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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**

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**City of Emeryville**

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Olden Henson, Councilmember

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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

**BOARD MEETING NOTICE**

**Thursday, April 28, 2011, 2:30 P.M.**

1333 Broadway, Suite 300

Oakland, California 94612

(see map on last page of agenda)

Mark Green

Chair

Scott Haggerty

Vice Chair

Arthur L. Dao

Executive Director

Gladys V. Parmelee

Interim Clerk of the Commission

**AGENDA**

*Copies of Individual Agenda Items are Available on the:  
Alameda CTC Website -- [www.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 not 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 March 24, 2011 – **page 1**

**A**

5B. Approval of 2011 Congestion Management Program (CMP)  
Update: Recommendations for the CMP Level of Service  
Standards Regarding Roadway Network and Multimodal  
Level of Service – **page 9**

**A**

5C. Approval of Draft FY 11/12 Measure B Strategic Plan  
Assumptions – **page 25**

**A**

- 5D. Approval of Draft FY 2011/12 TFCA Program – **page 29** **A**
- 5E. Approval of Gap Grant Funding and Grant Extensions – **page 33** **A**
- 5F. Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County – **page 39** **A**
- 5G. Approval of Resolution 11-008 Authorizing the Execution of Various Funding Agreements – **page 45** **A**
- 5H. Approval to Execute Master Agreement with California Highway Patrol – **page 49** **A**
- 5I. Project Delivery Plans
- 5I.1. Approval of Project Delivery Plan for I-680 Northbound HOV/Express Lane Project (ACTIA No. 8); and Allocation of Measure B funds for Preliminary Engineering/Environmental Phase – **page 63** **A**
- 5I.2. Approval of Project Delivery Plan for I-580 Westbound HOV/Express Lane Project and Authorize Staff to Issue an RFP for a System Manager – **page 75** **A**
- 5J. Extension of Contracts
- 5J.1. Approval of Amendment No. 1 to the Electronic Toll System Development and Implementation Contract with Electronic Transactions Consultants Corporation, to Extend Contract Expiration Date for the Southbound I-680 HOV/Express Lane Project – **page 85** **A**
- 5J.2. Approval of Amendment No. 2 to the Center to Center Program Communications Hub for the Tri-Valley SMART Corridor Project (C2C) with DKS Associates, to Extend Contract Expiration Date – **page 87** **A**
- 5J.3. Approval of Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing with Solem & Associates, to Extend Contract Expiration Date – **page 89** **A**
- 5J.4. Approval of Amendment No. 2 to the Contract with BKF Engineers, Inc. to Prepare a PSR/PR for the I-880/Marina Blvd. Interchange Improvements Project to Extend the Expiration Date – **page 91** **A**
- 5K. Approval of Authorization to Award Construction Contract for I-80 ICM Project – Traffic Operations System Project No. 3 – **page 93** **A**
- 5L. Approval of CMA TIP funds to supplement budget for the I-880 Southbound HOV Lane Project – **page 97** **A**
- 5M. Approval of Authorization to Negotiate a System Manager Services Contract and Amend the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3 of the I-80 Integrated Corridor Mobility Project – **page 99** **A**

5N. Approval of Consultant Team Selected to Provide Project Controls and Project Delivery Management Services and Authorization to Negotiate and Execute a Contract – **page 101** **A**

5O. Approval of Appointments to the Community Advisory Committees – **page 103** **A**

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

6A. Bicycle and Pedestrian Advisory Committee – Midori Tabata, Chair – **page 105** **I**

6B. Citizens Advisory Committee – Barry Ferrier, Chair – **page 117** **I**

6C. Citizens Watchdog Committee – James Paxson, Chair – **page 119** **I**

6D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair – **page 123** **I**

#### **7 Planning, Policy and Legislation Committee Action Items**

7A. Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan (TEP) Information – **page 137** **I**

7B. Legislative Update – Approval of Legislative Positions – **page 197** **A**

#### **8 Programs and Projects Committee Action Items**

8A. Approval of Vehicle Registration Fee Program Principles – **page 211** **A**

8B. Acceptance of Semi-Annual Measure B Capital Projects Status Update and Approval of Funding Plans – **page 225** **A**

