Commission mailing, all jurisdictions but one are in conformance with the CMP requirements. The City of Albany has indicated that it will be submitting the required documentation by the time of the Commission meeting. An update will be provided at the meeting.

Regarding the requirement for some jurisdictions to submit Deficiency Plans or Deficiency Plan Progress Reports, no CMP roadway segments were found to be deficient in 2010, the last LOS Monitoring cycle for which data is available based on the select link analysis from the Countywide Travel Demand Model and after applying all applicable exemptions. Therefore, the preparation and submission of Deficiency Plans for 2011 is not required. However, there are three ongoing Deficiency Plans for 2011, for which jurisdictions are required to send progress reports:

- | | |
|---|-----------------|
| 1) SR 260 Posey Tube eastbound to
I-880 northbound freeway connection | City of Oakland |
| 2) SR 185 northbound between 46 th and 42 nd Avenue | City of Oakland |
| 3) Mowry Avenue | City of Fremont |

Requests were sent to the Cities of Fremont, Hayward, and Oakland to submit their Deficiency Plan progress reports by October 3, 2011. At this time all deficiency reports have been received and reviewed.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

Attachment A 2011 CMP Conformance: Land Use Analysis, Site Design Guidelines, Payment of Fees, and Deficiency Plans

Table 1
2011 CMP CONFORMANCE
Land Use Analysis, Site Design, Payment of Fees and Deficiency Plans

	Land Use Analysis Program			Site Design	Payment of Fees	Deficiency Plans/LOS Standards	Meets All Requirements
Jurisdiction	Tier 1 - Ordinance Adoption	Tier 1: GPA & NOP Submittals	Tier 2- Land Use Forecasts*	Checklist Complete	Payments thru 4th Qts FY 11/12	Deficiency Plan Progress Reports and Concurrence	
Alameda County	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Alameda	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Albany	Yes		Yes	Yes	Yes	N/A	
City of Berkeley	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Dublin	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Emeryville	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Fremont	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Hayward	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Livermore	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Newark	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Oakland	Yes	Yes	Yes	Yes	Yes	Yes	Yes
City of Piedmont	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Pleasanton	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of San Leandro	Yes	Yes	Yes	Yes	Yes	N/A	Yes
City of Union City	Yes	Yes	Yes	Yes	Yes	N/A	Yes

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

* The Alameda CTC is currently working with the jurisdictions and ABAG to update the land use forecasts in the context of developing the Sustainable Community Strategy (SCS)

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MEMORANDUM

DATE: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

RE: **Review of Countywide Annual Bicycle and Pedestrian Count Program and Draft 2010 Trends Report**

Recommendation

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

Summary

Alameda CTC has been conducting periodical bicycle and pedestrian counts since 2002, and annual counts since 2008, at various locations throughout the county. The 2011 counts are taking place in September and October at 63 locations, as listed in Attachment A. The historical countywide count data from 2002 to 2010 was recently compiled and comprehensively analyzed for the first time and is presented in the attached *Draft Manual Pedestrian and Bicycle Count Report for Alameda County* as shown in Attachment B.

In October, both ACTAC and PPLC reviewed and commented on the *Draft Report* and the list of count locations. Their comments are summarized in this memo, which has been restructured to reflect and address the comments received. In response to the comments, the following is recommended: clarify the goals and purposes of the count program; revisit and revise the list of count locations for Fall 2012 and beyond; and expand the next summary report of the counts to include any modifications. A revised approach and updated report with the 2011 count data will be brought to the Commission in Spring 2012.

Background

Historical counts efforts

Since 2002, Alameda CTC and other entities have collected manual bicycle and pedestrian counts throughout Alameda County for a variety of purposes, with one goal being to observe countywide trends. These distinct count efforts are described below:

- Alameda County Level of Service (LOS) Monitoring Report
 - Lead: ACCMA (now Alameda CTC) and local agencies
 - Years: 2002, 2004, 2006 and 2008
 - Purpose: To count bicyclists around the county to track countywide trends in bicycling. Some jurisdictions also counted pedestrians.
 - Locations: Twelve locations were selected in collaboration with local jurisdictions to represent the county, and counts were conducted by local jurisdictions.

- Regional counts
 - Lead: Metropolitan Transportation Commission (MTC)
 - Years: 2002, 2003 and 2010
 - Purpose: To count bicyclists and pedestrians in order to observe region-wide trends in bicycling and walking, and, in the long term, to assist with improving the regional transportation model.
 - Locations: 12 to 13 locations in Alameda County (and a total of 100 regionally). Locations were selected with input from Alameda CTC and its predecessor agencies to reflect representative locations for the county.
- Research project/Countywide counts
 - Lead: UC Berkeley's Safe Transportation Research & Education Center's (SafeTREC) in partnership with ACTIA (now Alameda CTC) and Caltrans
 - Years: 2008 and 2009
 - Purpose: Primarily for developing a simple model to predict the volume of pedestrians along Caltrans facilities. With the collaboration and funding from ACTIA, additional locations were added and bicyclists were also counted.
 - Locations: 50 (in 2008) and 36 (in 2009), with some overlap in locations. Most locations were selected to meet the research requirements and fell along Caltrans facilities, but additional locations were included on the countywide bicycle and pedestrian networks.
- Countywide Count Program (additional detail provided below)
 - Lead: Alameda CTC
 - Years: 2010 and 2011
 - Purpose: To count bicyclists and pedestrians around the county to track countywide trends in bicycling and walking .
 - Locations: 50 locations in Alameda County selected with input from ACTAC and local jurisdictions, and building on previous count efforts in order to observe historical trends.

In total, counts have been collected through the above efforts at a total of 99 different sites, with counts occurring at different times of day, days of weeks and times of year.

Annual Count Program Goals

In 2010, Alameda CTC established a consolidated annual bicycle/pedestrian count program to observe countywide walking and bicycling trends. The goals of this annual count program are to:

- Assess long-term countywide trends in walking and bicycling from year to year, and also to analyze these trends at the planning area level, if there is sufficient data. The goals of the program were not intended to address counting all bicyclists and pedestrians in the county .
- Collect counts at a number of locations and as accurately as possible reflect the trends of the full county. While the research on counting bicyclists and pedestrians is still an emerging field, rough guidance is to determine the number of counts based on one count location for every 15,000 people. This would result in 100 count locations needed in Alameda County to more accurately reflect trends. In order to possibly assess the data at the planning area level, these counts should be distributed throughout the county based on population of planning areas.
- Assess trends in walking to school, as feasible, given the limited number of counts sites compared to the total number of schools in the county.

- Have more frequent data than is available from existing data sources on walking and bicycling
- Assist with improving the countywide transportation models to better incorporate bicycling and walking.
- Compare the counts to collision trends, to better understand changes in collision rates countywide.

Count Location Selection

The year 2010 marked the start of Alameda CTC's ongoing annual bicycle and pedestrian count program. In this year, a set of 50 locations was reviewed and selected to be counted by the Alameda CTC. Additionally, 13 sites were counted in Alameda County by MTC as part of a recently begun regional annual count effort. These 63 count locations were selected with input from local agency staff to reflect the goals of the program and the following:

- Locations where counts have been conducted historically was a top factor in selecting the count locations, in order to quickly see trends and to obtain the highest informational benefit from existing data. As noted above historic counts had been done at 99 locations. Of these locations, all of the earliest (2002 and 2003) count locations that were part of the MTC and LOS Monitoring Reports were maintained. Additional locations were selected based on the counts done in collaboration with UC Berkeley's SafeTREC, many of which are on Caltrans facilities per the goals of that specific research effort. A few new sites were added in response to local requests.
- Geographic equity by planning area based on population
- Locations on Countywide Bicycle and/or Pedestrian Network. All locations are on one or both networks.
- In order to fully represent the county, the count set included some sites near transit, multi-use trails, and schools (within a ¼-mile radius). As well, collectively the count sites represent a variety of land uses, land use densities, and street types.

A list of these count locations is included as Attachment A. In September and October 2011, the same 63 sites are being counted by Alameda CTC and MTC.

Historical Count Summary Report

Earlier this year, for the first time, the entire data set of counts from 2002 onward was compiled and analyzed by Alameda CTC and the *Draft Manual Pedestrian and Bicycle Count Report for Alameda County* (Attachment B) was prepared. Overall, the results show a trend of increasing walking and bicycling in the county.

Committee Feedback

On October 4, 2011, ACTAC reviewed and commented on this item. Their comments are summarized below, along with staff responses:

- Count locations should reflect where people are biking/walking, which may change over time. *Staff will evaluate the count locations over time.*
- In future count summary reports:
 - Include collision, population and overall auto traffic count data trends over the same time periods, to see how these trends compare with the bike/ped count trends.

- Add BART access data to the report to show changes in modes used to get to transit.
- *Staff will incorporate these items into the next summary report.*

On October 10, 2011, PPLC reviewed and commented on this item. Their comments are summarized below, along with staff responses:

- Annual Count program:
 - Many questions on the goals and purposes of the count program. *Staff have clarified this in this memo and will further review with the committees the goals going forward, including possible changes to the count locations to better reflect the revised goals.*
 - General sentiment that it is very difficult to accurately reflect biking and walking throughout the county with the counts. *Staff will bring back to the committees options for expanding the count program including, increasing the number of total counts, which will increase the accuracy of the counts, and identifying additional and improving existing count locations.*
 - Concerns that total number of bicyclists and pedestrians counted will influence funding decisions. *The goal of the count program is to measure overall countywide trends, and trends within planning areas (where there is sufficient data), and not to make funding decisions. This will be clarified in the summary report.*
- Count locations:
 - Many questions on why the 63 count locations were selected, in particular: signalized versus unsignalized locations, locations with lower bike and pedestrian volumes that are not near populated areas, and locations that used to have more biking before improvements were made to nearby routes.
 - May be better to add in new sites, rather than continuing to count at historic locations that are less desirable.
 - Consider how the count locations could be used to assess the effectiveness of Safe Routes to Schools programs, possibly by adding more count locations near schools with active programs.
 - Consider counting at BART stations.
 - Make sure that recreational cycling is included.
 - Work with local staff on assessing and incorporating their goals for the count program. Also, include zoning, building and planning staff along with businesses and schools, and local residents in deciding on where to count.
 - Specific input received on re-considering the count locations in: Newark, San Leandro, and Hayward.
 - *Staff have clarified why these particular count locations were selected in this memo and will bring back to the committees options for modifying the locations for 2012 and beyond. This will be done in consultation with the local jurisdictions and the Bicycle and Pedestrian Advisory Committee.*
- Count summary report:
 - This report shows that more people are walking and biking – this is an important mode.
 - Add in information on collisions. *Staff will make this change to the next summary report.*

Next Steps

Alameda CTC will continue to conduct counts at a minimum of 30 locations each year, and to develop an updated report annually, adding any new data to the existing data. As noted under Committee feedback, going forward the program goals and count locations will be re-evaluated given the input collected, and the summary report will be revised and expanded to address the requested items. The agency will continue to coordinate with MTC and will also build on efforts to coordinate with local jurisdictions on their local count programs. Staff will return to the Commission with a revised count program approach, including revised locations, and an updated summary report with the 2011 count data in Spring 2012.

Attachments:

Attachment A: List of 2011 Bicycle and Pedestrian Manual Count Locations

Attachment B: Draft Manual Pedestrian and Bicycle Count Report for Alameda County (2002 to 2010)

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	ID#	Street	Cross street	City	ACTIA Planning Area
	1	Atlantic Avenue	Webster Street	Alameda	North
	2	Broadway (CA 61)	Calhoun Street	Alameda	North
	3	Central Avenue	Fifth Street	Alameda	North
	7	Park Street	Otis Drive	Alameda	North
	95	Buchanan Street	Jackson Street	Albany	North
	9	Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	North
	10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North
	12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North
	14	College Avenue	Derby Street	Berkeley	North
	16	Hearst Avenue	Milvia Street	Berkeley	North
	17	San Pablo Avenue	Virginia Street	Berkeley	North
	22	Hesperian Boulevard	Lewelling Boulevard	County	Central
	23	Mission Boulevard (CA 185)	Grove Way	County	Central
	24	Redwood Road	Castro Valley Boulevard	County	Central
	28	Dublin Boulevard	Hacienda Drive	Dublin	East
	27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East
	30	Powell Street	Christie Avenue	Emeryville	North
	31	San Pablo Avenue	40th Street	Emeryville	North
	32	Fremont Blvd	Mowry Avenue	Fremont	South
	98	Fremont Blvd (Washington)	Union Street	Fremont	South
	33	Fremont Boulevard (CA 84)	Peralta Boulevard	Fremont	South
	34	Mission Boulevard (CA 238)	Nichols Avenue	Fremont	South
	35	Mowry Avenue (CA 84)	Cherry Lane	Fremont	South
	36	Paseo Padre Parkway	Mowry Avenue	Fremont	South
	99	Paseo Padre Parkway	Decoto Rd	Fremont	South
	38	Warm Springs	Grimmer	Fremont	South
	97	C Street	Grand Street	Hayward	Central
	39	Foothill Boulevard (CA 238)	D Street	Hayward	Central
	41	Mission Boulevard (CA 238)	Jefferson Street	Hayward	Central
	45	Santa Clara Street	Ocie Way	Hayward	Central
	47	Winton Avenue	Amador Street	Hayward	Central
	49	East Street	Vasco Road	Livermore	East
	50	Railroad Avenue	First Street	Livermore	East
	51	Ardenwood Boulevard (CA 84)	Newark Boulevard (E side interchange ramp)	Newark	South
	52	Thornton Avenue	Willow Street	Newark	South
	53	66th Avenue	San Leandro St	Oakland	North
	55	Bancroft Avenue	Auseon Avenue	Oakland	North
	56	Broadway	12th Street	Oakland	North
	57	Broadway	20th Street	Oakland	North
	58	Chatham Road	13th Avenue	Oakland	North
	59	Doolittle Drive (CA 61)	Airport Access Road	Oakland	North
	62	Fruitvale Avenue	Foothill Blvd	Oakland	North
	63	Fruitvale Avenue	Alameda Ave	Oakland	North
	64	Grand Avenue	Staten Ave	Oakland	North
	65	Grand Avenue	Lake Park	Oakland	North
	70	MacArthur Boulevard	38th Avenue	Oakland	North
	72	Mandela Parkway	14th Street	Oakland	North
	75	Mountain	La Salle	Oakland	North
	96	Telegraph Avenue	40th Street	Oakland	North
	76	Telegraph Avenue	27th Street	Oakland	North

Alameda County Bicycle and Pedestrian Count Locations - Sept/Oct 2011

	ID#	Street	Cross street	City	ACTIA Planning Area
	78	Webster Street	7th Street	Oakland	North
	79	Grand Avenue	Oakland Avenue	Piedmont	North
	80	Main St	Bernal Ave	Pleasanton	East
	81	Owens Drive	Andrews Drive	Pleasanton	East
	82	Santa Rita Road	Francisco Street	Pleasanton	East
	83	Stoneridge Drive	Hopyard Road	Pleasanton	East
	85	Bancroft Avenue	Estudillo Avenue	San Leandro	Central
	87	Davis Street (CA 61)	Pierce Avenue	San Leandro	Central
	88	East 14th Street (CA 185)	Hesperian Boulevard	San Leandro	Central
	89	East 14th Street (CA 185)	Maud Avenue	San Leandro	Central
	92	Alvarado-Niles Road	Dyer Street	Union City	South
	93	Decoto Road	Alvarado-Niles Road	Union City	South
	94	Decoto Road	7th Street	Union City	South

Manual Pedestrian and Bicycle Count Report for Alameda County

2002 to 2010



June 2011

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Executive Summary

This report compiles pedestrian and bicycle count data from several countywide sources collected in Alameda County between 2002 and 2010. While the total number of manual count locations is almost 100, the number of sites used in this report is significantly lower, at 44 pedestrian count sites and 28 bicyclist count sites. This is due to the need to have sites that were comparable with at least several other sites, by time period and over multiple years. In a few cases, time periods were adjusted or estimated in order to ensure comparable counts. Differences remain in terms of season, day of week, weather, time period, and quality of data collection, all of which may skew the data in one direction or another. This creates some challenges to assessing countywide trends over time, however, the overall trends clearly appear to be in the upward direction. This analysis has provided insight into how future data collection should take place in the county to ensure the most useful data sets.

Data was divided into five distinct periods. The AM and Weekend periods were not used in this report due to lack of comparable data.

Figure 1: Standard Time Periods

Period	Standard Times
AM	7 to 9 AM
Mid-day	12 to 2 PM
School	2 to 4 PM
PM	4 to 6 PM
Weekend	9 to 11 AM, 12 to 2 PM, 3 to 5 PM

Pedestrian Data

Overall, while there may have been temporary dips in pedestrian numbers from 2002 to 2010, the overall trend appears to be upward. The PM period data included two data sets, a comparison of 2002, 2003, and 2010 data, which shows a drop from 2002 to 2003 and then growth between 2003 and 2010 of 68%; and a comparison of 2009 and 2010 data, which shows an increase of 15%. The pedestrian data shows a drop from 2008 and 2010 counts during the mid-day period. This mid-day reduction in trips is likely due to the economic recession. School period data comparing 2008 and 2010 as well as 2009 and 2010, with different count locations, does not reflect the mid-day reduction, and actually shows pedestrian numbers increasing by 27% and 20% respectively. The gender distribution of pedestrians in the data collected show percentages roughly equal to the population with a 52%/48% male to female split. These percentages did not change significantly over the three years that this data was collected (2008 to 2010).

Bicyclist Data

The bicycle data collected shows a clear increasing trend, although individual count sites vary greatly. All of the time periods show considerable growth in numbers except for a school period comparison of four sites between 2009 and 2010, which shows a small average decline of 2%. There is a more robust set of data for bicycles due to the Alameda CTC's data collection efforts for the Level of Service (LOS) monitoring program, which included a bicycle counting program starting in 2002. Using this data, the pattern of growth is confirmed over a longer time

period with the PM data, which shows a steady increase totaling 50% from 2004 to 2010. The mid-day and school period counts comparing 2008 and 2010 both show a doubling of bicyclists.

The gender distribution for bicyclists is heavily skewed, with males making up about 74% of cyclists counted in 2010. However, the proportion of female cyclists rose significantly over the last three years, from 18% in 2008 to 26% in 2010. This increase was reflected for all time periods except for the school time period, which remained at about 18% for all three years. Only three of the sites counted during the school time periods were within a ¼ mile of a school, so it is inconclusive whether this difference is related to school-aged bicyclists. Helmet usage was collected only in 2010, and showed an even split, with 51% of cyclists counted wearing helmets.

Background

The Alameda County Transportation Commission (Alameda CTC) and several regional agencies and educational institutions have been collecting data on the number of bicyclists and pedestrian throughout the county over the last nine years. While some form of count data has been collected in seven of the last nine years, there has been little effort to analyze the longer term trends found in the data, and only over the last few years has the data collection process become standardized and routine.

Data Sources and Methodology

This report compiles data collected by several different agencies between 2002 and 2010. Count data has been collected at 99 different locations around the county, however, of these, only 44 pedestrian and 28 bicycle count sites have been used in this report. The remaining sites could not be used as they did not have data that was available during the same time period for the same set of years as other data with which to compare it. Due to the varied sources, the data collection methodologies have differed slightly, and while adjustments have been made in a few circumstances to ensure comparable counts, differences remain in terms of season and day of week, weather, and quality of data collection, all of which may skew the data somewhat in one direction or another. Research over the past few years, some of which was conducted in Alameda County, has developed and will continue to develop methodologies that allow these disparate counts to be adjusted and compared. However, due to time and resource constraints, these adjustments have not been done for this report.

The data sources used are shown below in Figure 2 and Figure 3. While AM counts were collected in 2002 and 2003, the more recent counts have focused on later time periods, providing no long-term comparison value for the AM period.

Figure 2: Pedestrian data sources and attributes for manual counts

Year	Source Agency	# Count Sites	AM	Mid-day	School	PM	Weekend	Data Collection Months	Hourly Data?	Gender Data?
2002	MTC	13	7-9am	12-2pm	--	4-6pm	--	Sept, Oct	N	N
2003	MTC	6	7-9am	--	2-4pm	4-6pm	--	--	N	N
2006	ACTC	5	--	--	--	3-6pm	--	May, June	Y	N
2008	UCTSC/ ACTC	50	--	12-2pm	3-5pm	--	9-11am, 12-2pm, 3-5pm	April, May, June, July	Y	Y
2008	ACTC	4	--	--	--	3-6pm	--	May, June	Y	N
2009	UCTSC/ ACTC	36	--	--	2-4pm	4-6pm	9-11am, 12-2pm, 3-5pm	April, May, June	Y	Y
2010	ACTC/ MTC	63	--	12-2pm	2-4pm	4-6pm	--	Sept, Oct	Y	Y

Note: MTC – Metropolitan Transportation Commission, ACTC – Alameda County Transportation Commission, UCTSC – University of California Traffic Safety Center (now SafeTREC)

Figure 3: Bicyclist data sources and attributes for manual counts

Year	Source Agency	# Count Sites	AM	Mid-day	School	PM	Weekend	Data Collection Months	Hourly Data?	Gender Data?	Helmet Use?
2002	ACTC	12	--	--	--	3-6pm	--	Unknown	N (estimated)	N	N
2002	MTC	13	7-9am	12-2pm	--	4-6pm	--	Sept, Oct	N	N	N
2003	MTC	6	7-9am	--	2-4pm	4-6pm	--	Unknown	N	N	N
2004	ACTC	12	--	--	--	3-6pm	--	Unknown	N (estimated)	N	N
2006	ACTC	12	--	--	--	3-6pm	--	April, May, June	Y (most sites)	N	N
2008	ACTC	12	--	--	--	3-6pm	--	April, May, June	Y (most sites)	N	N
2008	UCTSC/ACTC	50	--	12-2pm	3-5pm	--	9-11am, 12-2pm, 3-5pm	April, May, June, July	Y	Y	N
2009	UCTSC/ACTC	36	--	--	2-4pm	4-6pm	9-11am, 12-2pm, 3-5pm	April, May, June	Y	Y	N
2010	ACTC/MTC	63	--	12-2pm	2-4pm	4-6pm	--	Sept, Oct	Y	Y	Y

Note: MTC – Metropolitan Transportation Commission, ACTC – Alameda County Transportation Commission, UCTSC – University of California Traffic Safety Center (now SafeTREC)

It is apparent from compiling almost a decade of data that standardization of count locations, time periods, and time of year allows a more accurate trend analysis over time. The Alameda CTC recognizes this, and starting in 2010 and moving forward, data collection will, at a minimum, include those locations that have been counted on the most regular basis since 2002.

Count Locations

The count locations and time periods used in this report are shown in Figure 4 and Figure 5. This list only includes locations with comparable data by time period and year. Data for all years and time periods for the 99 count locations is provided in the Appendices. Several automated bicycle and pedestrian counters have also been used in Alameda County; this report does not include data from these counters.

Figure 4: Pedestrian count locations, years, and time periods used in this report (Total of 44 sites)

	2002 PM	2003 PM	2008 Mid Sch	2009 Sch PM	2010 Mid Sch PM
Atlantic Ave and Webster St, Alameda				X	X
Broadway (CA 61) and Calhoun St, Alameda			X		X
Central Ave and Fifth St, Alameda				X	X
Solano Ave and Masonic Ave (Ohlone Trail), Albany				X	X
Ashby Ave (CA 13) and Hillegass Ave, Berkeley				X	X
Ashby Ave (CA 13) and Telegraph Ave, Berkeley			X		X
College Ave and Derby St, Berkeley			X		X
Hearst Ave and Milvia St, Berkeley				X	X
San Pablo Ave and Virginia St, Berkeley	X			X	X
Hesperian Blvd and Lewelling Blvd, County				X	X
Mission Blvd (CA 185) and Grove Way, County			X		X
Redwood Rd and Castro Valley Blvd, County				X	X
Dublin Blvd and Scarlett Dr (Iron Horse Trail), Dublin	X	X		X	X
Dublin Blvd and Hacienda Dr, Dublin				X	X
San Pablo Ave and 40th St, Emeryville				X	X
Fremont Blvd and Mowry Ave, Fremont	X	X			X
Fremont Blvd (CA 84) and Peralta Blvd, Fremont			X		X
Mission Blvd (CA 238) and Nichols Ave, Fremont			X		X
Paseo Padre Parkway and Mowry Ave, Fremont			X	X	X
Warm Springs and Grimmer, Fremont				X	X
Foothill Blvd (CA 238) and D St, Hayward			X		X
Mission Blvd (CA 238) and Jefferson St, Hayward			X		X
Santa Clara St and Ocie Way, Hayward			X		X
Railroad Ave and First St, Livermore				X	X
Thornton Ave and Willow St, Newark				X	X
66th Ave and San Leandro St, Oakland	X	X			X
Bancroft Ave and Auseon Ave, Oakland			X		X
Broadway and 12th St, Oakland			X	X	X
Chatham Rd and 13th Ave, Oakland			X		X
Doolittle Dr (CA 61) and Airport Access Rd, Oakland				X	X
Fruitvale Ave and Alameda Ave, Oakland				X	X
Grand Ave and Staten Ave, Oakland	X	X			X
Grand Ave and Lake Park, Oakland				X	X
MacArthur Blvd and 38th Ave, Oakland				X	X
Mandela Parkway and 14th St, Oakland				X	X
Webster St and 7th St, Oakland			X		X
Grand Ave and Oakland Ave, Piedmont				X	X
Stoneridge Dr and Hopyard Rd, Pleasanton				X	X
Bancroft Ave and Estudillo Ave, San Leandro	X	X		X	X
Davis St (CA 61) and Pierce Ave, San Leandro			X		X
East 14th St (CA 185) and Hesperian Blvd, San Leandro			X		X
East 14th St (CA 185) and Maud Ave, San Leandro			X		X
Alvarado-Niles Rd and Dyer St, Union City				X	X
Decoto Rd and Alvarado-Niles Rd, Union City	X	X			X

Figure 5: Bicycle count locations, years, and time periods used in this report (Total of 28 sites)

	2002 PM	2004 PM	2006 PM	2008 Mid Sch PM	2009 Sch	2010 Mid Sch PM
Atlantic Ave and Webster St, Alameda	X	X	X			X
Broadway (CA 61) and Calhoun St, Alameda				X		X
Central Ave and Fifth St, Alameda					X	X
Ashby Ave (CA 13) and Telegraph Ave, Berkeley				X		X
College Ave and Derby St, Berkeley				X		X
Hearst Ave and Milvia St, Berkeley	X	X	X		X	X
Hesperian Blvd and Lewelling Blvd, County	X	X	X		X	X
Mission Blvd (CA 185) and Grove Way, County				X		X
Redwood Rd and Castro Valley Blvd, County					X	X
San Pablo Ave and 40th St, Emeryville	X	X	X		X	X
Fremont Blvd (CA 84) and Peralta Blvd, Fremont				X		X
Mission Blvd (CA 238) and Nichols Ave, Fremont				X		X
Paseo Padre Parkway and Mowry Ave, Fremont	X	X	X	X	X	X
Foothill Blvd (CA 238) and D St, Hayward				X		X
Mission Blvd (CA 238) and Jefferson St, Hayward				X		X
Santa Clara St and Ocie Way, Hayward				X		X
East St and Vasco Rd, Livermore	X	X	X		X	X
Bancroft Ave and Auseon Ave, Oakland				X		X
Broadway and 12th St, Oakland				X		X
Chatham Rd and 13th Ave, Oakland				X		X
Fruitvale Ave and Alameda Ave, Oakland					X	X
Telegraph Ave and 27th St, Oakland	X	X	X		X	X
Webster St and 7th St, Oakland				X		X
Grand Ave and Oakland Ave, Piedmont	X	X	X		X	X
Stoneridge Dr and Hopyard Rd, Pleasanton	X	X	X		X	X
Davis St (CA 61) and Pierce Ave, San Leandro				X		X
East 14th St (CA 185) and Hesperian Blvd, San Leandro				X		X
East 14th St (CA 185) and Maud Ave, San Leandro				X		X

Time periods: Mid = mid-day (typically 12-2pm); Sch = School (typically 2-4pm); PM (typically 4-6pm)

Pedestrian Count Trends

Weekday PM (4-6pm)

The PM data, with three years of comparable data, is the most longitudinal available for pedestrians. And while there is a long gap in the data from 2003 to 2010, it allows a data point for seeing the longer-term trends, which show increasing numbers of pedestrians.

As seen in Figure 6, there was a drop in pedestrian numbers from 2002 to 2003 and then a rise between 2003 and 2010, of 68%. This same trend is reflected in the bicycle counts during the PM period, with a similar drop from 2002 to 2004, and then a steady rise from 2004 to 2010.

Figure 6: Total pedestrians – weekday PM (2002, 2003, 2010)

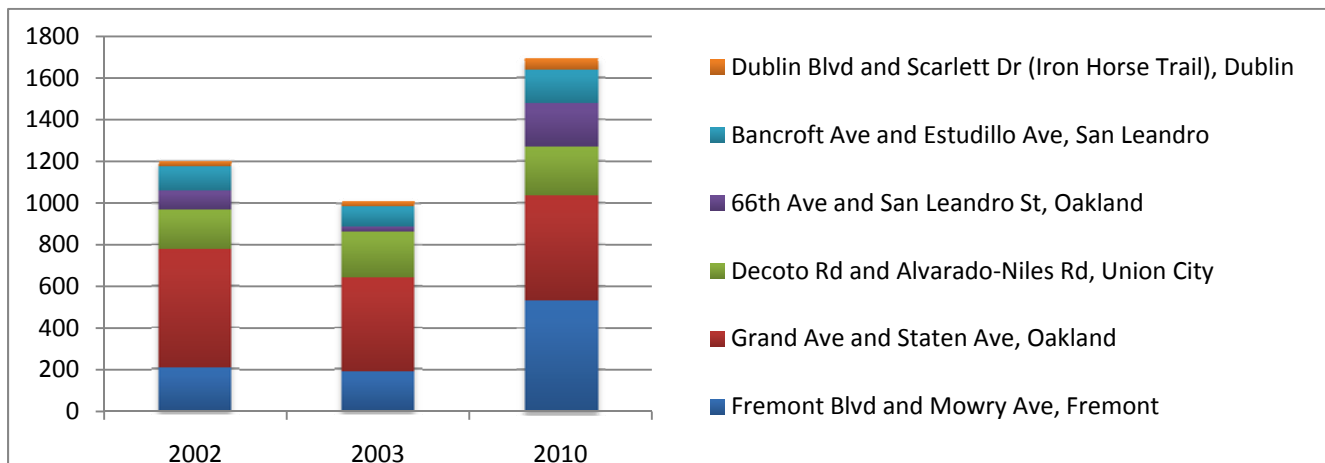
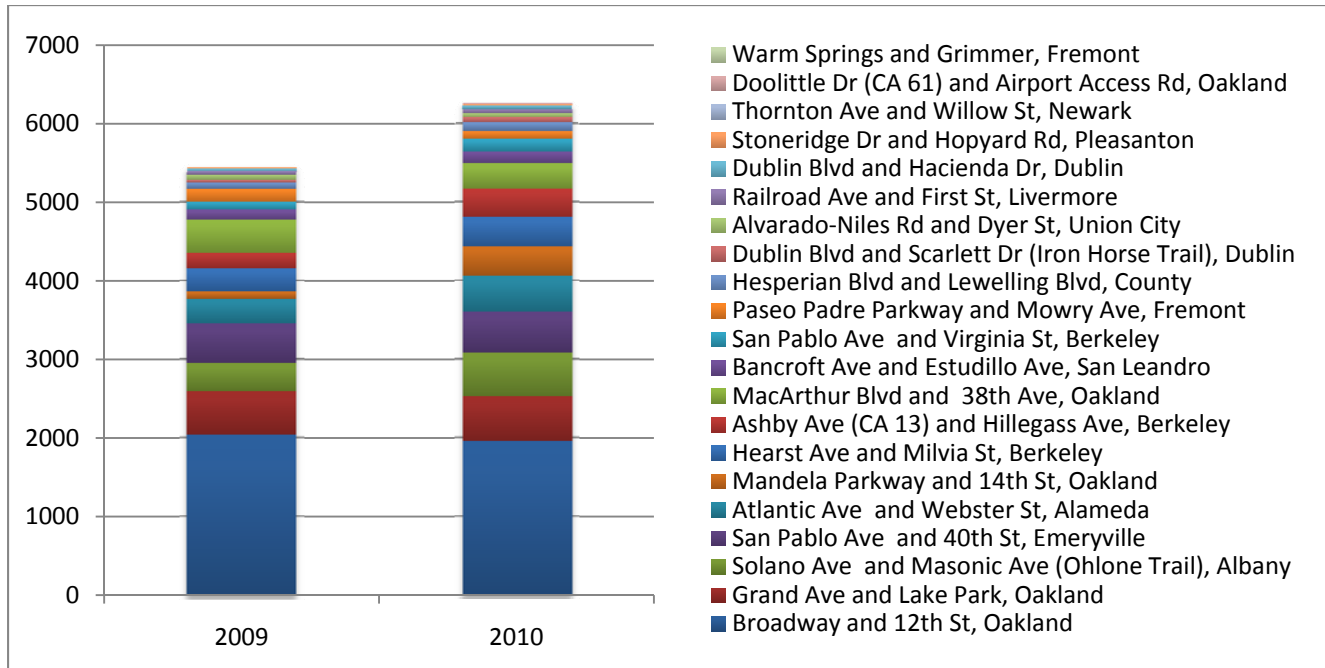


Figure 7 on the next page shows a 15% increase in pedestrian numbers from 2009 to 2010 (using different count locations from Figure 6).

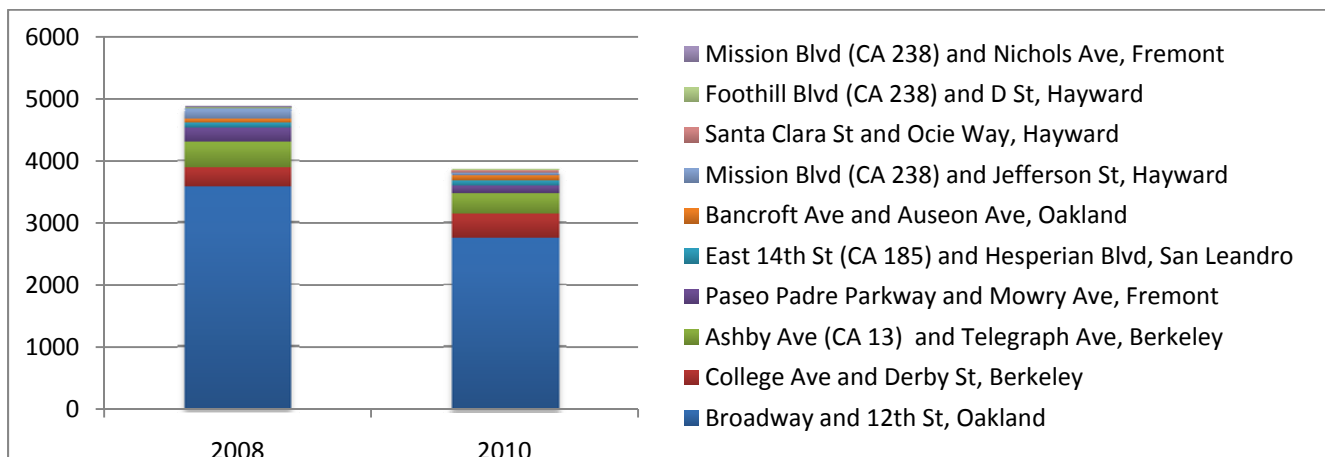
Figure 7: Total pedestrians – weekday PM (2009, 2010)



Weekday Mid-day (12 to 2pm)

The data available for the mid-day period show a drop of 21% in pedestrian numbers from 2008 to 2010. This may be due to the economy and a reduction in the number of jobs, with jobs being heavily concentrated in Downtown Oakland, or it may be due to the overall high temperatures during the 2010 count period. This pattern is not reflected (further below) in the school period data (the only other time period with 2008 and 2010 data), which shows pedestrian numbers rising. Interestingly, mid-day *bicycle* trips taken as part of the same data collection efforts and at the same count locations as Figure 8 almost doubled (see Figure 15).

Figure 8: Total pedestrians - weekday mid-day (2008, 2010)

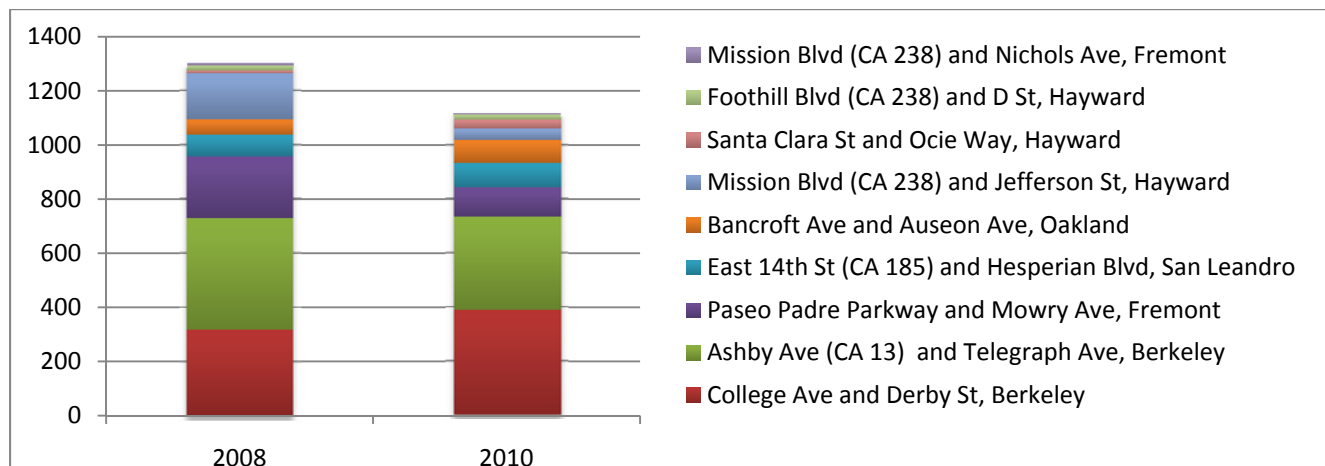


The Broadway and 12th St. count site in Downtown Oakland accounts for a large portion of the data in Figure 8, making it difficult to assess the overall countywide trend. However when analyzing all sites except for Broadway and 12th St., as in Figure 9, a similar pattern emerges:

Total Average % Change including Broadway and 12th St.: -21%

Total Average % Change excluding Broadway and 12th St.: -14%

Figure 9: Total pedestrians – weekday mid-day – excluding Broadway and 12th St (Downtown Oakland)



Weekday School (2-4pm)

Unlike the mid-day period, the number of pedestrians increased dramatically in the school period. Figure 10 and Figure 11 both show an increase in pedestrian numbers (27% and 47%, respectively) at different locations and across different years. This could partially be due to the use of a different set of count locations. However, it is likely that pedestrian numbers in this time period are less employment-related.

While this time period is called the “school” time period, this mostly refers to time of day and not the count locations. Of the eleven count locations compared below, only three are within a ¼ mile of schools. Figure 10 below compares 2008 and 2010 data. Note that 2008 data was collected from 3-5pm and 2010 data was collected from 2-4pm, so the comparison time period for the data collected is only 3-4pm.

Figure 10: Total pedestrians - weekday school (2008, 2010 from 3-4pm)

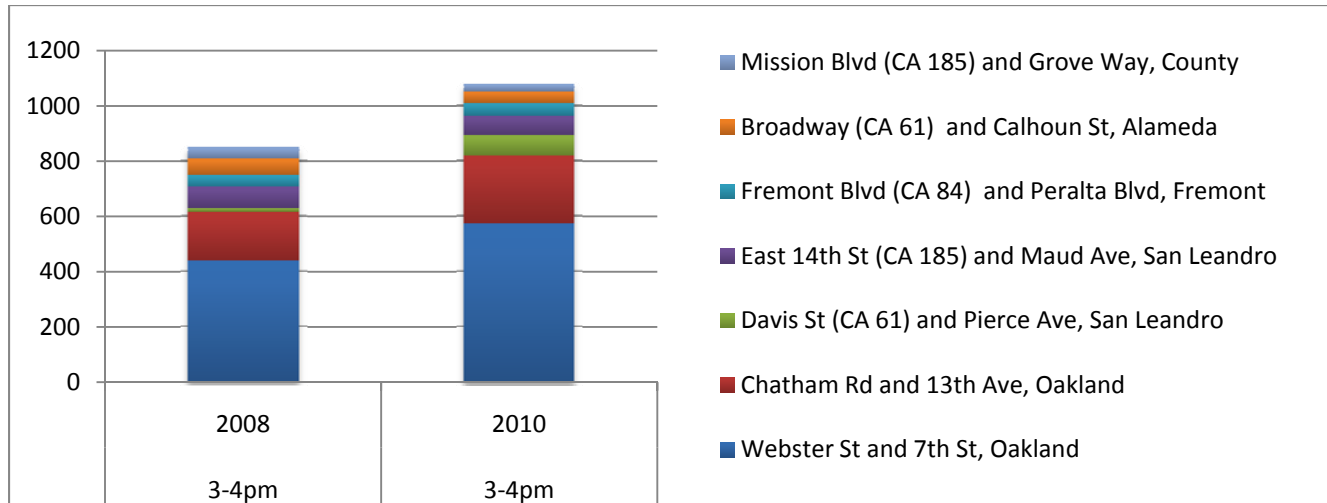
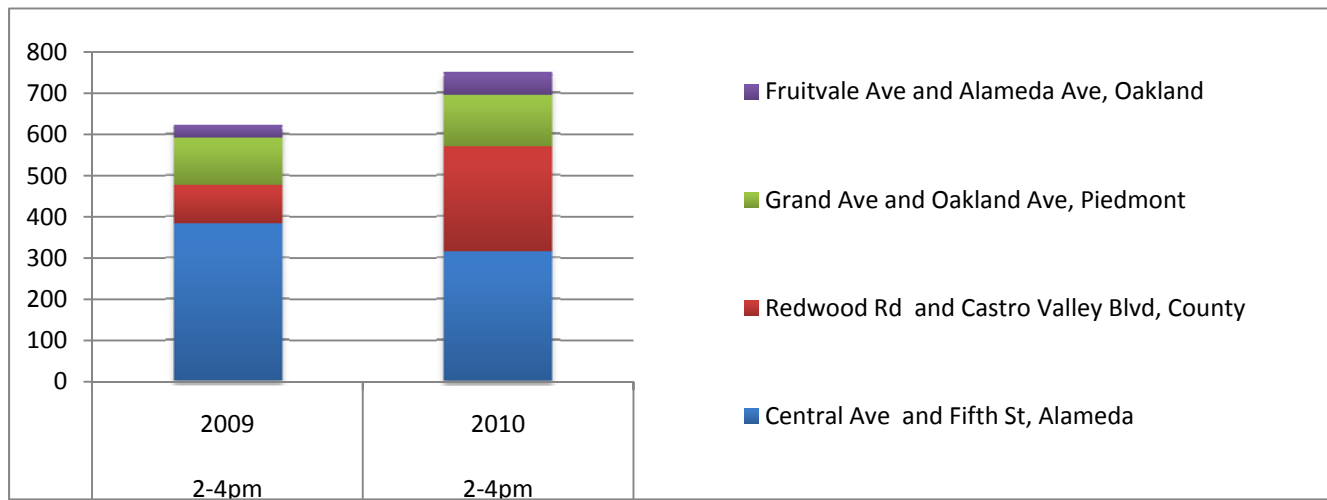


Figure 11 reflects the same upward trend shown in Figure 10, but at different count locations, different years, and the full 2-4pm time period.

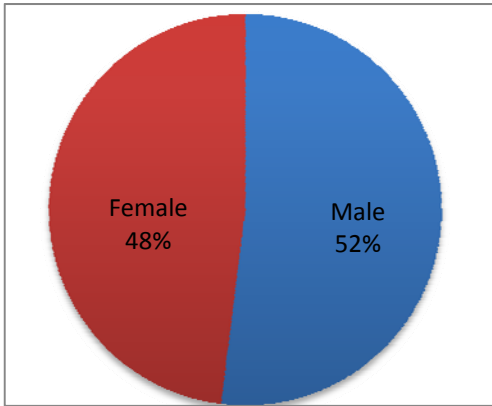
Figure 11: Total pedestrians - weekday school (2009, 2010 from 2-4pm)



Gender Distribution

The average male-female ratio for pedestrians varied within only a few percentage points between 2008 and 2010. Typically, the number of pedestrians closely mirrors the general population distribution, while bicyclists are more heavily male.

Figure 12: Average pedestrian male – female ratio (2008, 2009, 2010)



Bicyclist Count Trends

Weekday PM (4-6pm)

The weekday PM is the period for which there is the most data, both in terms of the number of comparable sites and the number of years of data that is available. While there was a slight decrease in bicyclists from 2002 to 2004, the numbers steadily increased from 2004 to 2010, as shown in Figure 13, with a total increase from 2002 to 2010 of 50%. Figure 14 shows the percentage change for the sites with the largest and smallest changes for each year, indicating that while in the aggregate bicycle use is growing steadily throughout the county, it is considerably more varied at the local level.

While one set of data (2008 and 2010) was counted from 4-6pm, all of the Alameda CTC Level of Service monitoring data (biennial from 2002 to 2008) was collected from 3-6pm. An hourly breakdown of the LOS monitoring data is available for the years 2006 and 2008 only. In order to create comparable data for the 2002 and 2004 years, an approach for converting the 3-6pm time period into a 4-6pm time period was needed. Using the 2006 and 2008 hourly data, the proportion of bicyclists counted during the two hour 4-6pm period of the three hour 3-6pm time period was calculated and used to estimate the two hour 4-6pm portion of the 2002 and 2004 data.