8C. Acceptance of Semi-Annual ACCMA Capital Projects Status Update and Approval of Funding Plans – **page 251** **A**

#### **9 Finance and Administration Committee Action Items**

ON CONSENT

#### **10 Staff Reports (verbal)**

10A. Calmentor Certificate of Leadership Presented to the Alameda CTC – **page 167** **I**

#### **11 Adjournment: Next Meeting – May 26, 2011 at 2:30 PM**

Key: A- Action Item; I – Information Item

(#) 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*

***May 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	1333 Broadway Suite300
Citizens Watchdog Committee (CWC)	6:30 pm	No Meeting	1333 Broadway Suite300
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	May 3, 2011	1333 Broadway Suite 300
Technical Advisory Working Group (TAWG)	1:30 p.m.	May 12, 2011	1333 Broadway Suite 300
Citizens Advisory Working Group (CAWG)	2:30 p.m.	May 5, 2011	1333 Broadway Suite 300
I-680 Sunol Express Lane Joint Powers Authority	9:30 am	May 9, 2011	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	9:45 am	May 9, 2011	1333 Broadway Suite 300
Planning, Policy and Legislation Committee (PPLC)	11:00 am	May 9, 2011	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	May 9, 2011	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	May 9, 2011	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	No Meeting	1333 Broadway Suite300
Paratransit Technical Advisory Committee	9:30 am	No Meeting	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee	1:00 pm	May 23, 2011	1333 Broadway Suite 300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee (CWTP-TEP)	12:00 pm	May 26, 2011	1333 Broadway Suite 300
<b>Alameda CTC Board Meeting</b>	<b>2:30 pm</b>	<b>Next Meeting is on May 26, 2011</b>	1333 Broadway Suite 300



## Glossary of Acronyms

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



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

[www.AlamedaCTC.org](http://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 / 12<sup>th</sup> 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 11<sup>th</sup> Street exit from I-980 to 11<sup>th</sup> Street
- Traveling North: Take 11<sup>th</sup> Street/Convention Center Exit from I-980 to 11<sup>th</sup> Street
- Parking:  
City Center Garage –  
Underground Parking,  
(Parking entrances located on 11<sup>th</sup> or 14<sup>th</sup> Street)



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



.ALAMEDA COUNTY TRANSPORTATION COMMISSION  
MINUTES OF MARCH 24, 2011  
OAKLAND, CALIFORNIA

**1. Call to Order/Pledge of Allegiance**

**2. Roll Call**

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

**3. Public Comment**

**4.0 Chair/Vice-Chair's Report**

**5. Approval of Consent Calendar**

5A. Minutes of February 24, 2011

5B. Approval of the 2011 CMP Update: CMP Issues Review and Recommendations

5C. Approval of Amendment No. 1 to the On-Call Modeling Contract with Dowling Associates, Inc. and Extend Contract Expiration Date

5D. Approval of One Year Extension of Project Monitoring Contract with Advance Project Delivery Inc. (APDI)

5E. Approval of Certifications and Assurances for the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program

5F. Transportation Fund for Clean Air (TFCA) Programs

5F.1 Approval of Alameda CTC TFCA Program Guidelines

5F.2 Approval of Alameda CTC TFCA Program FY 2011/12 Expenditure Plan

5F.3 Review of Summary of the TFCA Applications Received for FY 2011/12 Program

5G. Review of Vehicle Registration Fee Program Status

5H. Approval of Deadline Extension for Environmental Clearance and/or Full Funding for Two Specific Capital Projects in the Measure B Transportation Sales Tax Program: Route 92/Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15); and Dumbarton Rail Corridor (ACTIA 25)

5I. Approval of CMA TIP Funding for the East Bay SMART Corridor

5J. Approval of Right of Way Transfer from ACTIA to Caltrans for ACTIA 12 – I580/ Castro Valley Interchanges Improvement Project

5K. Approval of Countywide Safe Routes to Schools Program Scope of Services and RFP Implementation Timeline

5L. Approval and Adoption of Fiscal Year 2011-2012 Alameda County Congestion Management Agency's (ACCMA) Member Agency Fee Schedule