Figure 13: Total bicycles – weekday PM (2002, 2004, 2006, 2008, 2010)

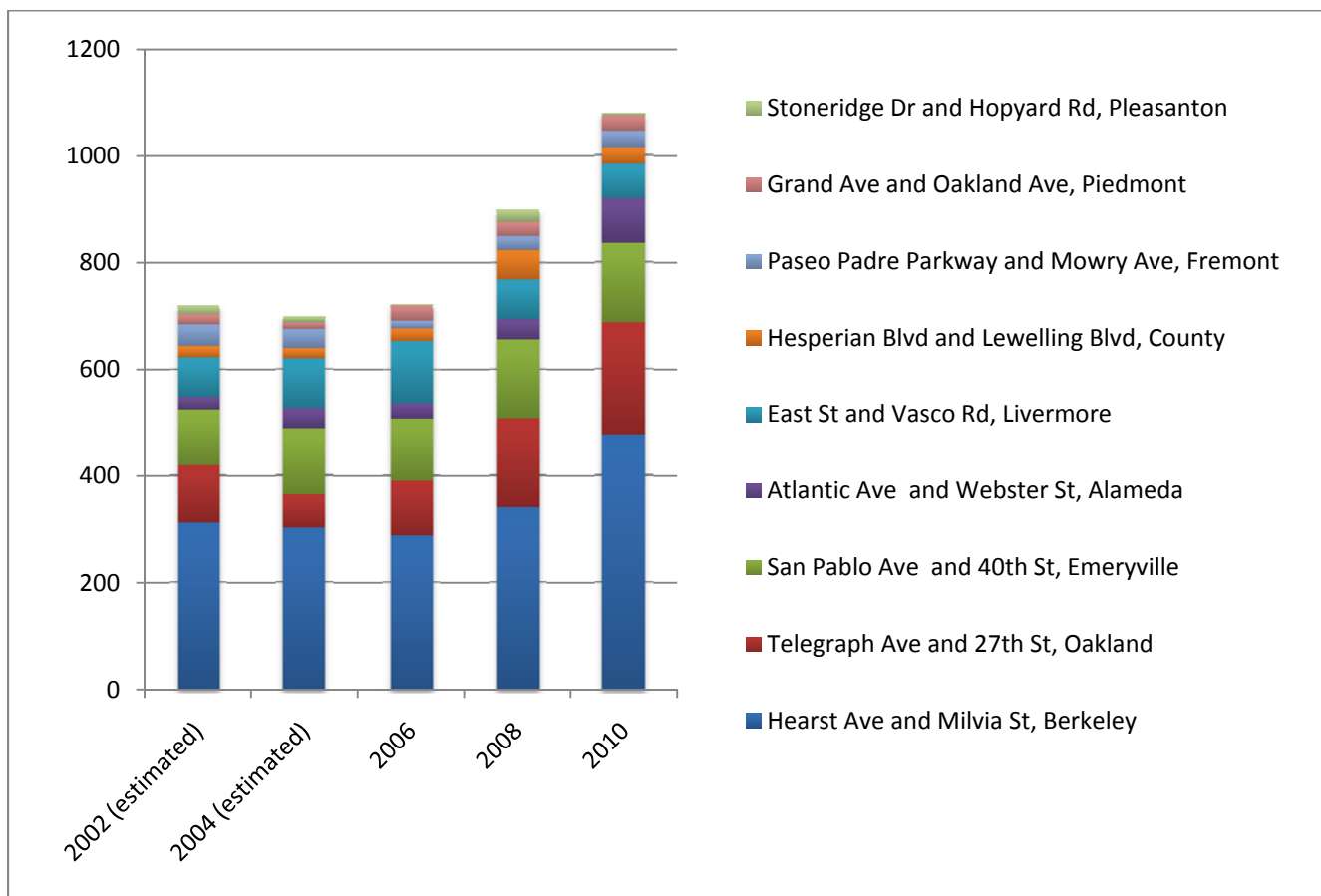
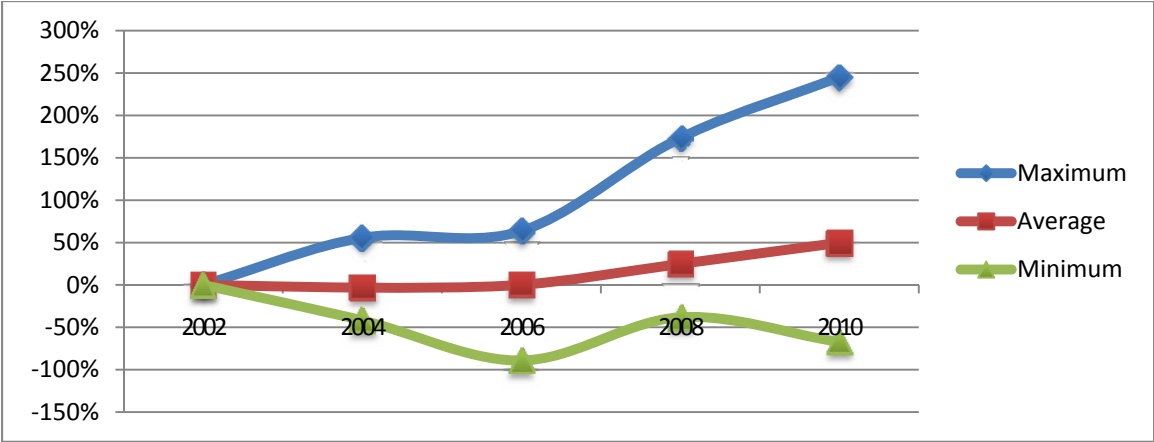


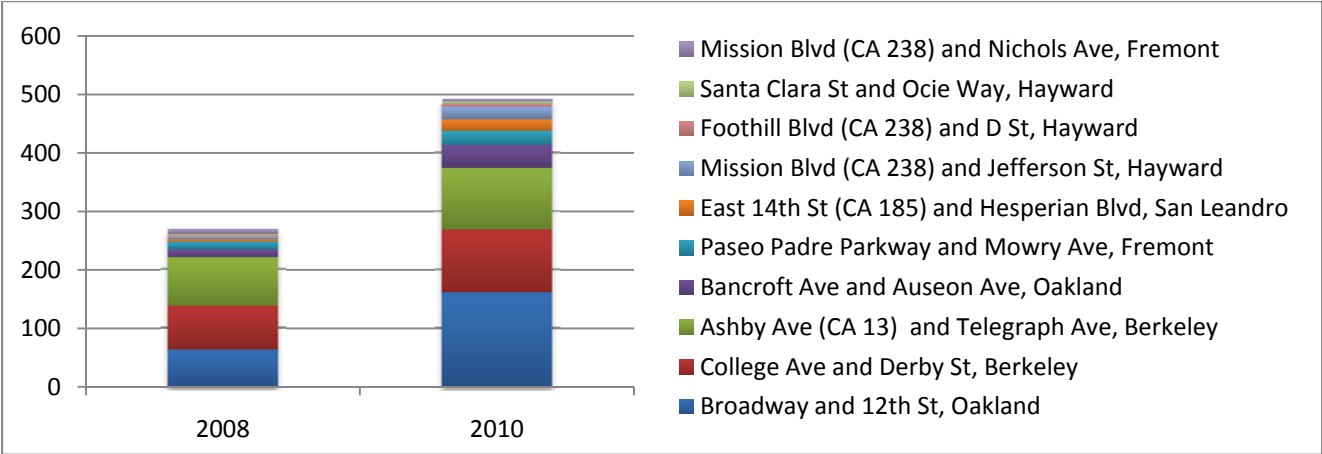
Figure 14: Percentage change in bicycle counts relative to 2002



Weekday Mid-day (12 to 2pm)

While the mid-day counts comparing 2008 and 2010 showed a significant decrease in pedestrian numbers, mid-day bicycle trips almost doubled between 2008 and 2010 at the same sites, with an average increase of 83%, reflecting the overall trend for all count periods for bicyclists. It is possible that more people chose to commute by bicycle due to high fuel prices and the poor economy, or that due to continuing jobs losses, more people had the time during the day to be on their bicycles.

Figure 15: Total bicycles - weekday mid-day (2008, 2010)



Weekday School (2-4pm)

The overall trend in bicycle numbers during the school period is increasing. For the school count period, two charts are shown below. In Figure 16, 2008 and 2010 data is shown from the 3-4pm time period; note that 2008 data was collected from 3-5pm and 2010 data was collected from 2-4pm, so the comparison time period for the data collected is only 3-4pm.

Figure 16: Total bicycles - weekday school (2008, 2010 from 3-4pm)

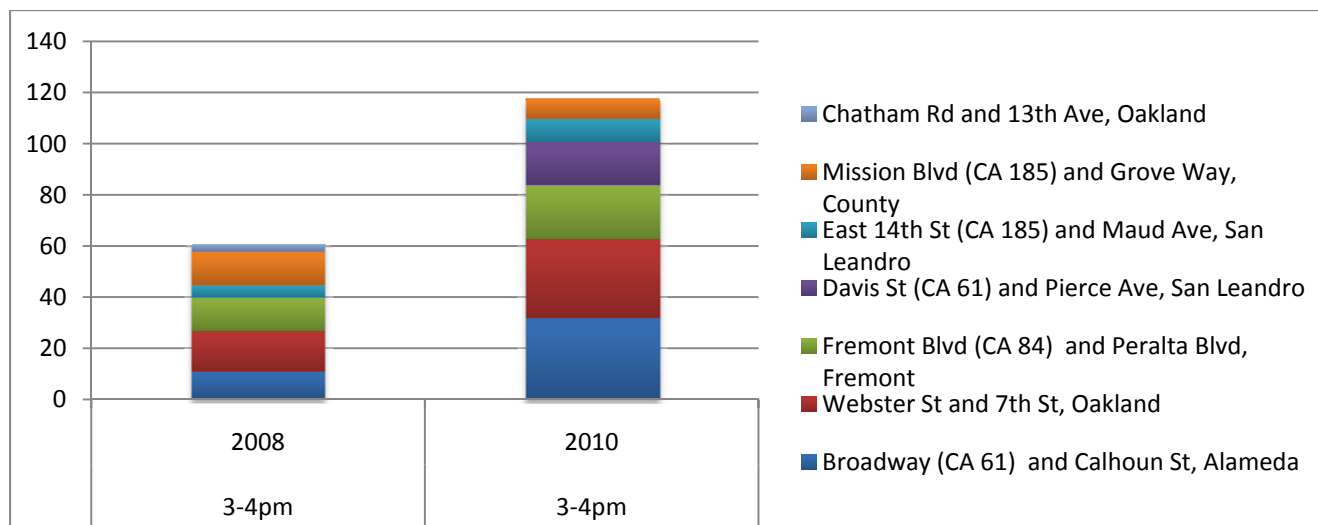
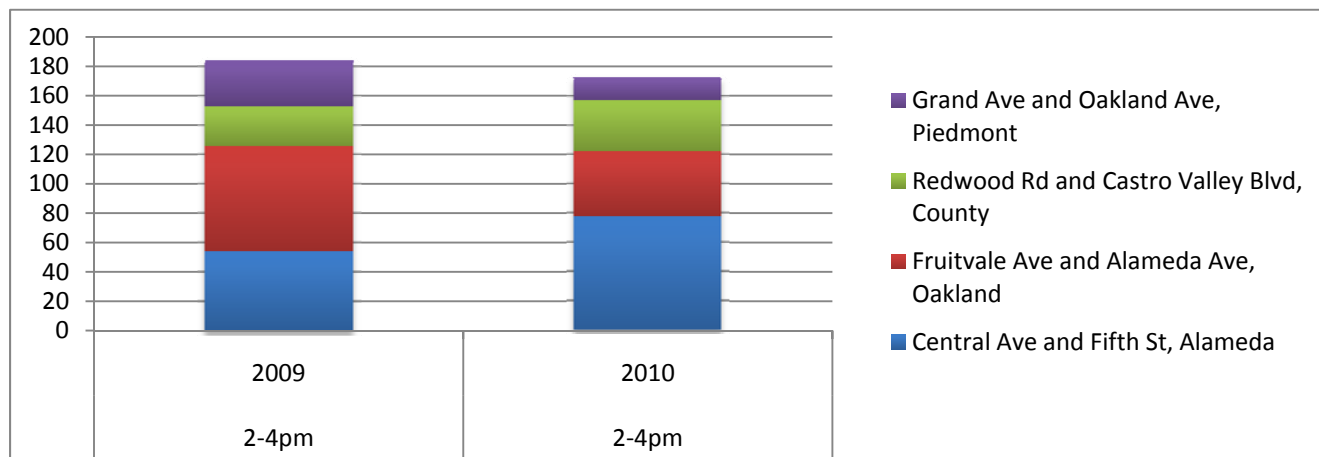


Figure 16 shows an almost doubling of bicycles from 2008 to 2010 (a 93% increase). However, Figure 17 shows that at the second set of count sites, from 2009 to 2010, the number of bicycles decreased by about 2%. This stark difference may not be statistically significant since there are only four count sites in the 2009/2010 data set. It could also be due to the difference in time periods or count sites, with only two of the four sites showing decreases during this period. It may also be the case that much of the growth between 2008 and 2010 as shown in Figure 16, took place between 2008 and 2009.

While this time period is called the “school” time period, this mostly refers to time of day and not the count locations. Of the eleven count locations included in Figures 16 and 17, only three are within a ¼ mile of schools: Grand Ave. and Oakland Ave. in Piedmont; Central Ave. and Fifth St. in Alameda; and Chatham Rd. and 13th Ave. in Oakland.

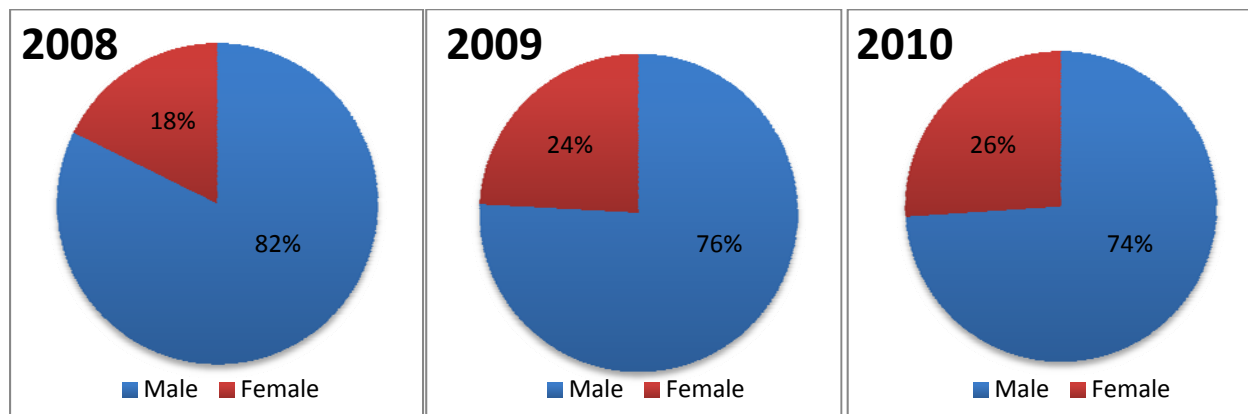
Figure 17: Total bicycles - weekday school (2009, 2010 from 2-4pm)



Gender Distribution

Men are far more likely to be riding a bicycle than women. However, the number of female bicyclists increased steadily over the 2008 to 2010 time period from 18% to 26%. However, during the school period (2-4pm) it remained at about 18% across all three years. Only three of the sites that were counted during the school periods were within a ¼ mile of a school, so it is inconclusive whether this difference is related to school-aged bicyclists.

Figure 18: Bicyclist male-female ratios from 2008 to 2010



Helmet Use

Just over 50% of all bicyclists are wearing helmets, according to 2010 counts at 63 locations around the county. Data on helmet use was only collected in 2010, so there is no way to assess changes in usage. However, there was a difference between time periods:

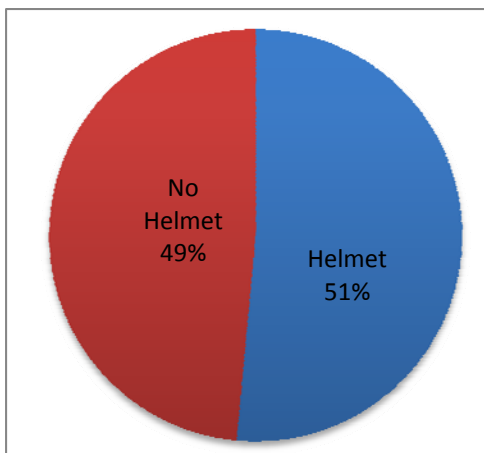
Mid-day: 51.4%

School: 40.1%

PM: 53.5%

As discussed previously, the data is not conclusive about whether the school period data is related to the behavior of school-aged bicyclists.

Figure 19: Average helmet use in 2010



Recommendations

During the process of organizing and analyzing the data in this report, the following recommendations were developed for future data collection efforts and data analysis.

There are 99 count locations that have been counted since 2002; less than half of these were usable for comparing data across years. While each count effort may have had a specific purpose, its usefulness as longitudinal data will depend on:

- Continuing to count key sites - Sites that have been counted several times in the past should continue to be counted unless the site is being “retired.”
- Using standard time periods, seasons, and days of week – To ensure comparability, continue using time periods that have been used in the past and/or time periods that are standard with other jurisdictions.
- Maintaining data in fine increments, and at least hourly – This approach will allow the use of at least part of the data, even if the standard time periods shift.
- Ensuring contextual data is maintained, such as date, time, weather, and temperature.
- Continuing to collect auxiliary data such as gender and helmet use.

In addition, more can be learned from the existing data. Research conducted by SafeTREC (formerly the UC Berkeley Traffic Safety Center) uses data from automated pedestrian counters to create adjustment factors that can be applied to existing data that was not collected during the same time period, day of week, and season. Applying these factors will allow the conversion of much of the existing data into a comparable form. This includes adjusting for season, extreme temperatures, time period, and land use. These adjustment factors are currently available for Alameda County only for pedestrian counts but hopefully they will soon be available for bicycle counts as well.

Additionally, with more years of count data, it could be useful to break the data down by planning area and possibly, by city.

Finally, future analysis should include the automated count data currently being collected throughout Alameda County, as this is a valuable resource.

Appendices

- Appendix 1: Summary data for all manual pedestrian count locations
- Appendix 2: Summary data for all manual bicycle count locations

APPENDIX 1: Summary data for all manual pedestrian count sites

ID #	Street	Cross street	City	ACTIA Planning Area	2002				2003				2006				2008				2009				2010									
					AM	School	PM	Weekend	AM	School	PM	Weekend	AM	School	PM	Weekend	AM	School	PM	Weekend	AM	School	PM	Weekend	AM	School	PM	Weekend						
1	Atlantic Avenue	Webster Street	Alameda	North																			874			313	140							457
2	Broadway (CA 61)	Calhoun Street	Alameda	North													72	59												102	41	83		
3	Central Avenue	Fifth Street	Alameda	North																										316	189	229		
4	Encinal Avenue (CA 61)	Oak Street	Alameda	North													1165																	
5	Encinal Avenue (CA 61)	Benton Street	Alameda	North													206	116																
6	Otis Drive	Sandcreek	Alameda	North																														
7	Park Street	Otis Drive	Alameda	North	85			272																							280		189	
8	Park Street	San Jose	Alameda	North																														
95	Buchanan Street	Jackson Street	Albany	North																														
9	Solano Avenue	Masonic Ave (Ohlone Trail)	Albany	North													514	334												407		443	329	245
10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North																													551	
11	Ashby Avenue (CA 13)	Benvenue Avenue	Berkeley	North																											269		361	
12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North													332	152															306	
13	Ashby Avenue (CA 13)	Acton Street	Berkeley	North														70	31															
14	College Avenue	Derby Street	Berkeley	North													319														390		748	
15	Hearst Avenue	Oxford St.	Berkeley	North	398			412																										
16	Hearst Avenue	Milvia Street	Berkeley	North																											339		369	
17	San Pablo Avenue	Virginia Street	Berkeley	North	78			103																							126		149	
18	San Pablo Avenue (CA 123)	Ward Street	Berkeley	North													182																	
19	San Pablo Avenue (CA 123)	Harrison Street	Berkeley	North													99																	
20	Spruce	Rose	Berkeley	North																														
21	University Avenue	Bonar Street	Berkeley	North														117																
22	Hesperian Boulevard	Lewelling Boulevard	County	Central																														
23	Mission Boulevard (CA 185)	Grove Way	County	Central													69	39																
24	Redwood Road	Castro Valley Boulevard	County	Central																														
25	Amador Valley Boulevard	Stagecoach Road	Dublin	East													21																	
26	Dougherty Road	Scarlett Drive (Iron Horse Trail)	Dublin	East														19																
27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East	19			25	22																						41		59	
28	Dublin Boulevard	Hacienda Drive	Dublin	East																											53		42	
29	Foothill Rd.	nr. 580 (West Dublin BART)	Dublin	East																														
30	Powell Street	Christie Avenue	Emeryville	North	20			68																							159		104	
31	San Pablo Avenue	40th Street	Emeryville	North																														
32	Fremont Blvd	Mowry Avenue	Fremont	South	127			205	102																							484		530
98	Fremont Blvd (Washington)	Union Street	Fremont	South																											75		77	
33	Fremont Boulevard (CA 84)	Peralta Boulevard	Fremont	South														73	44													93	46	84
34	Mission Boulevard (CA 238)	Nichols Avenue	Fremont	South													7														7			15

ID #	Street	City	ACTIA Planning Area	2002				2003				2006				2008				2009				2010								
				AM	Mid	School	PM	Weekend	AM	Mid	School	PM	Weekend	AM	Mid	School	PM	Weekend	AM	Mid	School	PM	Weekend	AM	Mid	School	School* 3-4pm	PM	Weekend			
35	Mowry Avenue (CA 84)	Fremont	South													9	2			11								28			17	
36	Paseo Padre Parkway	Fremont	South												229				83								107			112		
99	Paseo Padre Parkway	Fremont	South												89				82										7	2	8	
37	Thornton Avenue (CA 84)	Fremont	South													42	24		20													
38	Warm Springs	Fremont	South																												5	
97	C Street	Hayward	Central																												98	
39	Foothill Boulevard (CA 238)	Hayward	Central												20				4												42	
40	Foothill Boulevard (CA 238)	Hayward	Central												64				68													
41	Mission Boulevard (CA 238)	Hayward	Central												171				27												96	
42	Mission Boulevard (CA 238)	Hayward	Central													101	56		36													
43	Mission Boulevard (CA 238)	Hayward	Central												22				31													
44	Mission Boulevard (CA 238)	Hayward	Central													16	6		28													
45	Santa Clara Street	Hayward	Central												10				63												123	
46	W Harder Road	Hayward	Central													22	20		12													
47	Winton Avenue	Hayward	Central	126		94																									150	
48	Concannon Blvd.	Livermore	East	8	2																										12	
49	East Street	Livermore	East																												54	
50	Railroad Avenue	Livermore	East																												31	
51	Ardenwood Boulevard (CA 84)	Newark	South													55	29		15													
52	Thornton Avenue	Newark	South																												7	
53	66th Avenue	Oakland	North	143		91	49	27																							207	
54	Avenal	Oakland	North																													
55	Bancroft Avenue	Oakland	North												56				76												119	
56	Broadway	Oakland	North												3577				1374												1957	
57	Broadway	Oakland	North																												1407	
58	Chatham Road	Oakland	North													222	177		18												92	
59	Doolittle Drive (CA 61)	Oakland	North													9	4		4												6	
60	Foothill Boulevard	Oakland	North												69				50													
61	Fruitvale Avenue	Oakland	North																													
62	Fruitvale Avenue	Oakland	North																												914	
63	Fruitvale Avenue	Oakland	North																												47	
64	Grand Avenue	Oakland	North	387		571	380	457																								504
65	Grand Avenue	Oakland	North																												576	
66	High Street (CA 185)	Oakland	North																													
67	International Boulevard (CA 185)	Oakland	North												89				69													
68	International Boulevard (CA 185)	Oakland	North													381	212		174													
69	International Boulevard (CA 185)	Oakland	North													287	168		286													
70	MacArthur Boulevard	Oakland	North																												316	
71	Mandana Boulevard	Oakland	North													28	5		30													

ID #	Street	City	ACTIA Planning Area	2002				2003				2006				2008				2009				2010																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
				AM	Mid	School	PM	Weekend	AM	Mid	School	PM	Weekend	AM	Mid	School	PM* 3-6pm	Weekend*	AM	Mid	School	School* 3-4pm	PM* 3-6pm	Weekend*	AM	Mid	School	School* 3-4pm	PM	Weekend																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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Notes:

* Non-standard time period of AM: 7-9am, Mid-day: 12-2pm, School: 2-4pm, PM: 4-6pm, Weekend: no standard (actual time period is shown)

Green highlighted columns are estimated or use only part of the full time period data.