5M. Approval of Loan Program Between the Alameda County Transportation Authority (ACTA) and the Alameda County Congestion Management Agency (ACCMA)

- 5N. Approval of the ACCMA's Small Business Enterprise (SBE) and Local Business Enterprise (LBE) Fiscal Year-to-Date Reports and Disadvantaged Business Enterprise (DBE) Quarterly Report for the Period of October 1, 2010 through December 31, 2010
- 5O. Approval of ACTIA's Semi-Annual Local Business Contract Equity Program Utilization Report of Local Business Enterprises and Small Business Enterprises for the Period of July 1, 2010 through December 31, 2010
- 5P. Approval of Appointments to the Community Advisory Committees

Items 5F, 5K, and 5P were pulled from the consent calendar. A motion to approve the consent calendar was made by Councilmember Henson; a second was made by Mayor Kamena. The motion passed 23-0.

On agenda item 5F, Councilmember Atkin raised the issue of eligible projects and she wants more input and information on TDM projects. Councilmember Worthington made a motion to approve staff recommendation; a second was made by Supervisor Miley. The motion passed 21- Aye; 2 – Nay (Councilmember Atkin and Director Harper).

The following issues were raised and discussed on agenda item 5K: (a) revisit the number of schools and readjust the RFP as needed; (b) eliminate commute alternative since there is no funding for this; (c) reassess whether there are enough resources to cover all the schools or if we are spreading funds too thinly to be effective; (d) do not abandon the high school program, but implement a pilot program approach instead; (e) build on the successes of the first cycle. Director Blalock made a motion to approve staff recommendation; a second was made by Councilmember Worthington. The motion passed 22-0.

There was one public comment. Nora Cody stated that the geographic equity issue will be addressed in the new cycle. The high school program is a pilot program since this was not tested yet in the past. She agrees that commute alternative be eliminated.

On agenda item 5P, Director Blalock sought clarification on the appointment of John Repar (see handout on Item 5P) to the Citizens Advisory Committee (CAC) and Harpal Mann. Staff explained that staff is seeking approval for both of their appointments and that John Repar is not replacing Harpal Mann. A motion to approve staff recommendation was made by Director Blalock; a second was made by Green. The motion passed 22-0.

## **6. Community Advisory Committee Reports**

### **6A. Bicycle and Pedestrian Advisory Committee (BPAC)**

There was no report.

### **6B. Citizens Advisory Committee (CAC)**

There was no report.

### **6C. Citizens Watchdog Committee (CWC)**

James Paxson, CWC Chair, reported that CWC last met on March 14, 2011. They have formed the CWC Compliance Report Subcommittee to review the current compliance reporting requirements and policy. They also formed a CWC Annual Report Subcommittee to work on the CWC 9<sup>th</sup> Annual Report to the Public. Their next meeting is on June 13, 2011.

**6D. Paratransit Advisory and Planning Committee (PAPCO)**

Rev. Carolyn Orr, Vice Chair of PAPCO, reported that they will meet on March 28, 2011. She said that earlier this month a PAPCO subcommittee reviewed and scored 5 applications for 21 vehicles and equipment for the 5310 Federal Grant. They have forwarded their scores to the MTC and they hope that the following organizations will receive vehicles: Center for Elders' Independence, East Bay Services to the Developmentally Disabled, On Lok Senior Health Services, and Satellite Housing. She also said that they have started to plan for their Annual Mobility Workshop on July 11, 2011. She added that PAPCO has welcomed a new appointee from LAVTA, but there are still vacancies for the cities of Alameda, Albany, Newark, Piedmont, and San Leandro.

**7. Planning, Policy and Legislation Committee Action Items****7A. Presentation on Implementation of the Bay Area Air Quality Management District's (BAAQMD) Revised CEQA Guidelines**

Henry Hilken made a presentation on BAAQMD's revised CEQA guidelines. The guidelines provide guidance to local lead agencies in evaluating air quality impacts of land use development and include thresholds of significance, analytical tools, and mitigation measures. He said that the last CEQA guidelines were published in 1999 and an update was needed to address more recent air quality concerns such as green house gasses and localized air quality impacts. The District's goal is to encourage air quality beneficial land use. He said that the CEQA guidelines are for guidance and are not regulatory. Supervisor Haggerty suggested that the same presentations be made to local jurisdictions to enable them to implement projects using the CEQA guidelines. Director Harper also suggested that future presentations address how diesel exhaust may increase cardio-pulmonary diseases and not just focus on cancer. This item was for information only.