Appendix 2 : Summary data for all manual bicycle count sites

ID#	Street	Cross street	City	ACTIA Planning Area	2002				2003				2004				2006				2008				2009				2010			
					AM	School	PM* 3-6pm (in green), 4-6pm	Weekend	AM	School	PM	Weekend	AM	School	PM* 3-6pm	Weekend	AM	School	PM	Weekend	AM	School	PM* 3-6pm	School* 3-5pm	PM* 3-6pm	PM 4-6pm	Weekend	AM	School	PM	Weekend	AM
1	Atlantic Avenue	Webster Street	Alameda	North			36						56			41	29					62	38					26	24	40	82	
2	Broadway (CA 61)	Calhoun Street	Alameda	North																	16			24						44	21	
3	Central Avenue	Fifth Street	Alameda	North																							54	27		78	79	
4	Encinal Avenue (CA 61)	Oak Street	Alameda	North																43				40								
5	Encinal Avenue (CA 61)	Benton Street	Alameda	North																	14			12								
6	Otis Drive	Sandcreek	Alameda	North																							10	21				
7	Park Street	Otis Drive	Alameda	North	20		58																						63	81		
8	Park Street	San Jose	Alameda	North																							44	33				
95	Buchanan Street	Jackson Street	Albany	North																										64	88	
9	Solano Avenue	Masonic Ave(Ohlone Trail)	Albany	North																	150			127			149	135	91	148		
10	Ashby Avenue (CA 13)	Hillegass Avenue	Berkeley	North																									48	93		
11	Ashby Avenue (CA 13)	Benvenue Avenue	Berkeley	North																				48								
12	Ashby Avenue (CA 13)	Telegraph Avenue	Berkeley	North																82			67						105	166		
13	Ashby Avenue (CA 13)	Acton Street	Berkeley	North																				36								
14	College Avenue	Derby Street	Berkeley	North																75			65					108	167			
15	Hearst Avenue	Oxford St.	Berkeley	North	111		124																									
16	Hearst Avenue	Milvia Street	Berkeley	North			405						392			374	289						441	340				343	171	235	476	
17	San Pablo Avenue	Virginia Street	Berkeley	North	59		69																					95	74	59	86	
18	San Pablo Avenue (CA 123)	Ward Street	Berkeley	North																				35								
19	San Pablo Avenue (CA 123)	Harrison Street	Berkeley	North																				43								
20	Spruce	Rose	Berkeley	North																							50	50				
21	University Avenue	Bonar Street	Berkeley	North																				25								
22	Hesperian Boulevard	Lewelling Boulevard	County	Central			27						25			36	25						68	56				25	24		43	32
23	Mission Boulevard (CA 185)	Grove Way	County	Central																					18					16	5	
24	Redwood Road	Castro Valley Boulevard	County	Central									26			36	29						45	27			27	55	35	28		
25	Amador Valley Boulevard	Stagecoach Road	Dublin	East																5				25								
26	Dougherty Road	Scarlett Drive (Iron Horse Trail)	Dublin	East																	34			57								
27	Dublin Boulevard	Scarlett Drive (Iron Horse Trail)	Dublin	East	11		17	13																				82	84	40	55	
28	Dublin Boulevard	Hacienda Drive	Dublin	East																								31	20	3	13	
29	Foothill Rd.	nr. 580 (West Dublin BART)	Dublin	East																												
30	Powell Street	Christie Avenue	Emeryville	North	9		7																						32	43		
31	San Pablo Avenue	40th Street	Emeryville	North			142						168			158	118						196	147				174	42		133	150
32	Fremont Blvd	Mowry Avenue	Fremont	South	50		90	30																					29	67		

ID#	Street	City	ACTIA Planning Area	2002				2003				2004				2006				2008				2009				2010			
				AM	Mid	School	PM* 3-6pm (in green), 4-6pm	Weekend	AM	Mid	School	PM	Weekend	AM	Mid	School	PM* 3-6pm	Weekend	AM	Mid	School	PM	Weekend	AM	Mid	School	PM	Weekend			
98	Fremont Blvd (Washington)	Fremont	South																								20		32		
33	Fremont Boulevard (CA 84)	Fremont	South																										48		
34	Mission Boulevard (CA 238)	Fremont	South																								3		4		
35	Mowry Avenue (CA 84)	Fremont	South																								9		16		
36	Paseo Padre Parkway	Fremont	South				60					52					22	14									24		30		
99	Paseo Padre Parkway	Fremont	South																										22		
37	Thornton Avenue (CA 84)	Fremont	South																												
38	Warm Springs	Fremont	South																										23		
97	C Street	Hayward	Central																										19		
39	Foothill Boulevard (CA 238)	Hayward	Central																										6		
40	Foothill Boulevard (CA 238)	Hayward	Central																												
41	Mission Boulevard (CA 238)	Hayward	Central				11					23					39												28		
42	Mission Boulevard (CA 238)	Hayward	Central																												
43	Mission Boulevard (CA 238)	Hayward	Central																												
44	Mission Boulevard (CA 238)	Hayward	Central																												
45	Santa Clara Street	Hayward	Central																										37		
46	W Harder Road	Hayward	Central																												
47	Winton Avenue	Hayward	Central	20			18																						24		
48	Concannon Blvd.	Livermore	East	1			16																								
49	East Street	Livermore	East				86					109					125	115												65	
50	Railroad Avenue	Livermore	East																										31		
51	Ardenwood Boulevard (CA 84)	Newark	South																										23		
52	Thornton Avenue	Newark	South				5					12					11												23		
53	66th Avenue	Oakland	North	67			63		27																				7		
54	Avenal	Oakland	North																										6		
55	Bancroft Avenue	Oakland	North																												
56	Broadway	Oakland	North																												
57	Broadway	Oakland	North																												
58	Chatham Road	Oakland	North																												
59	Doolittle Drive (CA 61)	Oakland	North																										8		
60	Foothill Boulevard	Oakland	North																												
61	Fruitvale Avenue	Oakland	North																												
63	Fruitvale Avenue	Oakland	North																										44		
62	Fruitvale Avenue	Oakland	North																										91		
64	Grand Avenue	Oakland	North	52			48		79																				156		

ID#	Street	Cross street	City	ACTIA Planning Area	2002				2003				2004				2006				2008				2009				2010																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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Notes:

* Non-standard time period of AM: 7-9am, Mid-day: 12-2pm, School: 2-4pm, PM: 4-6pm, Wee

Green highlighted columns are estimated or use only part of the full time period data.



Memorandum

DATE: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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 six-month time extension to the STIP award deadline from November 11, 2011 to May 11, 2012 for the County of Alameda's Grove Way Improvements Project. The sponsor is requesting a six-month extension from November 11, 2011 to May 11, 2012.

Background

The County requests a six-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 total project cost is approximately \$2,300,000.

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: October 17, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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 from December 22, 2011 to December 22, 2012 for the Alameda CTC Webster St. Corridor Enhancements project, TFCA project numbers 08ALA01 and 09ALA01.

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 total project cost is approximately \$1,200,000. 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.

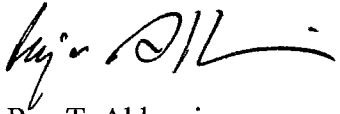
Project Information and Status:

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: October 18, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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.

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

AC Transit's Easy Pass Program received a total of \$350,000 in TFCA funding for the expansion of the program over a two-year period. The Easy Pass Program provides all employees, students, or residents associated with an enrolled client (i.e., company, school, or housing development) with a discounted bus pass that is valid at any time on all AC Transit lines, both local and trans-bay. In the extension request letter (Attachment A) the project sponsor cites staffing shortages as the main reason for the delay in program implementation. The current Easy Pass client list has also been included as Attachment B, which shows the location and size of the active programs.

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

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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

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Memorandum

DATE: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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. The funding agreement is for \$573,599 of Measure B Bicycle and Pedestrian Countywide Discretionary Fund included in a total project cost of \$1,207,591. 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 CTC

Subject: 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

Sept 30, 2011

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>			

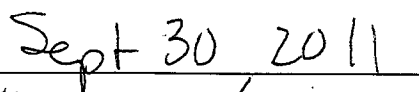
Bruce A. Williams
Signature of Person Requesting Change

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

DATE: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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 funding agreement is for \$65,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Fund included in a total project cost of \$1,225,000.

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

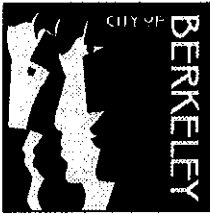
It is recommended the Commission approve the requested new project completion date of June 30, 2012, and a one-year extension to the grant agreement expiration date from October 31, 2011 to October 31, 2012.

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

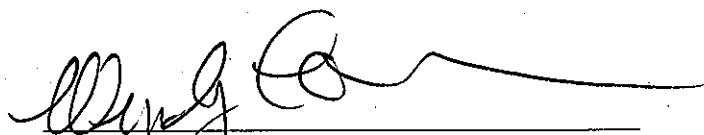
Agreement Number: A07-0005

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

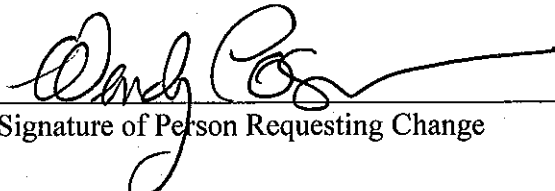
Project Sponsor: Berkeley Redevelopment Agency

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

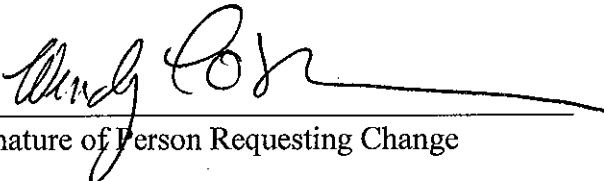
Alameda CTC Approval

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, 2012
Submit Final Invoice/Project Closeout	September 30, 2011	June 30, 2012
Complete Grant Funding Period	June 30, 2011	June 30, 2012
Grant Funding Agreement Expires	October 31, 2011	October 2012


Signature of Person Requesting Change

Date

Alameda CTC Approval

Date



MEMORANDUM

DATE: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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 of \$200,000 of Measure B Gap Grant Funds.

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

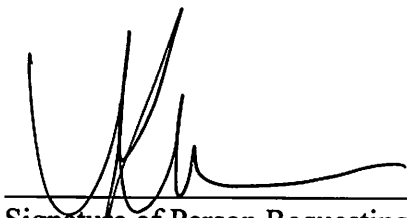
WRITTEN EXPLANATION FOR CHANGE REQUEST

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

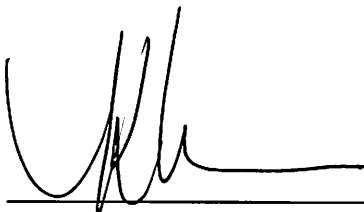
Project Sponsor: AC Transit

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

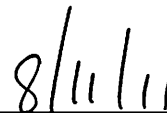
Agreement Number: A08-0025

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: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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.

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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.

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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

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- 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

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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.

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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)

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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.

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- 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.

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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

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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).		

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**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
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**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: October 19, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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 19, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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 and is shown on Attachment A.

Summary

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.

Background

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 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 - 04/14							
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 - 04/14							

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	2000 Meas. B	Total Funding	ARRA	TVTC	RM2	2000 Meas. B	Local: Other (LONP)	Total Funding
			Auxiliary Lane Project							Express Lane Project					
PE/ENV	0	1,945	0	0	0	0	0	0	0	595	1,350		0	1,945	
PS&E	3,855	515	1,425	0	2,205	0	225	0	3,855	0	350	165		0	515
SYSTEM	0	7,755	0	0	0	0	0	0	0	7,500	255	0		0	7,755
ROW	400	200	200	0	200	0	0	0	400	0	0	200		0	200
CONSUP	3,340	760	0	2,535	380	0	0	425	3,340	0	175	585		0	760
CONCAP	32,353	7,825	0	19,028	1,700	5,000	0	6,625	32,353	0	0	2,740	1,450	3,635	7,825
TOTAL	\$39,948	\$19,000	\$1,625	\$21,563	\$4,485	\$5,000	\$225	\$7,050	\$39,948	\$7,500	\$1,375	\$5,040	\$1,450	\$3,635	\$19,000

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

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Memorandum

DATE: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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 phases 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 phases 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 are in the final stages. In order to meet 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.

The 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 the roles and responsibilities as well as an agreement for reimbursement of incurred capital and support costs.

The 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 delay in the 20-mile I-80 corridor and on San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS) strategies, without

physically adding capacity through widening of the corridor. This \$93 million project is funded with 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 favorable 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 phases of Projects Nos. 2, 4, and 5. Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of 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 the 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 support costs during Construction (DSDC) and Project Management phase.

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: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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 Alameda CTC 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. Therefore the project had to follow the federal process in the project delivery phase. Because 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 costs incurred to obtain the federal approval of the project. Construction support task funds were used to complete the additional environmental documentation. Therefore additional funds need to be made available to TJKM to provide construction support and integration of the equipment when deployed in the field.

Background

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 is 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 in 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 applied the budget from the design services task 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 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-580 Tri-Valley Rapid Transit Corridor Improvements (RM 2 Subproject 32.1e): –Approval 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.

Background

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 Projects 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 13 miles), as well as constructing associated auxiliary lanes and other roadway improvements, including pavement rehabilitation.

The construction phase of the project is funded with 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), Traffic Congestion Relief Program Funds and Federal Demonstration-TEA21 Funds. The Alameda CTC budget will be updated to reflect the final Cooperative Agreement, if necessary.



Memorandum

DATE: October 20, 2011
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: 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
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)

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 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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

Recommendation

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. Staff may make minor adjustments to the project funding plans, e.g. moving funds between phases, adjusting cost estimates, etc. during the course of day-to-day project delivery. Significant changes that affect the total costs or funding shown in the plans may be brought back to the Commission for review and approval prior to the next semi-annual update.

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

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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	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	5,690.2	4,100.0	0	0	0	188.6	592.2	750.0	59.4
PS&E	8,275.7	3,810.0	2,000.0	0	0	1,598.4	104.5	0	762.8
ROWSUP	460.0	400.0	0	0	0	0	60.0	0	0
ROWCAP	2,915.0	300.0	0	2,565.0	0	0	50.0	0	0
UTILSUP	50.0	50.0	0	0	0	0	0	0	0
UTILCAP	1,835.0	0	0	1,835.0	0	0	0	0	0
CONSUP	9,400.0	1,340.0	0	5,600.0	2,400.0	0	60.0	0	0
CONCAP	70,600.0	0	0	0	70,600.0	0	0	0	0
CONTGNCY	811.3	0	0	0	0	0	6.3	0	805.0
TOTAL	\$100,037.2	\$10,000.0	\$2,000.0	\$10,000.0	\$73,000.0	\$1,787.0	\$873.0	\$750.0	\$1627.2

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	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 - 04/14							
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 - 04/14							

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	2000 Meas. B	Total Funding	ARRA	TVTC	RM2	2000 Meas. B	Local: Other (LONP)	Total Funding
			Auxiliary Lane Project							Express Lane Project					
PE/ENV	0	1,945	0	0	0	0	0	0	0	595	1,350		0	1,945	
PS&E	3,855	515	1,425	0	2,205	0	225	0	3,855	0	350	165		0	515
SYSTEM	0	7,755	0	0	0	0	0	0	0	7,500	255	0		0	7,755
ROW	400	200	200	0	200	0	0	0	400	0	0	200		0	200
CONSUP	3,340	760	0	2,535	380	0	0	425	3,340	0	175	585		0	760
CONCAP	32,353	7,825	0	19,028	1,700	5,000	0	6,625	32,353	0	0	2,740	1,450	3,635	7,825
TOTAL	\$39,948	\$19,000	\$1,625	\$21,563	\$4,485	\$5,000	\$225	\$7,050	\$39,948	\$7,500	\$1,375	\$5,040	\$1,450	\$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	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)				
		FED STP/CMAQ	CMA TIP	Local	CMIA	TBD
SCOPE/PE/ ENV	3,881	2,748	623	510	0	0
PS&E	10,570	5,032	5,272	266	0	0
ROWSUP	545	0	545	0	0	0
ROWCAP	350	0	350	0	0	0
UTILSUP	25	0	25	0	0	0
UTILCAP	500	0	250	250	0	0
CONSUP	11,590	0	65	925	10,600	0
CONCAP	91,187	0	0	4,190	84,000	2,997
CONTGNCY	4,025	0	195	80	0	3,750
TOTAL	\$122,673	\$7,780	\$7,325	\$6,221	\$94,600	\$6,747

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	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 MM/YY	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	6,900	14,900
CONCAP	136,000	9,300	46,825	8,600	2,500	136,000
CONTGNCY	5,000	0	0	0	5,150	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 MM/YY	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 MM/YY	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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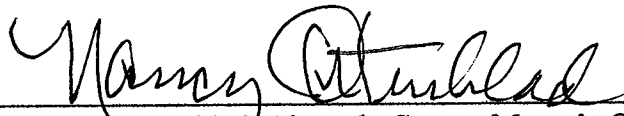
Attachment A**Alameda CTC Bicycle and Pedestrian Advisory Committee Appointment Detail for
Nancy Ortenblad, Alameda County Mayor's Conference****Bicycle and Pedestrian Advisory Committee (BPAC)**

- x Appoint D1 Ann Welsh**
6036 Via De Los Cerros
Pleasanton, CA 94566
Email: annwelsh6@msn.com
Home Phone: (925) 461-7466
Term Began: October 2009
- D2 Vacant**
- x Appoint D3 Jeremy Johansen**
777 Davis Street
San Leandro, CA 94577
Email: osi@jj2k.com
Home Phone: (510) 667-9577
Term Began: September 2010
- x Appoint D4 Midori Tabata**
3637 Columbian Drive
Oakland, CA 94605
Email: midorit@pacbell.net
Home Phone: (510) 562-8988
Term Began: July 2006

D5 Vacant

9/17/11

Date



Nancy Ortenblad, Alameda County Mayor's Conference

Check the box(es) and date and sign to approve reappointment of current members, per the new BPAC membership structure. To fill a vacancy, submit a committee application and corresponding resume to Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail or fax to:

Alameda CTC
Attn: Angie Ayers
1333 Broadway, Suite 300
Oakland, CA 94612
Fax: 510-893-6489

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Immediate Past President
JENNIFER HOSTERMAN
Mayor of Pleasanton

President
TIM SBRANTI
Mayor of Dublin

Vice President
STEPHEN H. CASSIDY
Mayor of San Leandro

Alameda County Mayors' Conference

Alameda
Marie Gilmore

Albany
Farid Javandel

Berkeley
Tom Bates

Dublin
Tim Sbranti

Emeryville
Nora Davis

Fremont
Bob Wasserman

Hayward
Mike Sweeney

Livermore
Marshall Kamena

Newark
David Smith

Oakland
Jean Quan

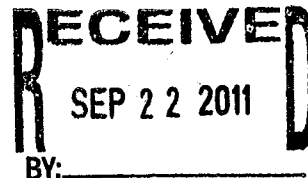
Piedmont
Dean Barbieri

Pleasanton
Jennifer Hosterman

San Leandro
Stephen H. Cassidy

Union City
Mark Green

Executive Director
Nancy Ortenblad



September 19, 2011

Alameda County Transportation Commission
Attn: Angie Ayers
1333 Broadway, Suite 300
Oakland, CA 94612

Dear Ms. Ayers:

At its regular meeting of September 14, 2011 the Alameda County Mayors' Conference re-appointed Jo Ann Lew to serve another two-year term on the ACTIA Watchdog Committee.

Sincerely,

A handwritten signature in cursive script, appearing to read "Nancy Ortenblad".

Nancy Ortenblad
Executive Director

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ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

APPOINTMENT – AT-LARGE MEMBER

CITIZENS WATCHDOG COMMITTEE

TO: ACTIA's Governing Board
FROM: (Mayors' Conference)
DATE: October 5, 2011

I HEREBY APPOINT Petra Olivia Brady

to serve for a one-time term of two years on the Alameda County Transportation Improvement Authority's Citizens Watchdog Committee.

Home Address 3926 Columbian Drive City Oakland Zip 94605

Business Address 484 Lake Park Ave #251 City Oakland Zip 94610

Occupation Data collection in the Utilization Department

Phone: Office: (510) 384-2346 Home: () same

Comments and Special Qualifications:

I have always had an interest in helping others less fortunate in some manner. I am often participate in community service activities with my sorority. Now that I am a new resident of Oakland, I am even more eager to improve things in the neighborhood I live in. I am concerned when I return home from work and find youth in cars, hanging out in the cul de sac I live in. I am also disturbed when people use the cul de sac as their personal dumping grounds. I am very interested in making/seeing some changes in my community.

Please indicate yes or no:

Individual is a resident of Alameda County	<u>yes</u>
Individual is an elected official	<u>no</u>
Individual is a public employee from an agency that benefits from or oversees the tax	<u>no</u>

List the organizations to which the individual is an active member:

Alpha Kappa Alpha Sorority Inc.

National Panhellenic Association

Attachments:

Bio or Resume (YES)

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOMINATION

CITIZENS WATCHDOG COMMITTEE

TO: ACTIA's Governing Board
FROM: (Designated Organization)
DATE:

I HEREBY NOMINATE _____
to serve on the Alameda County Transportation Improvement Authority's Citizens
Watchdog Committee.

Home Address _____ **City** _____ **Zip** _____

Business Address _____ **City** _____ **Zip** _____

Occupation _____

Phone: **Office:** () _____ **Home:** () _____

Comments and Special Qualifications:

Please indicate yes or no:

Individual is a resident of Alameda County _____

Individual is an elected official _____

**Individual is a public employee from an agency
that benefits from or oversees the tax** _____

List the organizations to which the individual is an active member:

Attachments:
Bio or Resume

Professional Profile

Throughout my career in business development and administration, I've held the following professional roles: Lead Web Content Strategist, Project Manager, Online Editor, Site Developer, and Graphic/Administrative Coordinator.

Skills Summary

- Problem Solver / Team Player (Dedication to quality and reliability in all tasks)
- Computer proficiency in: Microsoft Office Word, Excel, PowerPoint, Access, Outlook, Publisher, MS Project, Adobe Acrobat, DreamWeaver, HTML/CSS, etc. (strong ability to use either PC or Mac platforms)
- Able to work independently, prioritize and maintain a high level of professionalism in a highly intensive atmosphere.
- Flexibility to adapt in a changing and progressive working environment.
- Excellent organizational, oral and written skills.

Professional Experience

Managerial

- Strong ability to communicate with others at all levels to ensure tasks and/or goals are completed within assigned deadlines.
- Successfully lead efforts to win new business and retain existing Strategic and Large Groups for KP and affiliates and provide support in these efforts for CA National Accounts.
- Identify business issues related to requests for information and proposals from employers and their consultants by collaborating with the Regional Account Manager, assigned Underwriter and/or Pricing leadership through strategy calls to develop and deploy solutions designed to meet client needs.
- Develop multiple RFPs/RFIs simultaneously for renewing and prospective National, Strategic and Large Group Accounts, in partnership with Account Management.
- Collaborating independently with California Regional Account Management, underwriters, subject matter experts, and National Account proposal professionals to ensure constant communication regarding status of RFPs.
- An effective lead with the skills necessary to direct, train, and motivate staff/team members. Held lead role in developing relationships with content owners and business partners in My HR.
- Increased utilization of self-service functionality of various systems through HR Operations.
- Ensure proposals meet specifications and are complete, accurate, consistent, customer centric, market oriented and the best position for KP.
- Ensure rating documentation is correct, consistent internally and complete with rest of proposal.
- Ensure the quality and consistency of information across Northern and Southern California regions for individual clients and their consultants and for consulting firms as a whole.
- Accountable for the development of project documentation for senior executives and other key clients to share project outcomes and best practices.

Site/Content Development

- Manage ongoing content production: Develop an intake process, prioritizing and preparing content for a team of web developers.
- Design content delivery: Work with content owners to design their web delivery. Obtain approval on content with numerous approvers, unclear ownership. Be comfortable working virtually with owners/partners who are geographically distant.
- Manage content projects: Web Delivery Subject Matter Expert for My HR, especially with look and feel of manager action systems and tools such as: RSS, My Org and My Team.
- Support development of employee and manager experience across all current My HR regions, and those soon to be incorporated with the R4 Project.

- Responsible for documentation providing web content for implementation to new and existing PGE external and internal site.
- Increased daily production of updates to PGE sites by at least 30 percent.
- Strong communication with Customer Energy Efficiency (CEE) programs to understand program needs and provide content that meets corporate objectives and guidelines.
- Work closely with Marketing Department to translate CEE's marketing goals and objectives into an effective web content strategy.

Customer Service/PR/Marketing

- Execute financial transactions in accordance with bank policies and procedures.
- Drive efforts in the Branch to identify new customers and increase accounts among existing customers, cross-sell banking services/products.
- Deepen client relationships by effectively referring bank products and services.
- Proactively educate customers on utilizing available access channels (i.e. ATM, Online and Telephone Banking).
- Foster teamwork in the branch to ensure a positive overall customer experience.
- Publicity generation and ad creation for various festivals, galas, and other events.
- Liaison for groups needing to contact the merchants association.
- Responsible for organizing meetings and events.
- Implement innovative marketing principles and promotional sales events for commercial projects to further support financial growth.

Companies

- San Francisco General Hospital (8/11 – pres.)
- Peacemakers Inc. (4/10 – 10/10)
- Kaiser Permanente (4/08 – 4/10)
- PGE (11/07 - 2/08)
- Ave Montague & Associates (4/04 – 7/07)
- CDA Group, LLC (6/05 – 7/07)
- Walmart.com (8/06-12/06)
- Mercury News (8/00 – 2/04)
- The Sun Reporter (11/99 – 11/05)
- Bay City News (8/98- 9/99)

Education

University of California, at Berkeley, Berkeley, CA 1986-1991
 BA, Sociology. Emphasis in Mass Communications.



**Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes
Tuesday, July 26, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

Members:

 P Midori Tabata, Chair
 P Alex Chen
 P Lucy Gigli
 P Jeremy Johansen

 P Preston Jordan
 P Glenn Kirby
 A Tom Van Demark
 P Ann Welsh

Staff:

 P Beth Walukas, Deputy Director of Planning
 P Diane Stark, Senior Transportation Planner
 P Rochelle Wheeler, Bicycle and Pedestrian Coordinator

 P Krystle Pasco, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:35 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Victoria Eisen, Eisen | Letunic

2. Public Comment

There were no public comments.

3. Approval of June 9, 2011 Minutes

Glenn Kirby moved to approve the June 9, 2011 minutes as they appeared in the meeting packet. Preston Jordan seconded the motion. The motion carried unanimously (7-0).

4. Approval of Revised BPAC Bylaws and FY 11-12 Meeting Schedule

Rochelle updated the committee on the revised BPAC Bylaws in the meeting packet, and she mentioned that staff incorporated the feedback from the last BPAC meeting into these newly revised BPAC bylaws.

Glenn Kirby suggested to strike the words "passes away or otherwise," in Article 3, Section 6.3 titled "Termination" in the bylaws.

Preston Jordan suggested that the definition of "pass-through funding" be further defined in Article 1, Section 18 titled "Programmatic Funding." He also pointed out that the percentage of net Measure B revenues distributed through Measure B pass-through funds was not 5 percent as stated. The 5 percent includes pass-through funds as well as discretionary funds.

Preston Jordan also suggested to change quorum in Article 5, Section 3 titled "Quorum" to "majority" in place of "half (50 percent) plus one" for both places that it is stated.

Preston Jordan also pointed out some redundancies regarding the Brown Act between Article 5.1 and Article 7.3. Namely, the first sentence of Article 5.1 is redundant and should be omitted, since the Brown Act is referenced in Article 7.3. However, he stated that this change could be made when the BPAC reviews the bylaws next year.

Glenn Kirby moved to approve the BPAC bylaws, with the amendments discussed. Preston Jordan seconded the motion. The motion carried unanimously (7-0).

The BPAC added that, once staff makes the approved changes, the bylaws do not need to come back to the committee again for adoption.

Rochelle Wheeler went over the new meeting schedule and mentioned that this is the first time that BPAC members will approve their meeting schedule as other committees have done. She noted that this is a working schedule and if there are any changes to the schedule, staff will notify the committee members via email and mail.

Glenn Kirby moved to approve the BPAC meeting schedule for FY 11-12 as it appeared in the meeting packet. Lucy Gigli seconded the motion. The motion carried unanimously (7-0).

5. Countywide Pedestrian and Bicycle Plan Updates: Vision and Priorities Capital Projects Networks – Revised Draft Recommendations

Rochelle gave an update on the current status of the Countywide Pedestrian and Bicycle Plans updates. She stated that the team has been working on the plan updates for over a year now and that the BPAC has reviewed three draft chapters. She mentioned that Alameda CTC is currently working on the priority projects and programs and has asked for feedback from BPAC at several meetings. Staff is now ready to present recommendations for the capital projects and would like to get approval from BPAC to move forward to the next phase, which is writing the Priority Projects and Programs Chapters and updating the implementation chapters of the plan. She reported that Alameda CTC conducted several outreach meetings to local BPACs and agencies in the county to get feedback on the capital project priorities. The local BPACs and agencies provided much input, and staff created a summary of the major input received on the Bicycle and Pedestrian Capital Projects Vision and Priority Networks, which was a revised attachment in the BPAC meeting packet.

Victoria Eisen with Eisen|Letunic led the discussion on the Countywide Pedestrian and Bicycle Plan updates: Vision and Priorities Capital Projects Networks. She presented the memorandum that discussed the revised recommendations for the vision and priority networks. The BPAC provided input on these recommendations, as follows:

Bicycle Vision & Priority Networks

- Why was the feedback to add local trails under the InterJurisdictional Trails category not incorporated into the revised recommendations? Staff response: The idea was to just include the trails and routes that had countywide and regional significance which is primarily the East Bay Regional Park District trails.
- A member appreciated the verbal explanation of continuous access as it is more clear than the definition in the memo.
- The priorities are still very broad. How will we be able to prioritize among so many potential projects during the grant funding cycles? Perhaps we could constrain the access to transit category to just BART stations, since that access is more needed than to bus transit. Staff response: The grant criteria will allow further prioritization between projects.
- Allowing just one downtown or downtown-equivalent for every jurisdiction is not equitable for the larger jurisdictions, such as Oakland and Fremont. Staff response: Although jurisdictions like Oakland have only one downtown, they also have Communities of Concern and many transit stations/stops, which provide many potential areas for projects.

Pedestrian Vision & Priority Networks

- In regard to the regional parks as activity centers, it is a good idea to include access between transit and the parks. The East Bay Regional Park District is starting to update its Master Plan, which will be complete in 2012, and it will address the changing demographics, including an increase in seniors. It should also address how people can use public transit to get to the regional parks.

Victoria Eisen asked the committee to answer the questions listed in the memo:

1. Do you support the recommended overall approach to the priority networks?
 - Yes, the BPAC supports it.
2. Do you support omitting the major commercial districts, except for those that are “downtown-equivalents”?
 - Victoria Eisen clarified that the “major commercial districts” are not being omitted, rather they are being redefined as “activity centers.”
 - Glenn Kirby mentioned that he was a little concerned with the term “downtown-equivalents” and that it might start to be used more loosely, and may cause others to argue that other places are “downtown-equivalents.” Beth Walukas suggested using “city centers.” Staff will think about a more appropriate term.
 - Preston Jordan mentioned that many job centers in South County still have no bike access. He also suggested that using a per-capita approach versus a per-jurisdiction approach would be more equitable, for downtowns. Can we consider geographic equity?
3. Does the proposed approach to bicycle and pedestrian access to Communities of Concern meet the objective of connecting these communities to jobs and transit?

- Although the plans focus mostly on making transit more accessible, it is important to note that those who rely most on transit are more likely in need of better access to job sites.
- 4. Do you support prioritizing the interjurisdictional bicycle routes, and if so, does the proposed approach make sense?
 - Yes. This is very important, and it is an aspect of the plans in which Alameda CTC can provide the most support to jurisdictions.
- 5. Overall, does this proposal identify and adequately address the major issues? If not, what are we missing or what should we revise?
 - Some members are uncomfortable relying on locally adopted bicycle plans for the countywide network. Some jurisdictions have inadequate local plans. Can we do something different? Staff response: We cannot force jurisdictions to adopt county-selected alignments in the countywide plans, but we can and will identify areas and/or make suggestions to jurisdictions on where local plans can use improvements.

6. Input on BART Bicycle Plan

Victoria Eisen discussed the BART Bicycle Plan and the memorandum in the packet. Eisen|Letunic along with other partners are teaming up to update BART's Bicycle Plan. They are focusing on using a new spreadsheet model that will help BART identify the best investments at each station to encourage passengers to access the station by bike. They are using the following tools: the 1998 and 2008 station access studies, the customer satisfaction surveys done every two years (4000 responses), and their own online survey (500 responses). They also did a survey of the bike stations at the Fruitvale and Berkeley stations and a complete inventory of all types of bike parking for all the stations. They will also contact and meet with local BPACs for more input. BART has also appointed a TAC for this purpose that has not met yet but will kick off soon.

Victoria Eisen requested information and feedback regarding bike access to BART stations in Alameda County. The Eisen|Letunic team will consolidate all of the feedback and forward prioritizations and recommendations to BART to work toward improving station bike access.

The committee gave the following feedback:

- The BikeLink lockers at the El Cerrito Plaza Station (although not in Alameda County) need maintenance. This may be the case for other BikeLink lockers in Alameda County.
- The MacArthur BART station needs bike lanes in that area.
- More seniors are riding bikes.
- At the Hayward BART station, the eastside entrance is fairly accessible; however, the westside entrance has several stairs that pose challenges.
- In San Leandro, there are only two ramps going into the station. Also, the sidewalk is really narrow on one side of the street, and on the other side, you are forced to be in the street. Is there a way to allow space to accommodate for both a bicyclist and a pedestrian?

- Revisiting the bikes on the escalator concept is something that a member would like to see.
- In regard to bike commute hour restrictions, is it possible to revisit this concept?
- There are times when bike theft is high, which discourages bicyclists to bring and park their bikes at racks, especially after hours, and especially at the Fruitvale BART, which has no bike lockers. Consider expanding BikeStation hours to provide more secure bike parking.
- Access to get into the Fruitvale BART is unclear and unsafe, especially coming from the Alameda area.
- At the Dublin/Pleasanton station, where the Iron Horse trail goes right through the station, BART has refused to let bicyclists ride through this area. There is a lot of space in that area for both bicyclists and buses to share the road.
- At the Fremont station, there are narrow access ways to get in to the station. It is hard to not hit pedestrians and avoid cars at the same time. Also, wider fare gates would make it easier for bicyclists to pass through. Some stations do not have luggage or bike-friendly fare gates.
- The Bay Fair BART parking lot is very auto-oriented and can be really unsafe and scary for bicyclists.
- The Ashby BART entrance is pretty hard to find and navigate through.
- There is a difference between bicyclists who park their bikes at the stations and bicyclists who bring their bikes on board, even though they don't need them at their destinations.
- The rule that prohibits people from having bikes in the first car should be revisited. Perhaps bikes should just be prohibited from the middle car, which is often the most used, especially by people with disabilities.
- Are tandem bikes allowed on BART?

7. Board Actions/Staff Reports

A. Countywide Transportation Plan and Transportation Expenditure Plan Update

Beth Walukas updated the committee on the regional and countywide efforts to create a Countywide Transportation Plan and Transportation Expenditure Plan. The Metropolitan Transportation Commission and the Association of Bay Area Governments are working on a Sustainable Communities Strategy that will tie land use planning and transportation investment for the first time. They are currently working on detailed scenarios and are evaluating different options now. Alameda CTC is working on the Countywide Transportation Plan and developing a Transportation Expenditure Plan, and staff has just analyzed four transportation investment packages and compared them to a base line investment package. That report is available online. Staff will take it to the Steering Committee on Thursday.

Using the outcomes from the evaluation results and other considerations, staff will develop a preliminary suite of projects and programs and a first draft of the Countywide Transportation Plan. Public workshops will be held in the fall, with the goal of getting the final list and a second draft of the Countywide Transportation Plan to the

Commission at its retreat on December 16, 2011. Alameda CTC plans to adopt the final plans in May 2012. The work that BPAC is doing on the Countywide Bicycle and Pedestrian Plans will be incorporated in those plans.

Committee members and staff are working very hard to continue on with this performance-based evaluation process. The Countywide Transportation Plan and Countywide Bicycle and Pedestrian Plans Updates will be used to inform the development of the Transportation Expenditure Plan. A first draft of the Transportation Expenditure Plan will be developed for presentation to the Commission at its retreat after input from public outreach in the fall.

There are no August meetings on the CWTP-TEP Plans. CAWG will meet on 9/15, TAWG will meet on 9/8, and the Steering Committee will meet on 9/22.

B. Other updates

Rochelle updated the committee on the membership structure as it appears in the bylaws. There will be a total of 11 members appointed by the Mayor's Conference and the Supervisors, and Alameda CTC will make the one transit agency appointment. The five members currently appointed by the Supervisors will remain as BPAC representatives. The remaining three will be switched from their original appointees to the Mayor's Conference in September. The vacancies are in District 2 and District 5. Alameda CTC will update the application forms and do outreach for recruitment.

Rochelle also mentioned that more outreach is included in her scope of work for this fiscal year. This entails reaching out to the bicycle and pedestrian community, and Krystle will work with Rochelle to research and attend events in the county.

The committee suggested the following events:

- Advertising on the new Estuary Shuttle
- Alameda Art and Wine Festival
- Cinderella Ride
- Hayward Street Fair
- Oakland Marathon
- Regional Park District events
- Tour of California
- Wheels for Meals in Livermore
- Bike San Leandro
- Fremont Arts

8. BPAC Member Reports

Midori went to the San Leandro BPAC meeting, and she advised the Public Works Department staff that the City's bike lanes are not wide enough. Staff responded that other people had already advised Public Works of this, and the City has agreed to make the bike lanes wider.

9. Meeting Adjourned

The meeting adjourned at 7:50 p.m. The next meeting will be on September 8.

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Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, September 8, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

 P Midori Tabata, Chair
 A Alex Chen
 A Lucy Gigli
 P Jeremy Johansen

 P Preston Jordan
 A Glenn Kirby
 A Tom Van Demark
 P Ann Welsh

Staff:

 P Beth Walukas, Deputy Director of Planning
 P Rochelle Wheeler, Bicycle and Pedestrian
Coordinator

 P Krystle Pasco, Acumen Building Enterprise,
Inc.
 P Vida LePol, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:38 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Kiran Bawa, AC Transit; Robert Schneider, Ph.D., UC Berkeley Safe Transportation Research & Education Center; Matt Nichols, City of Berkeley

2. Public Comment

There were no public comments.

3. Approval of July 26, 2011 Minutes

Approval of the July 26, 2011 minutes was postponed for the next meeting due to the lack of a quorum.

4. Countywide Pedestrian and Bicycle Plan Updates: General Status Update

Rochelle gave an update on the Countywide Pedestrian and Bicycle Plans. She mentioned that at the last meeting, the committee provided input on the recommended vision and priority networks. Since then, staff has evaluated the input and has given direction to the consultant team, which is now developing a chapter on the priority projects and programs. Staff has also updated the maps to reflect the final draft recommendations on the bicycle and pedestrian networks and is developing the draft implementation chapters, which will be brought to the November BPAC meeting. Alameda CTC will release the draft plans in March 2012 and adopt them in May with the Alameda County Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP).

5. Update on CDF Grant Projects: Sponsor Presentations

Rochelle gave an overview of the grants process and introduced Kiran Bawa from AC Transit to give an update on the Bike Racks for New Buses Project that AC Transit implemented.

Kiran reminded the committee members that the project was granted \$20,000 of Cycle 3 Measure B Bicycle/Pedestrian funds in 2007. The total project cost was \$43,000, which was supplemented by federal funds. The project entailed the purchase and installation of bicycle racks on the AC Transit fleet for local routes in Alameda County.

Kiran highlighted some of the delays in this project, including that AC Transit needed to introduce a bill allowing them to use three-position bike racks (before the bill, only two-position racks were allowed). The bill was signed into law in late 2009. Kiran also mentioned some difficulties with the new racks obstructing the headlights on their Van Hool buses, which required evaluating other buses in their fleet for these racks. She showed photos of the bicycle racks on buses, holding three bicycles.

A BPAC member asked the following question, and the presenter provided a response and additional information:

- *What is the plan for the racks, once the buses are taken out of service when they reach their 12-year service limit?* The specifications for new buses will include bicycle racks, so the older racks will not be needed. AC Transit will no longer purchase Van Hool buses, due to the new "Buy America" policy. In 2014, AC Transit plans to receive buses.
- There is no available data on the utilization of bicycle racks on buses; however, drivers have received positive feedback from users.
- AC Transit currently has 593 buses, which includes 24 paratransit and 12 fuel-cell buses. Every AC Transit bus has a bike rack, and about one-sixth of the buses are equipped with these three-position bike racks.
- When developing the specifications for the bike racks, the models' specifications were not developed for any particular bus. For future bus purchases, AC Transit plans to purchase buses with these bike-rack specifications in mind.
- Eventually, AC Transit will most likely install the three-position bike racks on all of its buses.
- AC Transit will follow up on whether the buses with the three-position bike racks are assigned to specific bus routes in Alameda County.

Rochelle introduced Matt Nichols, who gave a presentation on the Ashby BART/Ed Roberts Campus Pedestrian and Bicycle Access and Safety Project. Matt described the project and gave information on the location's pre-project history as well as the coalition created as a result of an effort to create a memorial for Ed Roberts, a disability rights advocate.

Matt stated that the Measure B grant was one of many grants that helped fund the project and was a part of an overall effort to raise funds for project implementation. The Ashby BART station area includes bike lanes on the street and rectangular, rapid-flashing beacons for pedestrians at Adeline. The grant project funding helped to fund the Adeline pedestrian

crossing, bicycle stair channels, an oversized elevator accessible from the street level, wayfinding signage, and a staircase and ramp from Tremont Street to the station. In addition, the building features a transit center for buses.

Members provided the following input:

- The rectangular, rapid flashing beacons are as effective as, if not more than, the in-pavement lights.

Members provided input on some of the projects listed in the Semi-annual Progress Reports also included in the packet:

- *What happened with the \$20,000 not spent from overall funding for the East Bay Bicycle Coalition's (EBBC) bike safety classes?* Staff said that the remaining funds were rolled over into the third year of programming, now underway.
- *Why were there only two attendees at the Spanish-language Day 1 class?* Staff stated that they would follow-up with the sponsor on this question, and also that the sponsor is seeking more native speakers to be trainers in different languages, and working more closely with non-English speaking communities.
- Another member gave positive feedback on the bike rodeos and the family cycling clinics, and the progress EBBC has made to address some of the previous BPAC concerns. She asked if EBBC needs guidance or help in setting realistic performance measure goals. Staff stated that they would follow-up with EBBC on this question.
- *Regarding the Alamo Canal project, why did the sponsor apply for additional funding (in the CWTP) even though BPAC (through the Alameda CTC) approved their previous request for full funding?* Staff stated that the project is listed as "committed" project in the CWTP, and is not seeking further funding.

6. Presentation on Shifting Auto Trips to Walking and Bicycling

Rochelle introduced Bob Schneider, Ph.D., a recent graduate of UC Berkeley. She stated that BPAC requested he do a presentation on his dissertation on shifting auto trips to walking and biking. She also mentioned that the information could be applicable to the updates of the current bicycle and pedestrian plans.

Bob Schneider gave a presentation summarizing his dissertation called: "Understanding Sustainable Transportation Choices: Shifting Routine Automobile Travel to Walking and Bicycling." He described the outline as well as the context and background behind his dissertation. Bob focused his research on four major areas including how to measure pedestrian activity, understanding factors associated with biking and walking tours (trips that individuals make during the day), characteristics of shopping districts that encourage walking rather than driving, and a theory for the mode choice decision process.

Bob surveyed customers from 20 different Walgreens stores throughout the Bay Area. Overall, the mode shares showed that 21 percent of individuals use walking as their primary mode, 2 percent use bicycling, and almost 10 percent use transit. This information accounted for the total amount of walking that occurred during a complete tour; however, the mode split varied depending on the location of the shopping districts.

Bob further explained his theory of the routine mode choice decision-making process including the five influencing factors: awareness and availability, basic safety and security, convenience and cost, enjoyment, and habit. He then suggested some implications, both short and long term, for Alameda County. These included continuing programs like the Travel Choice Program and other individual marketing efforts, and considering pricing and parking supply, and land use changes to increase convenience.

Members provided these thoughts after the presentation:

- Crime and personal security are not adequately addressed in the countywide bicycle and pedestrian plans but are a real issue for individuals. Including information about crime in the plans, given the importance of personal safety from Bob's dissertation, could help address the issue by showing where improvements are most needed.
- Land use and population density, as mentioned in the dissertation, are key for increasing walking and bicycling, but are not addressed in the countywide bicycle and pedestrian plans. It would be useful to have maps reflecting population density in the plans, to emphasize this link.

7. Report on Countywide Annual Bicycle/Pedestrian Counts

Rochelle introduced the Countywide Bicycle and Pedestrian Manual Counts Report. She stated these annual manual counts allow Alameda CTC to gather data on the long-term trends of biking and walking in the county. She also mentioned that the agency has been collecting this data since 2002 and has two methods of collecting data: 1) doing manual counts of bicycles and pedestrians that flow through certain intersections for a specific two-hour time period; and 2) collecting data 24 hours a day using automated counters placed throughout the county. Rochelle also mentioned that Alameda CTC is again collaborating with the Metropolitan Transportation Commission (MTC) to do bicycle and pedestrian counts throughout the county at 63 different locations this fall.

Rochelle introduced Jumana Nabti, from SwitchPoint Planning, who assembled the historical data and prepared the report for the agency. Jumana explained the purpose and methodology of the counts. The data was collected at different locations and during different time periods by different agencies. The overall trends of the data include some temporary drops (possibly due to the weather, economy and/or differing time periods or seasons), although the overall trend was upward.

The report concludes with recommendations to improve data collection in the future with regard to standardizing site locations and time periods (hours of the day, days of the week, etc.), seasons, the availability of the meta data (or contextual data) and gender information. In the future, using adjustment factors will be helpful to compare information that is currently incomparable.

Members provided this input:

- Knowing the proportions of counts to the cities' populations would give more representative information. Jumana said the number of intersections currently counted is proportional to the planning area population.
- Is there a way to use newer technologies to make it more effective and efficient to count bicycles and pedestrians than a manual count? Bob Schneider stated that movable camera technology is currently being developed that will probably become available for purchase in a couple of years. The technology has the ability to automatically differentiate and count pedestrian and bicyclists in an intersection. Preston Jordan stated that a new traffic signal in Albany (at Jackson and Buchanan) can detect and count pedestrians, bicycles and cars with image processing software.
- Are these numbers absolute, or are they proportionate to the increase in population for these areas? Change in population over time should be accounted for in the report.
- Information such as helmet use by gender may be useful for insight and future planning purposes.
- The "school period" is disappointing because it does not actually reflect kids coming from school. A name change for this time period may be appropriate. Staff also stated that future "school period" counts will include more school locations.

8. Board Actions/Staff Reports

A. Countywide Transportation Plan and Transportation Expenditure Plan Update

Beth gave an update on the Countywide Transportation Plan and Transportation Expenditure Plan. She asked to present to the committee in October the first draft of the plan. She stated that the Community Advisory Working Group and Technical Advisory Working Group are reviewing the first draft this month. Alameda CTC will also perform public outreach throughout the county in October. She stated that on the regional level, a lot of activity is also happening with the release of the Association of Bay Area Government's three constrained land-use scenarios. MTC will use that data to evaluate scenarios against the transportation options. Alameda County is in good shape as it is also updating its countywide bicycle and pedestrian plans along with the CWTP-TEP.

Beth also mentioned that Supervisor Carson will host a Sustainable Communities Strategies Summit on October 12.

Rochelle mentioned that the next transportation forum for the Alameda CTC is the North County Transportation Forum on October 20. She also stated that Krystle will attend her first bicycle and pedestrian outreach event tomorrow at UC Berkeley's Bike to Campus Day.

9. BPAC Member Reports

Preston reported on the Jackson/Buchanan Streets intersection in Albany which was recently improved. He was invited to review the design and provide input on the balance between cycling and walking at that intersection, which he did, but unfortunately the traffic

signal pole was placed in the middle of the sidewalk. He wondered if advocacy groups ever hire engineers to do plan review to catch issues like this.

Preston also reported that the Albany City Council approved the draft Active Transportation Plan.