Zack Wasserman gave a brief report to the Commission on the lawsuit that the California Building Industries Associations has brought against the adoption of the CEQA guidelines. The Alameda County Superior Court has made a preliminary determination that these are indeed guidances and not regulations. It was also determined that it was not clear whether CEQA was required to be applied and whether the guidances and thresholds were adopted capriciously and in an arbitrary manner. These issues will go to trial. It was found that the guidance and thresholds are not preempted by AB 32 or SB 375. He said that the benefits to the Alameda CTC to be part of the litigation may not be beneficial. He suggested that it may be more appropriate to write a letter to the judge articulating the concerns about the effect of the guidelines and thresholds on the purposes and projects of the agency and there is a reasonable chance to persuade the judge to take judicial notice of that. After some discussion, it was agreed that Zack Wasserman will draft a letter for consideration of the Commissioners.

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

Beth Walukas reported that all SCS presentations are done except for AC Transit which is being rescheduled. The five CWTP public outreach meetings will be completed tonight. She also said that copies of letters to MTC regarding the RTP processes are found on page 225 of the meeting packet and the other one is a handout.

**7C. Update on the Sustainable Communities Strategy Initial Vision Scenario**

Tess Lengyel stated that the Initial Vision Scenario was released on March 11, 2011 and the agency has had three meetings with local officials to provide feedback and another one is scheduled tonight. A similar meeting was held by Supervisor Lockyer on March 19. Another meeting will be held on May 14, 2010 for Supervisorial Districts 1 and 2 of Alameda County. A presentation was also made on March 18, 2011 to the CWTP Technical Advisory Working Group. Councilmember Starosciak commented that presentations be made not only to elected officials but also to Planning Commissions.

**7D. Review of the Call for Projects and Programs Call for the Countywide and Regional Transportation Plans**

Beth Walukas stated that the call for projects was released on February 25<sup>th</sup>. Preliminary inputs were requested on the list of projects and programs and twelve agencies have responded and two more have reported that they intend to submit projects. Project applications are due to the agency on April 12, 2011, and screening will be done between April 12 and April 21. It is anticipated that the draft list of projects and programs will be accepted by the CWTP-TEP Steering Committee at their meeting on April 28, 2011. The draft list will be submitted to MTC by the April 29, 2011 deadline and brought to all the Commission committees and advisory groups in May for comment. A public hearing will be held at the May 26, 2011 CWTP-TEP Steering Committee meeting on the final list. The Steering Committee is anticipated to recommend the Commission approve the list at the Commission meeting on May 26, 2011. The final list of projects and programs will be submitted to MTC on May 27, 2011.

Director Greg Harper referred to page 225 of the meeting packet and he brought up two issues: (1) what is the procedure in contacting sister agencies regarding policies? He was uncomfortable that direction for staff to send a letter to MTC came from PPLC instead of the full Commission; (2) Is it the policy of the Alameda CTC that reducing VMT is not a goal? Director Harper stated that policies should be vetted at the PPLC and then forwarded to the full Commission. Mayor Green commented that the intent of the letter is not to disregard VMT as a goal in evaluating performance of the system. Art Dao responded that staff was directed by the CWTP-TEP Steering Committee and that the issue was time sensitive. He also said that the Administrative Code states that on cases related to legislative matters, staff can be directed to send a letter under the Chair's signature. Related to the issue of VMT as a matter of policy, the letter was suggesting to MTC that the performance criteria be inclusive of all goals.

**7E. Legislative Update – Approval of legislative positions**

Tess Lengyel recommended the Commission support the following bills: AB 57 (Beal) Metropolitan Transportation Commission; AJR 5 (Lowenthal) Transportation revenues; AB 1086 (Wieckowski) Transactions and use taxes: County of Alameda; and support in concept the transportation funding elements of the Surface Transportation Bill Reauthorization Proposal. Councilmember Henson made a motion to approve staff recommendation; a second was made by Mayor Kamena. The motion passed 23-0.

**8. Programs and Projects Committee Action Items**

On Consent.

**9. Finance and Administration Committee Action Items**

On Consent.

**10. Closed Session**

Chair Green called a closed session at 4:00 pm. The closed session ended at 4:13 pm. There was no report on closed session.

**11. Staff Reports**

There was no report.

**12. Adjournment: Next Meeting – April 28, 2011 at 2:30 PM**

The meeting ended at 4:45 pm. The next meeting will be held on April 28, 2011 at 2:30 pm.

Attest by:



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Gladys V. Parmelee  
Interim Clerk of the Commission





**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING  
ROSTER OF MEETING ATTENDANCE  
March 24, 2011  
1333 Broadway, Suite 300, Oakland, CA 94612**

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



STAFF	Initials	STAFF	Initials
Arthur L. Dao – Executive Director, Alameda CTC		Tess Lengyel – Programs & Public Affairs Mgr.	<i>TL</i>
Patricia Reavey – Director of Finance		Arun Goel – Associate Transportation Engineer	<i>AKG</i>
Gladys Parmelee – Exec. Asst. & Clerk of the Commission	<i>gyp</i>	Anees Azad – Manager of Finance & Admin.	
Yvonne Chan – Accounting Manager		Linda Adams – Executive Assistant	
Christina Muller – Administrative Manager		Lei Lam – Senior Accountant	
Cyrus Minoofar – Manager of ITS	<i>CM</i>	Sammy Ng – Senior Accountant	
Matt Todd – Manager of Programming	<i>MT</i>	Patty Seu – Accountant	
Ray Akkawi – Manager of Project Delivery	<i>RA</i>	Jacki Taylor – Programming Liaison	<i>JT</i>
Beth Walukas – Manager of Planning	<i>BW</i>	Laurel Poeton – Engineering Assistant	
Saravana Suthanthira – Senior Transportation Planner		Victoria Winn – Administrative Assistant III	<i>VW</i>
Diane Stark – Senior Transportation Planner	<i>DS</i>	Claudia Leyva – Administrative Assistant III	
Bijan Yarjani – Senior Transportation Engineer		Libby Hendrickson – Administrative Assistant II	
Steve Haas – Senior Transportation Engineer		Myrna Portillo – Administrative Assistant I	<i>MP</i>
John Hemiup – Senior Transportation Engineer		Frank R. Furger – Executive Director, I-680 JPA	
Vivek Bhat – Senior Transportation Engineer	<i>VB</i>	James O'Brien	<i>JO</i>
Liz Brazil – Contracts Administrator			

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
1. Henry Hilken	BLAQMD	415/749/4642	hhilken@baaqmd.gov
2. Nora Cody	Trans Form	740-3150	
3. Patricia Reavey	ACTC	(510) 208-7422	preavey@alameda.ctc.org
4. Jane Kramer	comm. member	(510) 522-6423	jane@jrkramer.com
5. Chris Wiley	Alameda County BOS		
6. Rochelle Wheeler	Consultant to Alameda CTC	510-208-7476	rwheeler@alameda.ctc.org
7. Bob Vinn	Livermore	925 960 4516	
8. Nathan London	<del>ACTC</del> ACT Trans	510-891-4792	nlondon@acttransit.org
9. GARY MELLO	AECOM	925-784-2212	gary.mello@aecom.com
10. LAURA LUSTER	L. LUSTER ASSOC.	510 282 7764	laura@lusterassociates.com
11. Rev. Carolyns	QAR, APC	510-436-0533	
12. Betty A. Mulford	PRIC	925-850-8708	

	NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
13.	Donna Lee	BART	(510) 464-6282	dlee@bart.gov
14.	James Paxson	ACTIA CWC	925.734.6510	james@hewlett.org
15.	Mike Tassano	Pleasanton	(925) 931-5670	MTASSANO@Ct.Pleasanton.ca.us
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## Memorandum

**DATE:** April 19, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Planning, Policy and Legislation Committee

**SUBJECT:** Approval of 2011 Congestion Management Program (CMP) Update: Recommendations for the CMP Level of Service Standards regarding Roadway Network and Multimodal Level of Service

### Recommendations

It is recommended that the Commission approve (1) Option 2, Develop a Two Tiered Roadway Network Based on Qualitative Criteria, for including roadways as principal arterials on the CMP network and (2) a process for using multi-modal level of service standards for CMP purposes.