10. Meeting Adjournment

The meeting adjourned at 8:25 p.m. The next meeting will be on October 13.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2011/2012**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
1	Ms.	Tabata, Chair	Midori	Oakland	Councilmember Rebecca Kaplan, City of Oakland	Jul-06	Sep-08	Sep-10	0
2	Ms.	Welsh, Vice-Chair	Ann	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-09		Oct-11	0
3	Mr.	Chen	Alexander	Fremont	Supervisor Scott Haggerty, District 1	Oct-09		Oct-11	1
4	Ms.	Gigli	Lucy	Alameda	Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	1
5	Mr.	Johansen	Jeremy	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-10		Jan-12	0
6	Mr.	Jordan	Preston	Albany	Supervisor Carson, District 5	Oct-08	Sep-10	Sep-12	0
7	Mr.	Kirby	Glenn	Hayward	Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	2
8	Mr.	Van Demark	Tom	Oakland	Supervisor Miley, District 4	Oct-04	Jan-09	Jan-11	2
9		Vacancy							
10		Vacancy							
11		Vacancy							

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Alameda County Transportation Commission
Citizen Advisory Committee
Roster and Attendance
Fiscal Year 2010/2011

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
2	Ms.	Dorsey, Chair	Cynthia	Oakland	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
1	Mr.	Ferrier, Vice-Chair	Barry	Union City	Mayor Mark Green, Union City	Jan-04	Jan-10	Jan-12	0
3	Ms.	Brown	Meredith	Oakland	Supervisor Nate Miley, D-4	Apr-07	Apr-09	Apr-11	1
4	Mr.	Castro	Norbert	San Leandro	Councilmember Joyce Starosciak, San Leandro	Dec-07	Feb-10	Feb-12	1
5	Ms.	Chinn	Val	Hayward	Mayor Marshall Kamena, Livermore	Dec-99	Feb-10	Feb-12	0
6	Mr.	Collier	Joseph	San Leandro	Councilmember Joyce Starosciak, San Leandro	Dec-09		Dec-11	0
7	Ms.	Hilliard	Frances	Oakland	Supervisor Wilma Chan, D-3	Jun-02	Feb-10	Feb-12	0
8	Mr.	Hilson	Joseph	Hayward	Mayor Marshall Kamena, Livermore	Dec-06	Feb-11	Feb-13	1
9	Mr.	Hottle	Brad	Pleasanton	Mayor Jennifer Hosterman, Pleasanton	Oct-10		Oct-12	1
10	Mr.	Jefferson	Alton	San Leandro	Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
11	Dr.	Jindal	Roop	Hayward	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	0
12	Mr.	Kastriotis	Dimitris	Sunol	Supervisor Nadia Lockyer, D-2	Dec-07	Jan-10	Jan-12	1
13	Ms.	LePell	Audrey	Hayward	Supervisor Nadia Lockyer, D-2	May-04	Mar-11	Mar-13	0
14	Ms.	Lorenzana-Campo	Pilar	Oakland	Councilmember Rebecca Kaplan	May-10		May-12	1
15	Mr.	Mann	Harpal	Union City	Supervisor Nadia Lockyer, D-2	Mar-11		Mar-13	0
16	Mr.	Repar	John	Union City	Mayor Mark Green, Union City	Mar-11		Mar-13	0

Alameda County Transportation Commission
Citizen Advisory Committee
Roster and Attendance
Fiscal Year 2010/2011

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
17	Ms.	Sample	Clara	Union City	Mayor Mark Green, Union City	Sep-10		Sep-12	0
18	Mr.	Sebastian	Nicholas	Emeryville	Vice Mayor Rob Bonta, Alameda	Sep-07	Sep-09	Sep-11	1
19	Ms.	Stocking	Gerarda	Livermore	Supervisor Scott Haggerty, D-1	Oct-03	Mar-10	Mar-12	1
20	Ms.	Walker	Brenda	Oakland	Supervisor Nate Miley, D-4	Oct-09		Oct-11	1
21	Mr.	Washington	Ronald	Berkeley	Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	1
22	Mr.	White	Darren	San Leandro	Councilmember Joyce Starosciak, San Leandro	Sep-08	Sep-10	Sep-12	1
23		Vacancy			Vice Mayor Rob Bonta, Alameda				
24		Vacancy			Vice Mayor Rob Bonta, Alameda				
25		Vacancy			Mayor Jennifer Hosterman, Pleasanton				
26		Vacancy			Mayor Jennifer Hosterman, Pleasanton				
27		Vacancy			Mayor Marshall Kamena, Livermore				
28		Vacancy			Councilmember Rebecca Kaplan				
29		Vacancy			Councilmember Rebecca Kaplan				
30		Vacancy			Supervisor Wilma Chan, D-3				
31		Vacancy			Supervisor Scott Haggerty, D-1				
32		Vacancy			Supervisor Nate Miley, D-4				

Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2011-2012
Monday, July 11, 2011

	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
1	Mr. Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2	Ms. Saunders, Vice-Chair	Harriette	Alameda	Paratransit Advisory and Planning Commission	Jul-09		N/A	0
3	Ms. Belchamber	Pamela	Berkeley	Alameda County Mayor's Conference, D-5	Mar-09	Apr-11	Apr-13	1
4	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		N/A	0
5	Mr. Dubinsky	Peter "Mike"	Fremont	Supervisor Nadia Lockyer, D-2	Oct-10		Oct-12	0
6	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	1
7	Mr. Haussener	James	Castro Valley	Supervisor Nate Miley, D-4	Feb-10		Feb-12	0
8	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		May-12	1
9	Ms. Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Feb-10	Feb-12	0
10	Mr. Zukas	Hale	Berkeley	Supervisor Keith Carson, D-5	Jun-09		Jun-11	0
11	Vacancy			Alameda County Mayors' Conference, D-1				
12	Vacancy			Alameda County Mayors' Conference, D-3				
13	Vacancy			Alameda County Mayors' Conference, D-4				
14	Vacancy			League of Women Voters				
15	Vacancy			Sierra Club				
16	Vacancy			Supervisor Scott Haggerty, D-1				
17	Vacancy			Supervisor Wilma Chan, D-3				

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Paratransit Advisory and Planning Committee Meeting Minutes Monday, June 27, 2011, 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

<u> P </u> Sylvia Stadmire, Chair	<u> P </u> Sandra Johnson- Simon	<u> P </u> Michelle Rousey <u> P </u> Clara Sample
<u> P </u> Carolyn Orr, Vice-Chair	<u> P </u> Gaye Lenahan <u> P </u> Jane Lewis	<u> P </u> Harriette Saunders
<u> P </u> Aydan Aysoy <u> P </u> Larry Bunn	<u> P </u> Jonah Markowitz <u> P </u> Betty Mulholland	<u> P </u> Will Scott <u> A </u> Maryanne Tracy-
<u> A </u> Herb Clayton <u> P </u> Shawn Costello	<u> P </u> Sharon Powers <u> A </u> Vanessa Proee	<u> P </u> Esther Waltz <u> P </u> Renee Wittmeier
<u> P </u> Herb Hastings <u> P </u> Joyce Jacobson	<u> P </u> Carmen Rivera- Hendrickson	<u> P </u> Hale Zukas

Staff:

<u> P </u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation	<u> P </u> Naomi Armenta, Paratransit Coordinator
<u> P </u> Matt Todd, Manager of Programming	<u> P </u> Angie Ayers, Acumen Building Enterprise, Inc.
<u> P </u> John Hemiup, Senior Transportation Engineer	<u> P </u> Krystle Pasco, Paratransit Coordination Team

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1:05 p.m. The meeting began with introductions and a review of the meeting outcomes. Sylvia introduced and welcomed the new member Gaye Lenahan.

Guests Present: Jennifer Cullen, Senior Support Services; Kim Huffman, AC Transit; Ashley Van Mannen, Alzheimer Services of the East Bay.

2. Public Comments

There were no public comments.

3. Approval of May 23, 2011 Minutes

Jonah Markowitz moved that PAPCO approve the May 23, 2011 minutes as written. Sandra Johnson-Simon seconded the motion. The motion carried with one abstention, Larry Bunn (20-1).

4. Bylaws Subcommittee Recommendation

Sylvia Stadmire stated that the Bylaws Subcommittee met on June 1, 2011 and reviewed a memo detailing how the PAPCO Bylaws are changing. She mentioned that the Bylaws Subcommittee consisted of the following PAPCO members: Shawn Costello, Sandra Johnson-Simon, Betty Mulholland, Rev. Carolyn Orr, Sharon Powers, Vanessa Proee, and Clara Sample.

Naomi explained that staff restructured the PAPCO membership and updated the bylaws primarily in response to the recent merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). She stated that this was also an opportunity to make the bylaws between the agency's four community advisory committees as uniform as possible. Naomi informed the members that the committee structure changed due to the new configuration of the 22-member Alameda CTC Board. Naomi explained that the new bylaws, which the Commission adopted in May, reflect the new committee structure. She explained that for PAPCO, each Commission member will appoint members as follows:

- One member per county supervisor (five total)
- One member per city (14 total)
- One member per transit agency (AC, BART, LAVTA, and Union City)

Naomi explained that the previous structure for members appointed to PAPCO was:

- Two members per county supervisor
- One member per city
- One member per transit agency

Naomi stated that she will put together a proposal on how to approach the appointment structure, because the PAPCO committee is changing from 28 members to 23 members.

Questions/feedback from the members:

- Add a new Article 3.6.4 “The member appointment is terminated by the Commission.”
- Update Article 7.1 “holding the meeting” to “holding each meeting.”
- Update Article 7.4 “issue by” to “issue via.”
- A member inquired if committee members have to reapply every two years? No. Naomi explained that Alameda CTC sends a letter quarterly to all appointers to let them know the status of each member.

Jonah Markowitz moved that PAPCO approve the PAPCO Bylaws with the above corrections. Betty Mulholland seconded the motion. The motion carried unanimously (21-0).

5. Election of Officers for Fiscal Year 2011-2012

Naomi Armenta encouraged the members to review the memo in the packet for the PAPCO evaluation, attendance, and roles and responsibilities of PAPCO officers.

PAPCO members nominated Herb Hastings, Will Scott, and Sylvia Stadmire as chair; they nominated Shawn Costello, Herb Hastings, Betty Mulholland (declined the nomination), Rev. Carolyn Orr, and Will Scott as vice chair; they nominated Rev Carolyn Orr and Larry Bunn as East Bay Paratransit Service Review Advisory Committee (SRAC) representative; and they nominated Shawn Costello, Herb Hastings, and Harriette Saunders as the Citizens Watchdog Committee (CWC) representative. The committee used the ballot approach to elect the following officers and committee representatives:

- *Sylvia Stadmire, PAPCO Chair*
- *Will Scott, PAPCO Vice Chair*
- *Harriette Saunders, CWC Representative*
- *Rev. Carolyn Orr, SRAC Representative*

6. Coordination and Mobility Management Program Update

Naomi gave an update on the Coordination and Mobility Management Planning (CMMP). She stated that this is an ongoing project that Alameda CTC

staff, TAC, and Nelson\Nygaard have been working on. Naomi informed the committee that Alameda CTC has held CMMP meetings in each of the four planning areas during fiscal year 2010-2011 to identify opportunities/projects that will benefit all jurisdictions in Alameda County and possibly the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP).

Naomi stated that in April, PAPCO committed to set aside \$500,000 for the following potential pilots:

- A. Expand the South County Taxi Program to Central County
- B. North County Taxi Program uniformity
- C. South County Mini Mobility Management Program (will involve a staff person working on Travel Training and Mobility Management; this program will be tied to the Travel Training Program)
- D. Potential Volunteer Driver Program (must identify the right nonprofit partners)

Naomi informed the committee that during the summer, staff will develop the above recommendations and will bring them to TAC and PAPCO in September. The recommendations will go to the Commission in October.

Tess Lengyel stated that in the last 10 years, voters increased the amount of money going to the paratransit programs. She said that the cities received a significant increase during this time. Tess stated that Alameda CTC is looking to the future as people age and want mobility management to address the needs differently than it has in the past. She mentioned that the CMMP is looking at a suite of services in each area of the county and will create standards of performance and eligibility. All services will be evaluated by the same standards. She reported to the group that staff has had excellent discussions with TAC and will hopefully move towards a more uniform set of programs for Alameda County.

Questions/feedback from the members:

- Can the Taxi Program be more cost effective and accommodating for the consumer? Tess stated that the Taxi Program is a premium service, and it's not for every day but for trips that must happen that day. She acknowledged that Alameda CTC will create common eligibility requirements and standards. As part of the South County Mini Mobility

Management Program, staff will assist the consumer to determine the best method of travel.

- Sharon Powers inquired about her complaint about the taxi driver wanting her to get out of her chair. Naomi stated she followed up with her complaint, and Tess stated that Alameda CTC is reconciling the problem.
- Members stated that if people do not qualify for East Bay Paratransit (EBP), and they are really ill (for a short period of time) and can't use public transportation what will they do? Tess stated that North County does not have a Volunteer Driver Program. She said that people will be able to tap into another option.
- Do we have sanctions with taxi companies? Tess stated that we have some sanctions.
- If a person is not eligible for EBP, will Alameda CTC be able to assist individuals to fill out the application for temporary EBP and/or assist to determine the right services? Tess stated that the Mini Mobility Program will fill this need once it's up and functioning.
- A member stated that EBP has temporary eligibility called "Conditional Provisions." If doctors complete the application/form properly, people should qualify for this provision.

7. Countywide Bicycle and Pedestrian Plans Update and Input on the Programs Approach

Rochelle Wheeler gave an update on the Countywide Bicycle and Pedestrian Plans and presented the "Programs Approach" and requested input from PAPCO.

Questions/feedback from members:

- A suggestion was made for a program on how to walk together safely.
- A suggestion was made that the plan needs to consider all people using the trails and maintain the trails to keep the walkways smoother. Rochelle stated that this is a capital project, and staff will look at sharing the trails.
- Is there a plan to work with the United Seniors of Oakland and Alameda County? Rochelle stated that the process for implementing the plans is not complete.

- A suggestion was made that most seniors are more prone to walk than ride a bicycle. It was conveyed that PAPCO want the trails and walkways safer. A great interest exists: Seniors want space to walk.
- A suggestion was made to have pedestrians added to traffic school.
- A member commented that when plans are made for seniors, that the planners should consider the mental state of the senior. The senior may be challenged and walk into the street.

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

- Carmen Rivera-Hendrickson stated that she is working with the Board of Supervisors on transportation issues caused by funding shortfalls due to the economy.
- Sylvia Stadmire stated that she performed outreach with Sandra Johnson-Simon, Betty Mulholland, and Clara Sample at the Broadmoor Senior Housing pancake breakfast.
- Herb Hasting stated that he and his colleagues managed to get a bus to run to the Alameda County fair grounds from the BART station.
- Joyce Jacobson stated that she attended a meeting to build a sidewalk on the north side of Powell Street in Emeryville. She mentioned that the City of Emeryville has made plans to build a sidewalk and a new bus stop on the housing side of the street.

9. Committee Reports

- A. East Bay Paratransit Service Review Advisory Committee (SRAC)
 - a. Sharon reported ethics training took place at the last SRAC meeting.
- B. Citizens Watchdog Committee (CWC)
 - a. Harriette stated that the CWC is generating its 9th Annual Report to the Public and it's a good opportunity to inform the public on what is going on with the agency.

10. Staff Updates

- A. Mobility Management
 - Naomi reviewed the factsheet in the packet on page 69.

B. 2011 Annual Mobility Workshop Update

Naomi informed the committee that Alameda CTC and PAPCO are hosting the 2011 Mobility Workshop at the Ed Roberts Campus. The Resource Fair will be located inside the ramp lobby. Naomi reminded the members to RSVP as soon as possible due to limited seating.

C. Countywide Transportation Plan Transportation Expenditure Plan Update

Tess stated that projects from CWTP will be placed on the TEP, and staff is working with the three committees (Community Advisory Working Group, Technical Advisory Working Group, and the Steering Committee) to complete this effort. She mentioned that staff will distribute the first draft CWTP in September and the first draft of the TEP will be available in November. She mentioned that some of the discussions today were regarding new services and the Taxi Programs. Tess stated that the TEP will look at different funding scenarios (half-cent, quarter-cent, etc.) and the amount of funding for paratransit programs, and local streets and roads. She said that a poll in the fall will determine what the voters want, and staff will continue to update the committee.

D. Outreach Update

Krystle Pasco reported on the following summer outreach events:

- 06/30/11 – Alameda County Fair at the Pleasanton Fairgrounds
- 07/07/11 – Alameda County Fair at the Pleasanton Fairgrounds
- 07/15/11 – United Seniors of Oakland and Alameda County Healthy Living Festival at the Oakland Zoo
- 07/21/11 – South County Transportation Forum at the Ruggieri Senior Center in Union City
- 08/06/11 – Fremont Festival of the Arts at State Street between Capitol and Beacon Streets
- 08/07/11 – Fremont Festival of the Arts at State Street between Capitol and Beacon Streets
- 09/11/11 – Solano Avenue Stroll in Albany, CA
- 09/17/11 – Hayward Art and Wine Festival in Downtown Hayward
- 09/18/11 – Newark Days Community Information Fair at Newark Community Center

E. Other Staff Updates

Tess announced to the committee that due to staff changes since the merger, her role has shifted to deputy director, and she will no longer be the Alameda CTC person for programs. She stated that as manager of programming, Matt Todd is transitioning into the position, and he and John Hemiup will be the staff liaisons for PAPCO and TAC. Tess told the committee that it has been a great pleasure to work with a group dedicated to outreach and with such great advocates for paratransit and seniors in Alameda County. Matt and John both stated that they are looking forward to working with PAPCO.

11.Mandated Program and Policy Reports

Members were asked to review the attachments in their packets.

12.Draft Agenda Items for September 26, 2011 PAPCO

- A. Annual Mobility Workshop Outcomes Report
- B. Develop PAPCO Goals
- C. Discuss Draft Work Plan for FY 11/12
- D. Provide input on the Transportation Expenditure Plan
- E. Discuss Conflict of Interest and Ethics
- F. Report Update from East Bay Paratransit
- G. TAC Report

13.Adjournment

The meeting adjourned at 3:25 p.m.

Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2011/2012

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-11
1	Ms.	Stadmire, Chair	Sylvia J.	San Leandro	Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2	Mr.	Scott, Vice Chair	Will	Berkeley	Supervisor Keith Carson, D-5	Mar-10		Mar-12	0
3	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley	Jul-09		Jul-11	0
4	Mr.	Bunn	Larry	Union City	Union City Transit	Jun-06	Sep-10	Sep-12	0
5	Mr.	Clayton	Herb	Hayward	Supervisor Nadia Lockyer, D-2	Sep-03	Mar-11	Mar-13	1
6	Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Sep-10	Sep-12	0
7	Mr.	Hastings	Herb	Dublin	Supervisor Scott Haggerty, D-1	Mar-07	Mar-09	Mar-11	1
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville	Mar-07	Mar-09	Mar-11	0
9	Ms.	Johnson-Simon	Sandra J.	Oakland	Supervisor Nate Miley, D-4	Sep-10		Sep-12	1
10	Ms.	Lenahan	Gaye	Piedmont	City of Piedmont	May-11		May-13	
11	Ms.	Lewis	Jane	Dublin	City of Livermore	Sep-09		Sep-11	0
12	Mr.	Markowitz	Jonah	Berkeley	Supervisor Keith Carson, D-5	Dec-04	Mar-09	Mar-11	0
13	Ms.	Mulholland	Betty	Oakland	Supervisor Nate Miley, D-4	Sep-09		Sep-11	0

Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster and Attendance
Fiscal Year 2011/2012

14	Rev.	Orr	Carolyn M.	Oakland	Councilmember Rebecca Kaplan	Oct-05	May-10	May-12	1
15	Ms.	Powers	Sharon	Fremont	City of Fremont	Dec-07	Jan-10	Jan-12	0
16	Ms.	Proee	Vanessa	Hayward	City of Hayward	Mar-10		Mar-12	0
17	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09		Sep-11	0
18	Ms.	Rousey	Michelle	Oakland	Supervisor Nadia Lockyer, D-2	May-10		May-12	0
19	Ms.	Sample	Clara	Union City	City of Union City	Mar-07	Mar-09	Mar-11	0
20	Ms.	Saunders	Harriette	Alameda	BART	Jun-08	Sep-10	Sep-12	0
21	Ms.	Tracy-Baker	Maryanne	San Leandro	Supervisor Scott Haggerty, D-1	Oct-08		Oct-10	0
22	Ms.	Waltz	Esther Ann	Livermore	LAVTA	Feb-11		Feb-13	0
23	Ms.	Wittmeier	Renee	San Lorenzo	Supervisor Wilma Chan, D-3	May-09		May-11	0
24	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Mar-09	Mar-11	0
25		Vacancy			City of Alameda				
26		Vacancy			City of Albany				
27		Vacancy			City of Newark				
28		Vacancy			City of San Leandro				



Memorandum

DATE: October 19, 2011

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Review of Administrative Draft Countywide Transportation Plan (CWTP) and Discussion of Transportation Expenditure Plan (TEP) and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP)**

Recommendation

This item is for information only. No action is requested. The focus of the presentation and discussion at the meeting will be on the Administrative Draft CWTP and the Development of the Transportation Expenditure Plan.

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS). In September, the administrative draft CWTP was released by the CWTP-TEP Steering Committee for evaluation and comment. The administrative draft report can be found on the Alameda CTC website at: http://www.alamedactc.org/app_pages/view/3070.

The CWTP-TEP Steering Committee also approved TEP parameters. These and the administrative draft CWTP will be the basis from which a first draft of the TEP project list will be developed in October and November 2011. Both the CWTP and TEP will be modified based on comments received with the goal of presenting a draft of both Plans to the Commission at its retreat on December 16, 2011.

Discussion

Ten separate committees receive monthly updates on the progress of the CWTP-TEP and RTP/SCS, including ACTAC, the Planning, Policy and Legislation Committee (PPLC), the Alameda CTC Board, the CWTP-TEP Steering Committee, the Citizen's Watchdog Committee, the Paratransit Advisory and Planning Committee, the Citizen's Advisory Committee, and the Bicycle and Pedestrian Advisory Committee, and the Technical and Community Advisory Working Groups. The purpose of this report is to keep various Committee and Working Groups updated on regional and countywide planning activities, alert Committee members about issues and opportunities requiring input in the near term, and provide an opportunity for Committee feedback in a timely manner.

CWTP-TEP Committee agendas and related documents are available on the Alameda CTC website. RTP/SCS related documents are available at www.onebayarea.org.

October 2011 Update:

This report focuses on the month of October 2011. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Note that the regional schedule is being updated and has been revised. Highlights include continued work on the One Bay Area Alternative Land Use Scenarios and the development of the two transportation networks to support those scenarios by ABAG and MTC and the release of the administrative draft of the Alameda Countywide Transportation Plan, approval of TEP projects and program packaging parameters, and announcement of the fall 2011 outreach process.

1) MTC/ABAG: Development of Alternative Land Use and Transportation Scenarios

On August 26, 2011, ABAG released the One Bay Area SCS Alternative Land Use Scenarios, including three constrained scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth. These scenarios will be used to inform the development of the Preferred SCS, which is now scheduled to be approved by MTC and ABAG in May 2012. Two of the scenarios are based on unconstrained growth, assume very strong employment growth, and unconstrained funding to support housing affordability. The Alternative Land Use Scenario Report, revised September 1, 2011, presents the land use patterns for three scenarios: Core Concentration, Focused Growth, and Outer Bay Area Growth and assesses them based on economic growth, financial feasibility and reasonable planning strategies.

Concurrently, MTC has been working with the stakeholders to develop two transportation networks: Transportation 2035 and Core Capacity Transit networks. MTC staff began its scenario analysis and project performance assessment in September with results anticipated to be released in November and December.

2) CWTP-TEP

In September the CWTP-TEP Steering Committee, with input from CAWG and TAWG, released the administrative draft of the Countywide Transportation Plan for evaluation and comment and approved TEP parameters. Presentations will be made to the advisory committees and working groups in October. The administrative draft CWTP is found on the Alameda CTC website at http://www.alamedactc.org/app_pages/view/3070. A draft list of Transportation Expenditure Plan projects and programs will be developed in October and November based on the administrative draft CWTP and the TEP parameters as well as public input. Public outreach on the CWTP and TEP will occur in October and November as presented below. More details about meeting locations and agendas can be found on the Alameda CTC website.

3) Upcoming Meetings Related to Countywide and Regional Planning Efforts:

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	October 27, 2011 November 17, 2011 December 1, 2011
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	November 10, 2011
CWTP-TEP Community Advisory	Typically the 1 st Thursday of the	November 10, 2011

Committee	Regular Meeting Date and Time	Next Meeting
Working Group	month, 2:30 p.m. Location: Alameda CTC Notes: The November 3 meeting is cancelled and rescheduled jointly with TAWG on November 10.	November 3, 2011
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	November 1, 2011 December 6, 2011
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	November 9, 2011 December 14, 2011
SCS Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	October 27, 2011
5 CWTP-TEP Public Outreach Meetings District 5/North Planning Area District 4/North Planning Area District 3/Central Planning Area District 2/South Planning Area District 1/East Planning Area	Time and Location 6:30 p.m., So. Berkeley Senior Center 6:30 p.m., East Oakland Senior Center 6:30 p.m., San Leandro Senior Center 6:30 p.m., Union City Sports Center 6:30 p.m., Dublin Civic Center Library	Date October 18, 2011 October 24, 2011 October 19, 2011 October 27, 2011 November 2, 2011
North County Transportation Forum	6:30 p.m. Alameda CTC offices	October 20, 2011

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: OneBayArea SCS Planning Process (revised October 2011)

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**Summary of Next Quarter Countywide and Regional Planning Activities
(October 2011 through January 2012)**

Countywide Planning Efforts (CWTP-TEP)

The three year CWTP-TEP schedule showing countywide and regional planning milestone schedules is found in Attachment B. Major milestone dates are presented at the end of this memo. During the October 2011 through January 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Coordinating with the local jurisdictions to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in October;
- Responding to comments on the Administrative Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Developing the second draft CWTP;
- Refining the countywide 25-year revenue projections consistent and concurrent with MTC's 25-year revenue projections;
- Developing first draft Transportation Expenditure Plan (TEP) list of projects and programs;
- Conducting public outreach and a second poll; and
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval.