### Summary

As required by state mandate, Alameda CTC, in its role as the congestion management agency for Alameda County, is updating the Congestion Management Program (CMP). The schedule and issues for the 2011 CMP update were approved by the Commission at its January 27, 2011 meeting. Based on the direction from the Commission, staff performed a comprehensive review of each of the current CMP elements, the CMP legislation, and related activities of Alameda CTC, and identified potential areas for improvement and presented recommendations for next steps. The approach for updating various elements of the CMP, including a comparison with three other Bay Area congestion management agencies (Santa Clara Valley Transportation Authority; San Francisco County Transportation Authority; and Contra Costa County Transportation Authority), was approved by the Commission at its March 24, 2011 meeting. This item focuses on the update of the CMP Level of Service Standards Element. Specifically, input is sought on two options for revising and re-evaluating the threshold for including roadways as principal arterials on the CMP network and a process for using multi-modal level of service standards for CMP purposes. Both ACTAC and the Planning, Policy and Legislation Committee reviewed the options for including roadways as principal arterials and recommended Option 2, Develop a Two Tiered Roadway Network Based on Qualitative Criteria, and approved staff's recommendation for incorporating multi-modal level of service standards in future CMPs. Based on Commission action, staff will revise Chapters 2 (Designated Roadway System) and 6 (Land Use Analysis Program) as appropriate. The draft CMP will be distributed in July.

### Discussion

#### CMP Roadway Network

In March 2011, staff was directed to explore two options for determining if new roadways should be added as principal arterials to the CMP roadway network:

- Option 1: Re-evaluate and revise as appropriate the original 30,000 average daily traffic (ADT) threshold criteria for selecting principal arterials on the CMP network and apply the new criteria to identify new roadways.
- Option 2: Develop a set of qualitative criteria and using those criteria, identify new roadways to be included and surveyed. Roadways identified using the qualitative criteria would be monitored for informational purposes only (similar to how the a.m. peak period is monitored now) and would not be used in the conformity findings process. The qualitative criteria policy would be reviewed periodically.

Additionally, staff was directed to explore:

- Developing a policy for Commission adoption that gives funding preference to deficient segments identified in the biennial Level of Service Monitoring.

As shown above, two options were explored for updating the CMP roadway network.

*Option 1 – Re-evaluate original 30,000 average daily traffic threshold*

While the statutes require existing state highways be designated as part of the CMP system, they provide no guidance for which principal arterials should be included. After evaluating several possible methods, the 1991 CMP adopted an approach that provided for the systematic selection of principal arterials to include in the CMP-network.

The selected approach, which met MTC's expectations for a "reasonable" CMP network designation method, relies on a concept that is central to the CMP legislation—identifying a system that carries a majority of the vehicle trips countywide. Using the countywide travel model, an average daily traffic volume was identified that would produce a system of roadways carrying at least 70 percent of the vehicle miles traveled (VMT) countywide. This approach yielded an average daily traffic of roughly 30,000 vehicles per day as a minimum threshold. Additional criteria were included to refine the definition and to determine whether a roadway should be included on the CMP network as a principal arterial are:

1. Must carry 30,000 average daily traffic (ADT) for at least one mile;
2. Must be a roadway with four or more lanes;
3. Must be a major cross-town connector, traversing from one side of town to the opposite side; and
4. Must connect at both ends to another CMP route, unless the route terminates at a major activity center.

For this review, only the 30,000 average daily traffic threshold was re-evaluated. The additional principal arterial criteria shown for designating principal arterial roadways are still applicable and are not recommended for revision.

The following table shows the results from the countywide travel model for the 2005 horizon year for three ranges of average daily traffic thresholds and the corresponding percent Vehicle Miles Travelled (VMT).