Regional Planning Efforts (RTP-SCS)

Staff continues to coordinate the CWTP-TEP with planning efforts at the regional level including the Regional Transportation Plan (MTC), the Sustainable Communities Strategy (ABAG), Climate Change Bay Plan and amendments (San Francisco Bay Conservation and Development Commission (BCDC)) and CEQA Guidelines (Bay Area Air Quality Management District (BAAQMD)).

In the three month period for which this report covers, MTC and ABAG are focusing on

- Conducting a scenario analysis of five land use options and two transportation network (Alameda CTC staff is providing input into both of these activities);
- Releasing the results of the scenario analysis and project performance assessment;
- Refining draft 25-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Adopting a RHNA Methodology.

Staff will be coordinating with the regional agencies and providing feedback on these issues, through:

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG),
- Participating on regional Sub-committees (Equity sub-committee);
- Developing a written response to the Alternative Land Use Scenarios;
- Developing local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

Key Dates and Opportunities for Input¹

The key dates shown below are indications of where input and comment are desired. The major activities and dates are highlighted below by activity:

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: March/May 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: December 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: May 2011 - November 2011

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: October 2011

Draft CWTP and TEP Released: December 2011

Plans Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May 2012

TEP Submitted for Ballot: July 2012

¹ Note that the regional schedule is being updated. Attachment A reflects the proposed revisions to the schedule while Attachment C does not. MTC will provide a revised Attachment C once the revised schedule is approved by the Commission.

2010													2010	
FY2010-2011														
Task	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec		
Alameda CTC Committee/Public Process														
Steering Committee			Establish Steering Committee	Working meeting to establish roles/ responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance Issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?		
Technical Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview		
Community Advisory Working Group								No Meetings		Roles, resp, schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview		
Public Participation								No Meetings			Stakeholder outreach			
Agency Public Education and Outreach														
Information about upcoming CWTP Update and reauthorization														
Alameda CTC Technical Work														
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work				
Polling														
Sustainable Communities Strategy/Regional Transportation Plan														
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions				
											Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case		
												Adopt Voluntary Performance Targets		

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2011

2011												FY2011-2012		2011																															
Task		January		February		March		April		May		June		July		August		Sept		Oct		Nov		Dec																					
Alameda CTC Committee/Public Process																																													
Steering Committee		Adopt vision and goals; begin discussion on performance measures, key needs				Performance measures, call for projects and prioritization process, approve polling questions, initial vision scenario discussion				Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update				Outreach and call for projects update (draft list approval), project and program packaging, county land use				Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use, financials, committed projects				No Meetings.				Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection				No Meetings				1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion				Meeting moved to December due to holiday conflict				Review 2nd draft CWTP; 1st draft TEP			
Technical Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs				Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach				Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update				Outreach and call for projects update, project and program packaging, county land use				Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects				No Meetings.				Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection				No Meetings				1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion				Review 2nd draft CWTP, 1st draft TEP, poll results update				No Meetings			
Community Advisory Working Group		Comment on vision and goals; begin discussion on performance measures, key needs				Continue discussion on performance measures, costs guidelines, call for projects, briefing book, outreach				Review workshop outcomes, transportation issue papers, programs, finalize performance measures, land use discussion, call for projects update				Outreach and call for projects update, project and program packaging, county land use				Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use, financials, committed projects				No Meetings.				Project evaluation outcomes; outline of CWTP; TEP Strategies for project and program selection				No Meetings				1st Draft CWTP, TEP potential project and program packages, outreach and polling discussion				Review 2nd draft CWTP, 1st draft TEP, poll results update				No Meetings			
Public Participation		Public Workshops in two areas of County: vision and needs; Central County Transportation Forum				Public Workshops in all areas of County: vision and needs				East County Transportation Forum												South County Transportation Forum				No Meetings				2nd round of public workshops in County; feedback on CWTP, TEP; North County Transportation Forum				No Meetings											
Agency Public Education and Outreach																																		Ongoing Education and Outreach through November 2012											
Alameda CTC Technical Work																																													
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Feedback on Technical Work, Modified Vision, Preliminary projects lists												Work with feedback on CWTP and financial scenarios																				Technical work refinement and development of Expenditure plan, 2nd draft CWTP											
Polling		Conduct baseline poll																												Polling on possible Expenditure Plan projects & programs				Polling on possible Expenditure Plan projects & programs											
Sustainable Communities Strategy/Regional Transportation Plan																																													
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013								Release Initial Vision Scenario		Detailed SCS Scenario Development				Release Detailed SCS Scenarios		Technical Analysis of SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology				SCS Scenario Results/and funding discussions				Release Preferred SCS Scenario																					
		Discuss Call for Projects		Call for Transportation Projects and Project Performance Assessment		Project Evaluation								Draft Regional Housing Needs Allocation Methodology																															
		Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy																																											

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 6/27/11

Calendar Year 2012

2012											
FY2011-2012											

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Plan Bay Area Planning Process: Phase 2 Detail*

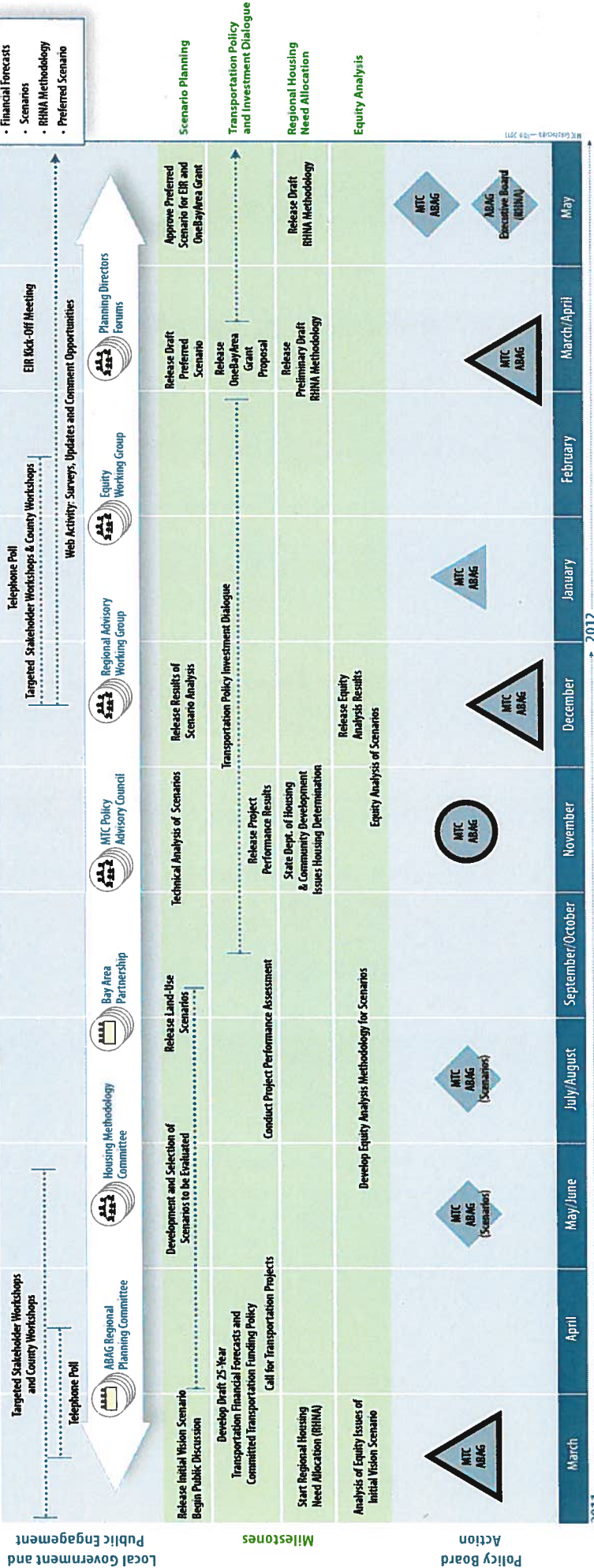
Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

BayArea Plan

Phase Two
Actions/Decisions:

- Initial Vision Scenario
- Financial Forecasts
- Scenarios
- RHNA Methodology
- Preferred Scenario



*Subject to change

Policy Board
Actions

Meeting for Discussion/
Public Comment

Decision

Document Release

JOINT document release by
MTC-ABAG and MTC

ABAG - ABAG Administrative Committee
MTC-MTC Planning Committee

For more information on key actions and decisions and how to get involved, visit OneBayArea.org



Memorandum

DATE: October 20, 2011
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: Legislative Update

Recommendations

This is an information item only.

Summary

State Update

Budget: The FY 2011/12 budget act includes triggers for more cuts if the estimated state revenues do not manifest as prescribed in the budget by December 15, 2011. As of the first part of September, the State Controller announced that while August receipts were higher than the previous month's receipts, they did not offset the lower revenues of July. According to Controller Chiang, the state's revenues were behind the projected budget amounts by \$403.8 million. The September receipts will provide a good indicator as to whether the cuts will be triggered in December.

State Budget and Transportation:

On a statewide level, the Self-Help Counties Coalition is working to address how to move transportation projects forward in light of the Governor's line-item veto of funding for state staff to work on project initiation documents (PIDs) for locally sponsored projects. A PID is a state required document that addresses a proposed highway project's scope, cost and schedule. A PID must be completed prior to a project being programmed into the STIP, even if it is substantially funded by a local agency. As a result of the Governor's line item veto, new highway projects cannot move forward at this time.

Update on AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda. On September 26th, Governor Brown signed AB 1086 into law which allows the Alameda CTC to go to voters to seek approval of a transactions and use tax for transportation purposes in excess of the current cap which disallowed a combined rate of all transactions and use taxes to exceed 2 percent. This action allows the Alameda CTC to place a measure on the ballot that could exceed that amount by a half percent.

Attachment A includes actions the Governor took on bills for which the Alameda CTC had positions.

Federal Update

Jobs and Deficit Reduction: In early September, President Obama released his proposal for a \$447 billion jobs bill which would provide significant funding for infrastructure, including \$50 billion for transportation infrastructure. The bill has served as a focal point for discussions around the surface transportation bill reauthorization and how to pay for it and was not able to pass through the Senate during the first week of October. The President's aim was to fund his Jobs for America bill from deficit savings efforts on which the Joint Select Committee on Deficit Reduction is working. The Committee has until November 23rd to come up with over \$1.5 trillion in deficit reduction savings over a ten year period, and then Congress would have to act on those savings by December to avoid automatic trigger cuts of \$1.2 trillion, whereby 50% would come from Defense and 50% from domestic programs.

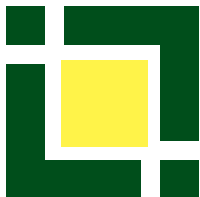
Surface Transportation: At the end of September, President Obama signed the surface transportation bill extension to March 31, 2012, continuing the current 2011 levels through early spring. The House and Senate are approaching the reauthorization of the bill in very different ways. The Senate proposed a 2-year bill authorizing current funding levels throughout that duration with the acknowledgement of the need for some revenue beyond the Highway Trust Fund to cover obligation levels. On the other hand, the House has shifted its course from its original proposal for a 6-year reauthorization bill, which was originally proposed as a pay-go method, and, as a result of the declining revenues from the Highway Trust Fund, would have constituted a significant reduction in transportation funding across the nation. The house leadership is now seeking up to \$100 billion in additional revenues, which could potentially be derived from sources other than increasing the gas tax, such as funds resulting from oil and gas production on public lands. If this approach is approved, the funding levels in both the Senate and House proposals would be relatively close. This represents a significant shift in the House approach to reauthorization.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A:	State Bill Matrix
Attachment B:	Federal Updates



Suter Wallauch Corbett & Associates

Government Relations

September 10, 2011

Bills	Subject	Status	Client - Position
<u>AB 57 (Beall)</u> Metropolitan Transportation Commission.	<p>The bill was held in the Senate Committee on Transportation & Housing. This bill will be discussed at a series of interim hearings, Senator DeSaulnier will hold in the Bay Area. The first hearing was held in September in San Jose, another hearing is tentatively scheduled for November 10 in San Francisco, and a final hearing will be held in Oakland in early December.</p> <p>AB 57 would add two new representatives to the Metropolitan Transportation Commission governing board. The bill authorizes the Mayors of San Jose and Oakland to each appoint a representative to MTC.</p>	Two-Year Bill SENATE T. & H	Alameda CTC-SUPPORT
<u>AB 147 (Dickinson)</u> Subdivisions.	<p>AB 147 would authorize local governments to adopt an ordinance pursuant to the Mitigation Fee Act imposing a permit fee that will help defray the cost of constructing transportation facilities, including pedestrian, bicycle, transit, and traffic calming facilities.</p>	Signed Into Law Chapter #228, Statutes of 2011	Alameda CTC-SUPPORT
<u>AB 153 (Skinner)</u> State Board of Equalization: administration: retailer engaged in business in this state.	<p>AB 153 remains in the Senate Governance & Finance Committee because the contents of this bill have been enacted by ABX 28, which was a budget trailer bill.</p> <p>ABX 28 enacted the changes in AB 153, AB 155 and SB 243. All of these bills contained complimentary changes that will improve the collection sales tax revenue from online purchases.</p>	SENATE G. & F. July 6, 2011	Alameda CTC-SUPPORT

	AB 153 requires out-of-state companies that maintain a network in California and thus a presence in the state to collect sales tax on orders received from within California. Current policy in California only requires the collection of sales tax on internet sales if the retailer also has a nexus or brick and mortar presence in California. AB 153 would expand the nexus definition to online retailers that have affiliate businesses in California		
<u>AB 155</u> <u>(Calderon, Charles)</u> Use tax: retailer engaged in business.	AB 155 was gutted and amended at the end of session to contain a compromise agreement negotiated between the Governor and Amazon. This bill essentially delays the implementation of ABX 28 by one year. The purpose of this delay is to provide Amazon time to enact federal laws governing the collection of sales and use tax on online purchases.	Signed Into Law Chapter #313, Statutes of 2011	Alameda CTC-SUPPORT
<u>AB 348</u> <u>(Buchanan)</u> Highways.	AB 348 reestablishes the Vasco Road Double Fine Zone from 580 in Alameda County to Walnut Boulevard in Contra Costa County. The double fine zone penalties would remain in effect until January 1, 2017.	Signed Into Law Chapter #290, Statutes of 2011	Alameda CTC-SUPPORT
<u>AB 392</u> <u>(Alejo)</u> Ralph M. Brown Act: posting agendas	AB 392 was also held on the Assembly Appropriations Committee's Suspense File. This bill requires a local agency to post, at least 72 hours before a regular meeting of a legislative body, the agenda and applicable staff-generated reports on the local agency's Internet Web site, if any. For a local agency without an Internet Web site, the bill requires a local agency to disclose on the physically posted agenda the	TWO-YEAR BILL HELD on ASSEMBLY APPR. SUSPENSE FILE	Alameda CTC - Oppose

	public location where the local agency makes available any applicable staff-generated reports for public inspection and copying at least 72 hours in advance of the regular meeting.		
<u>AB 710 (Skinner)</u> Local planning: infill and transit-oriented development.	<p>AB 710 failed passage on the Senate Floor, twice, which means it is a dead bill.</p> <p>Affordable housing advocates oppose this measure based on concerns that this proposal would replace existing density bonus incentives that promote low income housing.</p> <p>This bill would enact the Infill Development and Sustainable Communities Act of 2011. In short, this bill would establish minimum parking standards for new transit oriented development projects. For new development projects in transit intensive areas, AB 710 prohibits cities and counties from requiring a minimum parking standard greater than:</p> <ul style="list-style-type: none"> • One space per 1,000 square feet of nonresidential improvements, and • One space per residential unit. <p>The bill's prohibition does not apply if specified conditions are met.</p>	SENATE FLOOR -- DEAD	Alameda CTC-SUPPORT
<u>AB 1086 (Wieckowski)</u> Transactions and use taxes: County of Alameda.	<p>AB 1086 was signed by the Governor. The Alameda CTC sponsored this bill. AB 1086 allows Alameda County to place a local transportation sales tax measure on the ballot that if approved by the voters would allow the combined local sales tax rate to exceed 2%.</p>	Signed Into Law Chapter #290, Statutes of 2011	Alameda CTC-Sponsor

<u>AB 1105</u> <u>(Gordon)</u> High-occupancy toll lanes: roadway markings	AB 1105 authorizes Santa Clara VTA to extend one of its authorized high occupancy toll lanes into an adjacent county. In addition, AB 1105 clarifies existing law to allow the use of double white lines to delineate HOV lanes.	Signed Into Law Chapter #114, Statutes of 2011	Alameda CTC- SUPPORT
<u>AB 1134</u> <u>(Bonilla)</u> Department of Transportation: project study reports.	AB 1134 is sponsored by the Self-Help Counties Coalition. This bill is intended to streamline and provide uniform statewide standards for Caltrans's Project Initiation Document (PID) program. This bill will assign Caltrans with the responsibility to develop PIDs and to pay for costs to review and approve them for projects to be done on the state highway system if those projects are in established programming documents. For all other projects, Caltrans's costs for review and approval of the PID are to be paid by the entity performing the work.	TWO-YEAR BILL HELD on ASSEMBLY APPR. SUSPENSE FILE.	Alameda CTC- SUPPORT
<u>AB 1164</u> <u>(Gordon)</u> Federal Transportation Funds	AB 1164 authorizes Caltrans to make loans of federal funds deposited in the State Highway Account (SHA) to advance projects funded by Proposition 1B. This bill would enable the state, at the end of the federal fiscal year, to commit any unobligated federal funds that the state would be at risk of losing to unfunded, but read-to-go, bond projects. In addition, if other states forfeit federal funds, California would be in a position to claim them, under the provisions of federal law.	Signed Into Law Chapter #114, Statutes of 2011	Alameda CTC- SUPPORT
<u>AB 1308</u> <u>(Miller)</u> Highway Users Tax Account: appropriation	In the event that a budget is not in place by July 1, this bill would provide that specified funds in the Highway User Tax Account money is continuously appropriated and may be encumbered before a budget is enacted.	TWO-YEAR BILL HELD on ASSEMBLY APPR. SUSPENSE	Alameda CTC- SUPPORT

of funds.	AB 1308 was unanimously approved by the Assembly Committee on Transportation.	FILE.	
<u>ABJR 5</u> <u>(Lowenthal, Bonnie)</u> Transportation revenues.	<p>AJR 5 was approved by both the Assembly and Senate and has been chaptered by the Secretary of State.</p> <p>This resolution urges the President and Congress to study the feasibility of collecting transportation revenue based on vehicle miles travelled. This resolution is moving quickly through the Legislature and is currently at its last stop on the Senate Floor.</p>	ASSEMBLY CHAPTERED	Alameda CTC-SUPPORT
<u>SB 234</u> <u>(Hancock)</u> State Board of Equalization: administration: use tax.	<p>The provisions of SB 234 were also enacted as part of ABX 28.</p> <p>Consistent with AB 153 and AB 155, SB 234 proposes another avenue to expand the collection of sales and use tax on internet sales. SB 234 defines a retailer engaged in business in this state as a retailer that has substantial nexus with this state and a retailer upon whom federal law permits the state to impose a use tax collection duty. Currently, it is the responsibility of the consumer to remit use tax on internet purchases. This bill would shift the responsibility to vendors to collect and remit use taxes, just like any business with a physical presence in CA already does.</p>	Two-Year Bill ASSEMBLY REV & TAX	Alameda CTC-SUPPORT
<u>SB 582 (Yee)</u> Commuter benefit policies	<p>SB 582 was vetoed by the Governor. In his veto letter the Governor stated the following,</p> <p><i>“City and county governments already can mandate</i></p>	VETOED	Alameda CTC-SUPPORT

	<p><i>programs of this type-and some have. While I support the goal of reducing vehicle trips, this bill would impose a new mandate on small businesses at a time of economic uncertainty. ”</i></p> <p>SB 582 authorized, until January 1, 2017, a metropolitan planning organization and an air district to adopt jointly an ordinance that requires certain employers located within their common area of jurisdiction to offer their employees commute alternative options.</p>		
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Washington Friday Report

Volume XIII, Issue 40

October 14, 2011

INSIDE THIS WEEK

- 1 **Jobs - Super Committee, Senate Housing Push**
- 2 **No Child Deal, Highway Report, Outdoors**
- 2 **Homeland, Infrastructure, Disasters, Clusters**

The American Jobs Act bit the dust in the Senate this week...or did it? Here are the details on what happened along with some other highlights for your review.

The American Jobs Act, Super Committee ... and Beyond

(1) The "American Jobs Act" proposed by **President Obama** failed by a wide margin to obtain the requisite 60 votes in the Senate in order to proceed. Both the White House and Congressional leaders indicate that they will now seek to break the bill into smaller chunks to clear Congress or pieces of it could be attached to a deficit reduction plan due later this year.

(2) For the record, the Congressional Budget Office, the "umpire" on economic facts, has certified that the "millionaire's tax" proposed last week by Senate Democrats is adequate to pay for the Jobs Act. Click [CBO on Millionaires Tax](#) to review their report.

(3) Just prior to the failure of the bill in the Senate, House Majority Leader **Eric Cantor** renewed his call for President Obama to join congressional Republicans in pressing to advance individual legislative proposals included in his jobs package, saying it was time for Democrats and Republicans to "*find areas of commonality*" with the Senate action being "*the end of the political games.*"

(4) House Democrats have sent their recommendations to the Super Committee including a mixture of spending cuts and new revenue. In a cover letter, House Minority Leader **Nancy Pelosi** noted. "*Respected economists and other budget experts agree that a fair mixture of growth, savings, and revenues is needed, with everyone contributing their fair share.*" Click on [Super Committee Recommendations](#) to review.

(5) A group of Senate Republicans rolled out an alternative to "The American Jobs Act" on Thursday, rejecting every administration proposal to boost employment, and focused instead on initiatives to reduce taxes and regulation, increase energy production and curb federal spending. The Republican plan calls for a constitutional amendment requiring a balanced

federal budget and giving the president a line-item veto. It would reduce the corporate tax rate to no more than 25 percent, allow repatriation of overseas earnings at a lower tax rate and repeal a 3 percent withholding from payments to government contractors. The package also combines 15 regulatory overhaul proposals. Republicans have charged that new and proposed rules by agencies including the EPA and National Labor Relations Board will constrain growth. The plan calls for expanding offshore energy production, shortening the approval process for energy projects and prohibiting the EPA from using the Clean Air Act to regulate greenhouse gases. "*If we really want to get our economy growing again, the first step we should take is to totally repeal his agenda, repeal Obamacare, repeal Dodd-Frank, repeal all these harmful regulations,*" said **Ron Johnson** (WI). Click on [Senate Republican Jobs](#) plan to review the details.

(6) On Tuesday, the President's Council on Jobs and Competitiveness released a report to the President. According to the council, "*This report includes a series of practical proposals that can meaningfully accelerate job creation over the next five years as part of the nation's overall jobs agenda.*" The report includes five major initiatives to increase employment while improving competitiveness:

1. Measures to accelerate investment into job-rich projects in infrastructure and energy development;
2. A comprehensive drive to ignite entrepreneurship and accelerate the number and scale of young, small businesses and high-growth firms that produce an outsized share of America's new jobs;
3. A national investment initiative to boost jobs-creating inward investment in the United States, both from global firms headquartered elsewhere and from multinational corporations headquartered here;
4. Ideas to simplify regulatory review and streamline project approvals to accelerate jobs and growth; and,
5. Steps to ensure America has the talent in place to fill existing job openings as well as to boost future job creation.

Here are the links to the full jobs report and summary:

[Full "Taking Action, Building Confidence" report](#) (pdf).
[Summary of "Taking Action, Building Confidence" report](#).

Senate Housing Letter

A bipartisan group of 16 Senators is urging the Obama administration to implement administrative reforms to help homeowners refinance and take advantage of today's record low interest rates. With interest rates at an all-time low of 3.94 percent, they encouraged federal housing regulators to take immediate steps to lower the barriers that have kept borrowers trapped in higher interest loans as well as to address other hurdles that have limited the success of current refinance programs. The letter noted: *"Time is of the essence and we urge you to act quickly and aggressively to ensure that responsible homeowners receive the full benefit of these lower rates."* Among their recommendations are:

- Removing loan-to-value limits, which would provide the most at-risk borrowers an alternative to simply walking away from their mortgage.
- Eliminating loan level price adjustments. These up-front, risk-based fees make a refinance less affordable, reduce the benefit to the borrower, and cannot be justified on loans on which Fannie and Freddie already bear the risk.
- Ensuring that second lien holders do not stand in the way of a refinance.

Click on [Senate Housing Letter](#) to read it in full.

Bi-Partisan Deal on 'No Child Left Behind'

After more than a year of negotiations, the top two Senators on the Health, Education, Labor and Pensions Committee (HELP) **Tom Harkin** (IA) and **Michael Enzi** (WY), will introduce a bipartisan reauthorization of the 2001 *"No Child Left Behind."* Among other things, it would: remove the accountability system that requires all students to be proficient in reading and math by 2014; create better achievement standards; write into law the Obama administration's signature competitive grants - Race to the Top and Investing in Innovation; expand a charter schools program; provide states more flexibility to use federal dollars; and give schools more flexibility to design their own staff evaluations. **Chairman Harkin** said that he hopes to have the bill on the Senate floor before Thanksgiving break. Education Secretary **Arne Duncan** has released a [statement](#) supporting the Senators' bipartisan approach.

Surprising Report GAO on Highway Funding

According to a recent [report](#) from the Government Accountability Office (GAO), all fifty states received *more* funding from the federal Highway Trust Fund's Highway Account than they contributed in highway taxes from 2005-2009. This is because more funding was authorized and appropriated than was collected from the states, and the fund was augmented with about \$30 billion in general revenues since FY 2008.

"America's Great Outdoors" Progress Report

The Obama Administration just released a [progress report](#) on the inter-agency *"America's Great Outdoors Initiative,"* launched in April 2010. You can read a detailed summary of the report [here](#). Accomplishments of the fifteen agencies involved include:

DOI worked with the U.S. Army Corps of Engineers to designate 41 National Recreation Trails stretching across 17 states, adding 650 miles to the national trails system; Federal agencies and partners worked together to provide more than 50,000 young people with paid work and service learning opportunities on public lands and waters over the past two years; DOI and USACE worked together to designate three new National Water Trails including the Lake Michigan National Water Trail in Illinois and Indiana, and the Susquehanna River Water Trail in Pennsylvania

Meeting with Homeland Security Officials

Last week, we hosted a meeting in our office with state and local liaison staff members from the Department of Homeland Security's (DHS) Office of Intergovernmental Affairs (IGA). Areas of discussion included the DHS budget, funding for the UASI program, EOC and SAFER grants, ICE raids, and other topics. Generally, they did not paint a rosy picture about their own budget since they anticipate that significant cuts to DHS are very likely. Click [here](#) for a more detailed summary of the meeting.

Infrastructure Projects Expedited by Feds

The Obama Administration has selected 14 infrastructure projects to be expedited through the permitting and environmental review process to boost economic recovery, in accordance with a [Presidential Memorandum](#) issued in August. You can see the press release for the projects [here](#). Projects include work at: the Crenshaw/LAX site in Los Angeles; the Provo Westside Connector, Utah; and the West Coast Coastal Habitat Restoration Project in California and Washington.

Federal Disaster Response with Senator Landrieu

On Wednesday, Senator **Mary Landrieu** (LA), chair of the Senate Appropriations Committee's Homeland Security Subcommittee, held a hearing titled *"The Federal Role in Disaster and Recover Response"* to review *"the nationwide scope of the unprecedented disasters of this year, and document what issues federal agencies are facing in helping to respond to and recover from the storms."* Click on [links to witness testimony](#) or read the Senator's [statement](#) about the hearing for more.

Regional Clusters

The head of the Economic Development Administration, **John Fernandez**, the former Mayor of Bloomington, IN, recently discussed the importance of "regional clusters" in economic development. He noted: *"clusters are one of the best ways for local communities to attract and develop high-growth businesses to create the jobs they need. Reports show that companies operating within clusters create more jobs, pay higher wages, expand faster and generate more patents than isolated firms. New business formation is also centered within clusters, and start-ups in a strong regional cluster grow faster."* Click on [EDA and Clusters](#) to read more.

Please contact Len Simon, Brandon Key, Rukia Dahir, or Stephanie Carter with any questions.



Memorandum

DATE: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

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.

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 13 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 5 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 Translt
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, Estudillo 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
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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 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 08-018**

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty

City of Alameda
Mayor
Beverly Johnson
Vice Chair

City of Albany
Councilmember
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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

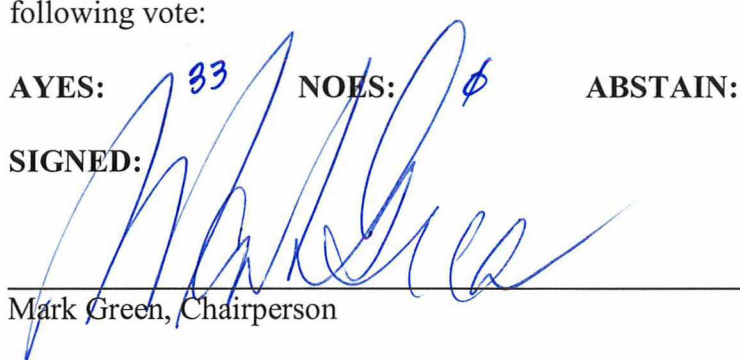
BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

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: October 20, 2011

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: Adoption of a Resolution of Intention to Enter Into a Contract with CalPERS and a Resolution Authorizing the Employer “Pick-up” of Employee Contributions

Recommendation:

It is recommended that the Commission approve:

- The adoption of a resolution of intention to enter into a contract with CalPERS which would combine the pension plans for the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA) providing benefits at the 2.5 percent @ 55 formula, limiting prior service to members employed on the contract conversion date, and using the one year final compensation calculation with 100 percent prior service; and
- The adoption of a resolution authorizing the employer “pick-up” of employee contributions which allows these funds to be treated as employer contributions for tax purposes per Internal Revenue Code Section 414(h)(2).

Summary:

In October 2010, the Commission approved a comprehensive benefit program for transitioning and new employees of the Alameda County Transportation Commission (Alameda CTC). For CalPERS retirement benefits, the Commission approved the Retirement Formula of 2.5% @ 55, the 3 year average formula as the basis for Final Compensation and a decrease of 2 percent (from 7 percent to 5 percent) in the amount of employee required contribution picked-up by the Alameda CTC. This approval allowed for staff to start the process with CalPERS to execute a contract. The content of the contract to which the Alameda CTC will enter into with CalPERS will be based on the benefit level of 2.5 percent @ 55 formula with an increase in the amount of the employee required contribution level going from 1 percent to 3 percent as approved by the Commission in October, 2010.

As the first step in the process of combining the two agencies, ACCMA and ACTIA, staff requested an actuarial study be performed by CalPERS to determine changes that may be required to combine the pension and other benefit plans. Staff has received the results of the actuarial study performed by CalPERS as of June 30, 2009 which outlines changes in the initial, required employer contribution rate. The study was based on the desire to provide benefits at the 2.5 percent @ 55 formula, limiting prior service to members employed on the contract conversion date and the one year final compensation calculation with 100 percent prior service. Staff originally requested the calculation be

performed based on the three year average compensation formula. The study arrived based on the one year final compensation calculation. Since the cost difference to the Alameda CTC related to the one year versus average three year calculation is immaterial to the total cost of the pension plan and it would delay the merger by several months to request a new actuarial study, staff recommends moving forward in the process utilizing the study as received.

Per the CalPERS actuarial study, the required employer contribution rate for fiscal year 2011-12 will be 14.002 percent and for FY2012-13 will be 14.4 percent with an 8.0 percent employee contribution of which the Alameda CTC intends to pick-up 5.0 percent as previously approved by the Commission. This is a decrease of 2.0% in the amount the employers currently pick-up. The contract will also include the Fourth Level of 1959 Survivor Benefit as the current plans do today. ACTIA's current required contribution rate is 13.353 percent and the ACCMA's is 14.256 percent. The change in the required contribution rate is the only material change resulting from the actuarial study.

The annual cost for the first year of the new contract is expected to be \$569,980 which is a savings of \$58,323 from the annual cost of the current plans mostly due to changing the employer pick-up rate from 7.0 percent to 5.0 percent.

Discussion:

The Internal Revenue Code Section 414(h)(2) allows public agencies to designate required employee contributions as being "picked-up" by the employer and treated as employer contributions for tax purposes. In essence, tax on the contribution will be deferred until the employee receives retirement benefits from the plan. The Internal Revenue Service Revenue Ruling 2006-43 requires the employer to specify in writing that the contributions, although designated as employee contributions, are being paid by the employer. The resolution to this effect contains approved language from the Internal Revenue Service and cannot be changed. In the fifth bullet, it states that the employer will pick-up the entire employee required contribution. For tax purposes, this is a reference to the amount of the required employee contribution that is deducted from the employee's salary (see bullet number one in the resolution). The Commission must approve a different resolution to allow the Alameda CTC to actually pay for a portion of the employee's required member contributions (called Employer-Paid Member Contributions). This resolution will come before the Commission in December in conjunction with the final resolution to approve the contract with CalPERS. It will state the percentage of the employer-paid member contribution that will be approved; a reduced rate of 5.0 percent.

Once the Resolution of Intention is adopted, staff will hold an election which will allow employees to vote, by secret ballot, their approval or disapproval of the retirement proposal. Current employees also will be required to make an individual election as to whether or not to participate in the Fourth Level 1959 Survivor Benefit. Going forward, participation will be required of all future employees.

Staff plans to return to the Commission for the adoption of the final resolution to enter into a contract with CalPERS at the December 1 Commission meeting with an expected contract effective date of January 1, 2012.

Fiscal Impacts:

The new combined rate for FY2011-12 of 14.002 percent results in a \$28,253 or 4.5 percent savings of annual pension costs for FY2011-12 on a consolidated basis with a contract effective date of January 1, 2012.

Attachments

- Attachment A: Resolution of Intention to Approve a Contract Between CalPERS and the Alameda CTC
- Attachment B: California Public Employees' Retirement System Contract (Exhibit Only)
- Attachment C: Summary of Major Provisions
- Attachment D: Resolution Authorizing the Employer "Pick-up" of Employee Contributions

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Commission Chair
Mark Green, Mayor - Union City

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

AC Transit
Greg Harper, Director

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

BART
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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

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION XX-XXX

To Approve a Contract between the Board of Administration of the California Public Employees' Retirement System and the Alameda County Transportation Commission

Whereas, the Public Employee' Retirement Law permits the participation of public agencies in the Public Employee' Retirement System, making their employees members of said system, and sets forth the procedure by which participation may be accomplished; and

Whereas, one of the steps required in the procedure is the adoption by the governing body of the public agency of a resolution giving notice of intention to approve a contract for such participation of said agency in the Public Employees' Retirement System, which resolution shall contain a summary of the major provisions of the proposed retirement plan; and

Whereas, attached is a summary of the major provisions of the proposed plan.

Resolved, that the governing body of the Alameda County Transportation Commission does hereby give notice of intention to approve a contract between the Alameda County Transportation Commission and the Board of Administration of the Public Employees' Retirement System, providing for participation of said agency in said retirement system, a copy of said contract and a copy of the summary of the major provisions of the proposed plan being attached hereto, as an Exhibit, and by this reference made a part thereof.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, October 27, 2011 in Oakland, California by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Commission Secretary

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EXHIBIT

California
Public Employees' Retirement System



CONTRACT

Between the
Board of Administration
California Public Employees' Retirement System
and the
Board of Directors
Alameda County Transportation Commission



In consideration of the covenants and agreement hereafter contained and on the part of both parties to be kept and performed, the governing body of above public agency, hereafter referred to as "Public Agency", and the Board of Administration, Public Employees' Retirement System, hereafter referred to as "Board", hereby agree as follows:

1. All words and terms used herein which are defined in the Public Employees' Retirement Law shall have the meaning as defined therein unless otherwise specifically provided. "Normal retirement age" shall mean age 55 for local miscellaneous members.
2. Public Agency shall participate in the Public Employees' Retirement System from and after _____ making its employees as hereinafter provided, members of said System subject to all provisions of the Public Employees' Retirement Law except such as apply only on election of a contracting agency and are not provided for herein and to all amendments to said Law hereafter enacted except those, which by express provisions thereof, apply only on the election of a contracting agency.

3. Public Agency agrees to indemnify, defend and hold harmless the California Public Employees' Retirement System (CalPERS) and its trustees, agents and employees, the CalPERS Board of Administration, and the California Public Employees' Retirement Fund from any claims, demands, actions, losses, liabilities, damages, judgments, expenses and costs, including but not limited to interest, penalties and attorneys fees that may arise as a result of any of the following:
- (a) Public Agency's election to provide retirement benefits, provisions or formulas under this Contract that are different than the retirement benefits, provisions or formulas provided under the Public Agency's prior non-CalPERS retirement program.
 - (b) Public Agency's election to amend this Contract to provide retirement benefits, provisions or formulas that are different than existing retirement benefits, provisions or formulas.
 - (c) Public Agency's agreement with a third party other than CalPERS to provide retirement benefits, provisions, or formulas that are different than the retirement benefits, provisions or formulas provided under this Contract and provided for under the California Public Employees' Retirement Law.
 - (d) Public Agency's election to file for bankruptcy under Chapter 9 (commencing with section 901) of Title 11 of the United States Bankruptcy Code and/or Public Agency's election to reject this Contract with the CalPERS Board of Administration pursuant to section 365, of Title 11, of the United States Bankruptcy Code or any similar provision of law.
 - (e) Public Agency's election to assign this Contract without the prior written consent of the CalPERS' Board of Administration.
 - (f) The termination of this Contract either voluntarily by request of Public Agency or involuntarily pursuant to the Public Employees' Retirement Law.

- (g) Changes sponsored by Public Agency in existing retirement benefits, provisions or formulas made as a result of amendments, additions or deletions to California statute or to the California Constitution.
- 4. Employees of Public Agency in the following classes shall become members of said Retirement System except such in each such class as are excluded by law or this agreement:
 - a. Employees other than local safety members (herein referred to as local miscellaneous members).
- 5. Any exclusion(s) shall remain in effect until such time as the Public Employees' Retirement System determines that continuing said exclusion(s) would risk a finding of non-compliance with any federal tax laws or regulations. If such a determination is contemplated, the Public Employees' Retirement System will meet with the Public Agency to discuss the matter and coordinate any required changes or amendments to the contract.

In addition to the classes of employees excluded from membership by said Retirement Law, the following classes of employees shall not become members of said Retirement System:

 - a. **SAFETY EMPLOYEES.**
- 6. This contract shall be a continuation of the contract of the Alameda County Transportation Improvement Authority, ER #1906, and the Alameda County Congestion Management Agency, ER #1624, hereinafter referred to as "Former Agencies". The accumulated contributions, assets and liability for prior and current service under the Former Agency's contract shall be merged pursuant to Section 20508 of the Government Code. Such merger occurred July 22, 2010.
- 7. The percentage of final compensation to be provided for each year of credited prior and current service as a local miscellaneous member shall be determined in accordance with Section 21354.4 of said Retirement Law (2.5% at age 55 Full).

8. Public Agency elects to be subject to the following optional provisions:
 - a. Section 20938 (Limit Prior Service to Members Employed on Contract Date).
 - b. Section 20042 (One-Year Final Compensation).
 - c. Section 21574 (Fourth Level of 1959 Survivor Benefits).
9. Public Agency shall contribute to said Retirement System the contributions determined by actuarial valuations of prior and future service liability with respect to local miscellaneous members of said Retirement System.
10. Public Agency shall also contribute to said Retirement System as follows:
 - a. Contributions required per covered member on account of the 1959 Survivor Benefits provided under Section 21574 of said Retirement Law. (Subject to annual change.) In addition, all assets and liabilities of Public Agency and its employees shall be pooled in a single account, based on term insurance rates, for survivors of all local miscellaneous members.
 - b. A reasonable amount, as fixed by the Board, payable in one installment within 60 days of date of contract to cover the costs of administering said System as it affects the employees of Public Agency, not including the costs of special valuations or of the periodic investigation and valuations required by law.
 - c. A reasonable amount, as fixed by the Board, payable in one installment as the occasions arise, to cover the costs of special valuations on account of employees of Public Agency, and costs of the periodic investigation and valuations required by law.
11. Contributions required of Public Agency and its employees shall be subject to adjustment by Board on account of amendments to the Public Employees' Retirement Law, and on account of the experience under the Retirement System as determined by the periodic investigation and valuation required by said Retirement Law.

12. Contributions required of Public Agency and its employees shall be paid by Public Agency to the Retirement System within fifteen days after the end of the period to which said contributions refer or as may be prescribed by Board regulation. If more or less than the correct amount of contributions is paid for any period, proper adjustment shall be made in connection with subsequent remittances. Adjustments on account of errors in contributions required of any employee may be made by direct payments between the employee and the Board.

BOARD OF ADMINISTRATION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
DARRYL WATSON, CHIEF
CUSTOMER ACCOUNT SERVICES DIVISION
PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BOARD OF DIRECTORS
ALAMEDA COUNTY
TRANSPORTATION COMMISSION

BY _____
PRESIDENT OFFICER

Witness Date

Attest:

Clerk

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CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

Actuarial and Employer Services Branch
Public Agency Contract Services
(888) CalPERS (225-7377)

SUMMARY OF MAJOR PROVISIONS

2.5% @ 55 Formula (Section 21354.4)
Local Miscellaneous Members

SERVICE RETIREMENT

To be eligible for service retirement, a member must be at least age 50 and have five years of CalPERS credited service. There is no compulsory retirement age.

The monthly retirement allowance is determined by age at retirement, years of service credit and final compensation. The basic benefit is 2.5% of final compensation for each year of credited service upon retirement at age 55. If retirement is earlier than age 55, the percentage of final compensation decreases for each quarter year of attained age to 2% at age 50.

Final compensation is the average monthly pay rate during the last consecutive 36 months of employment, or 12 months if provided by the employer's contract, unless the member designates a different period of 36 or 12 consecutive months when the average pay rate was higher.

DISABILITY RETIREMENT

Members substantially incapacitated from performing the usual duties for the position for his/her current employer, and from performing the usual duties of the position for other CalPERS covered employers (including State agencies, schools, and local public agencies), and where similar positions with these other employers with reasonably comparable in pay, benefits, and promotional opportunities are not available, would be eligible for disability retirement provided they have at least five years of service credit. The monthly retirement allowance is 1.8% of final compensation for each year of service. The maximum percentage for members who have between 10.000 and 18.518 years of service credit is one-third of their final compensation. If the member is eligible for service retirement the member will receive the highest allowance payable, service or disability. If provided by the employer's contract, the benefit would be a minimum of 30% of final compensation for the first five years of service credit, plus 1% for each additional year of service to a maximum benefit of 50% of final compensation.

INDUSTRIAL DISABILITY RETIREMENT

If provided by the employer's contract, members permanently incapacitated from performing their duties, as defined above under Disability Retirement, and the disability is a result of a job-related injury or illness may receive an Industrial Disability Retirement benefit equal to 50% of their final compensation. If provided in the employer's contract and the member is totally disabled, the disability retirement allowance would equal 75% of final compensation in lieu of the disability retirement allowance otherwise provided. If the member is eligible for service retirement, the service retirement allowance is payable. The total allowance cannot exceed 90% of final compensation.

PRE-RETIREMENT DEATH BENEFITS

Basic Death Benefit: This benefit is a refund of the member's contributions plus interest and up to six months' pay (one month's salary rate for each year of current service to a maximum of six months).

1957 Survivor Benefit: An eligible beneficiary may elect to receive either the Basic Death Benefit or the 1957 Survivor Benefit. The 1957 Survivor Benefit provides a monthly allowance equal to one-half of the highest service retirement allowance the member would have received had he/she retired on the date of death. The 1957 Survivor Benefit is payable to the surviving spouse or registered domestic partner until death or to eligible unmarried children until age 18.

1959 Survivor Benefit: (If provided by the employer's contract and the member is not covered under social security.) A surviving spouse or registered domestic partner and eligible children may receive a monthly allowance as determined by the level of coverage. This benefit is payable in addition to the Basic Death Benefit or 1957 Survivor Benefit. Children are eligible if under age 22 and unmarried.

Pre-Retirement Optional Settlement 2 Death Benefit: (If provided by the employer's contract.) The spouse or registered domestic partner of a deceased member, who was eligible to retire for service at the time of death, may elect to receive the Pre-Retirement Optional Settlement 2 Death Benefit in lieu of the lump sum Basic Death Benefit. The benefit is a monthly allowance equal to the amount the member would have received if he/she had retired for service on the date of death and elected Optional Settlement 2, the highest monthly allowance a member can leave a spouse or registered domestic partner.

COST-OF-LIVING ADJUSTMENTS

The cost of living allowance increases are limited to a maximum of 2% compounded annually unless the employer's contract provides a 3, 4, or 5% increase.

DEATH AFTER RETIREMENT

The lump sum death benefit is \$500 (or \$600, \$2,000, \$3,000, \$4,000 or \$5,000 if provided by the employer's contract) regardless of the retirement plan chosen by the member at the time of retirement.

TERMINATION OF EMPLOYMENT

Members who have separated from employment may elect to leave their contributions on deposit or request a refund of contributions and interest. Those who leave their contributions on deposit may apply at a later date for a monthly retirement allowance if the minimum service and age requirements are met. Members who request a refund of their contributions terminate their membership and are not eligible for any future benefits unless they return to CalPERS membership.

EMPLOYEE CONTRIBUTIONS

Miscellaneous members covered by the 2.5% @ 55 formula contribute 8% of reportable earnings. Those covered under a modified formula (coordinated with Social Security) do not contribute on the first \$133.33 earned.

The employer also contributes toward the cost of the benefits. The amount contributed by the employer for current service retirement benefits generally exceeds the cost to the employee. In addition, the employer bears the entire cost of prior service benefits (the period of time before the employer provided retirement coverage under CalPERS). All employer contribution rates are subject to adjustment by the CalPERS Board of Administration.



Commission Chair
Mark Green, Mayor - Union City

Commission Vice Chair
Scott Haggerty, Supervisor - District 1

AC Transit
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 Aldin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Olden Henson, Councilmember

City of Livermore
Marshall Kamena, 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

ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 11-013

To Tax Defer Member Paid Contributions – IRC 414(h)(2) Employer Pick-up

Whereas, the governing body of the Alameda County Transportation Commission has the authority to implement the provisions of section 414(h)(2) of the Internal Revenue Code (IRC); and

Whereas, the Alameda County Transportation Commission has determined that although the implementation of the provision of section 414(h)(2) IRC is not required by law, the tax benefit offered by section 414(h)(2) IRC should be provided to All Employees (All Employees, or All Employees In A Recognized Group or Class of Employment) who are members of the California Public Employees' Retirement System.

Now, Therefore, Be It Resolved:

1. That the Alameda County Transportation Commission will implement the provisions of section 414(h)(2) Internal Revenue Code by making employee contributions pursuant to California Government Code Section 20691 to the California Public Employees' Retirement System on behalf of all its employees or all its employees in a recognized group or class who are members of the California Public Employees Retirement System. "Employee contributions" shall mean those contributions to the Public Employees' Retirement System which are deducted from the salary of employees and are credited to individual employee's accounts pursuant to California Government Code Section 20691.

2. That the contributions made by the Alameda County Transportation Commission to the California Public Employees' Retirement System, although designated as employee contributions, are being paid by the Alameda County Transportation Commission in lieu of contributions by the employees who are members of the California Public Employees' Retirement System.

3. That employees shall not have the option of choosing to receive the contributed amounts directly instead of having them paid by the Alameda County Transportation Commission to the California Public Employees' Retirement System.

4. That the Alameda County Transportation Commission shall pay to the California Public Employees' Retirement System the contributions designated as employee contributions from the same source of funds as used in paying salary.

5. That the amount of the contributions designated as employee contributions and paid by the Alameda County Transportation Commission to the California Public Employees' Retirement System on behalf of an employee shall be the entire

contribution required of the employee by the California Public Employee' Retirement Law (California Government Code Sections 20000, et seq.).

6. That the contributions designated as employee contributions made by the Alameda County Transportation Commission to the California Public Employees' Retirement System shall be treated for all purposes, other than taxation, in the same way that member contributions are treated by the California Public Employees' Retirement System.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, October 27, 2011 in Oakland, California by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Commission Secretary