*Table 1 - Range of average daily traffic (ADT) thresholds for Alameda County roadway network and corresponding vehicle miles traveled (VMT)*

<b>ADT Threshold</b>	<b>Total VMT</b>	<b>% of Total Countywide VMT</b>
Total Alameda County (Vehicles Daily)	35,962,936	100%
Two Way ADT>20,000 (Vehicles Daily)	29,083,686	81%
Two Way ADT>30,000 (Vehicles Daily)	26,456,097	74%
Two Way ADT>40,000 (Vehicles Daily)	24,380,694	68%

Figures 1 thru 3 show the corresponding roadway network for the roadways meeting the 20,000 thru 40,000 ADT thresholds.

The countywide travel model results presented in Table 1 above show that although traffic volumes have increased on the county roadways since the original threshold was established, the threshold for carrying approximately 70 percent of the countywide VMT is still 30,000 average daily traffic. While the 30,000 average daily traffic threshold has remained unchanged, there have been some shifts in the specific roadways that carry the high volume of traffic, likely due to the growth or change in land development in the county since 1991. Figures 4 through 7 and Table 2 show the results for the entire CMP roadway network, including the new segments that meet the average daily traffic threshold for the first time and the existing segments that no longer meet the 30,000 average daily traffic threshold. Figures 4 through 7 and Table 2 also distinguish whether the new segments meet the minimum one mile distance criteria for principal arterials. Since the CMP legislation does not permit any roadways included in the CMP network to be removed, the current CMP roadways identified as not meeting the average daily traffic threshold are presented for informational purposes only.

If this option is selected as the method for determining principal arterials for the CMP roadway network, the new roadways will be evaluated using the all principal arterial criteria to develop the final list of new CMP segments that will serve as the updated Alameda County CMP roadway network. Because this initial assessment was done using the countywide travel demand model, additional data collection will need to be done on the potential new roadway segments to verify with actual traffic counts that the threshold is met before adding it to the CMP network. If this option is selected, it is also recommended that a policy be developed for Commission adoption that could give funding preference at the discretion of local jurisdictions to deficient segments identified in the biennial Level of Service Monitoring program.

*Option 2 – Develop a two-tiered roadway network based on Qualitative Criteria*

To address local staff's concern that expanding the CMP roadway network could potentially be a financial burden if the roadway is identified as deficient in the biennial Level of Service Monitoring



program, a second option was developed that is similar to the approach used by the San Francisco County Transportation Authority. This second option results in a two-tiered roadway network based on the existing CMP roadway network as defined by the original criteria and a supplemental roadway network based on an agreed upon set of qualitative criteria. The supplemental CMP roadway network would be monitored during the Level of Service monitoring period for informational purposes only.

Three criteria are suggested to determine whether a roadway is included on the supplemental roadway network. These criteria are based on SFTCA's criteria for their CMP network:

- Major thoroughfares, not on the existing CMP network, whose primary function is to link districts within an Alameda County jurisdiction and to distribute traffic from and to the freeways
- Routes of jurisdiction-wide significance with varying capacity that are not on the existing CMP network
- Streets that experience significant conflicts between auto traffic and transit service

If this qualitative criteria approach is approved, Alameda CTC staff will work with the individual jurisdictions in Alameda County to identify roadways that meet the above criteria. If this option is selected, as with Option 1, it is recommended that a policy be developed for Commission adoption that could give funding preference at the discretion of local jurisdictions to deficient segments identified in the biennial Level of Service Monitoring program.

Recommendations:

1. Approve Option 1 or Option 2. Based on the selected option, staff will develop a revised list of CMP roadways that will be brought for Committee approval in May.
2. Identify new roadways meeting the approved criteria. This is required to be done every four years. If Option 1 is used, the new roadways will be identified based on traffic counts collected by the jurisdictions or by Alameda CTC. The data will be first collected during the 2012 Level of Service monitoring cycle as an additional task.
3. For either option, adopt a policy for giving funding priority at the discretion of the local jurisdictions to improve the deficient segments identified through the biennial Level of Service Monitoring program. A policy will be developed and brought to the Committees in June.

These recommendations were discussed by ACTAC and the Planning, Policy and Legislation Committee. ACTAC recommended approval of Option 1 unanimously and the Planning, Policy and Legislation Committee recommended approval of Option 1 with seven members in favor and one opposed.

**Multimodal Level of Service (LOS) Standards**

In the 2009 CMP Update, the need to take into account trips made by modes other than automobile was identified and staff was directed to explore the use of the multi-model level of service standards for the CMP purposes. The level of service standards is used in two elements of the CMP – LOS Monitoring and the Land Use Analysis Program. Staff believes there is benefit to using a

multi-modal level of service to supplement existing service level methodologies and proposes the following process for moving in this direction.

A review of the CMP legislation shows that that roadways are required to be monitored for auto level of service in the Level of Service Monitoring program with LOS E or the 1991 LOS level, if worse, as the threshold. The CMP legislation further requires using the most recent Highway Capacity Manual (HCM) or alternative adopted methodology consistent with the HCM for the LOS standards. The most recent HCM is 2000 HCM manual and the release of 2010 HCM is expected in April 2011, but is not yet available for review or use. For the purposes of implementing the LOS Monitoring Program, the Alameda CTC uses the 1985 HCM manual, which was reviewed and reapproved in the 2007 CMP Update in view of certain inconsistencies observed in the 2000 HCM for the arterial categories compared to what has been used in the LOS Monitoring Study to date. It was further recommended that when the 2010 HCM is released, this policy should be re-evaluated against the 2010 HCM methodologies and assumptions. Because the 2010 HCM is not released yet, it is recommended that this will be explored in the next 2013 CMP Update.

For the Land Use Analysis Program, the legislation recommends assessing impacts to the county transportation system by using multimodal performance measures adopted by the congestion management agency (Alameda CTC in Alameda County) and estimating quantitative impacts using the countywide travel demand model. For this purpose, the Alameda County CMP follows the most current HCM, which is the 2000 HCM manual. As described above, the 2010 HCM is expected to include multi-modal level of service standards. Therefore, it will be appropriate to explore using the 2010 HCM for the Land Use Analysis Program in the 2013 CMP Update. Also, the multi-modal performance measures that are adopted in the Performance Measures Element of the CMP and used in the Land Use Analysis Program are being updated as part of the 2012 Countywide Transportation Plan update. It is expected that the newly developed performance measures will be more reflective of the current increased legislative focus on the connection of transportation and land use and are expected to be integrated into future CMPs. Upon any update to the multimodal performance measures element, the standard Alameda CTC response letter template for Notices of Preparation (NOP) that the Alameda CTC uses for responding to environmental documents under the Land Use Analysis Program, will need to be appropriately updated.

Further, as presented in March meeting regarding the comparison with other three CMAs' CMP in the region, SFCTA is proposing to replace the current auto focused level of service (LOS) measure with a net new Automobile Trips Generated (ATG) measure for the purposes of the land use analysis program. If implemented, projects that generate automobile trips would pay new Auto Trip Mitigation Fee (ATMF) that would fund projects designed to address environmental impacts caused by the projects. A nexus study for this purpose is underway. Similar to SFCTA, Alameda CTC could explore moving towards using a net new Automobile Trips Generated (ATG) measure for the purposes of the land use analysis program

Recommendations:

- As part of the 2013 CMP Update, explore using the 2010 HCM for the purposes of Level of Service Monitoring element regarding the roadway standards and for the purposes of Land Use Analysis Program element regarding the multi-modal roadway standards.

- Upon updating the multi-modal performance measures based on the measures developed for the 2012 CWTP update, modify the NOP Response letter template appropriately to reflect the current focus on the increased transportation and land use connection and multi-modal performance of the transportation system.
- Begin exploring the option for moving towards using a net new Automobile Trips Generated (ATG) measure similar to SFCTA for the Land Use Analysis Program impact analysis purposes. A feasibility study could be conducted as the first step and results could be presented as part of the 2013 CMP Update.

ACTAC and the Planning, Policy and Legislation Committee recommended approval of this approach. Staff was directed to bring back more information about SFCTA's ATG Measure at a future meeting.

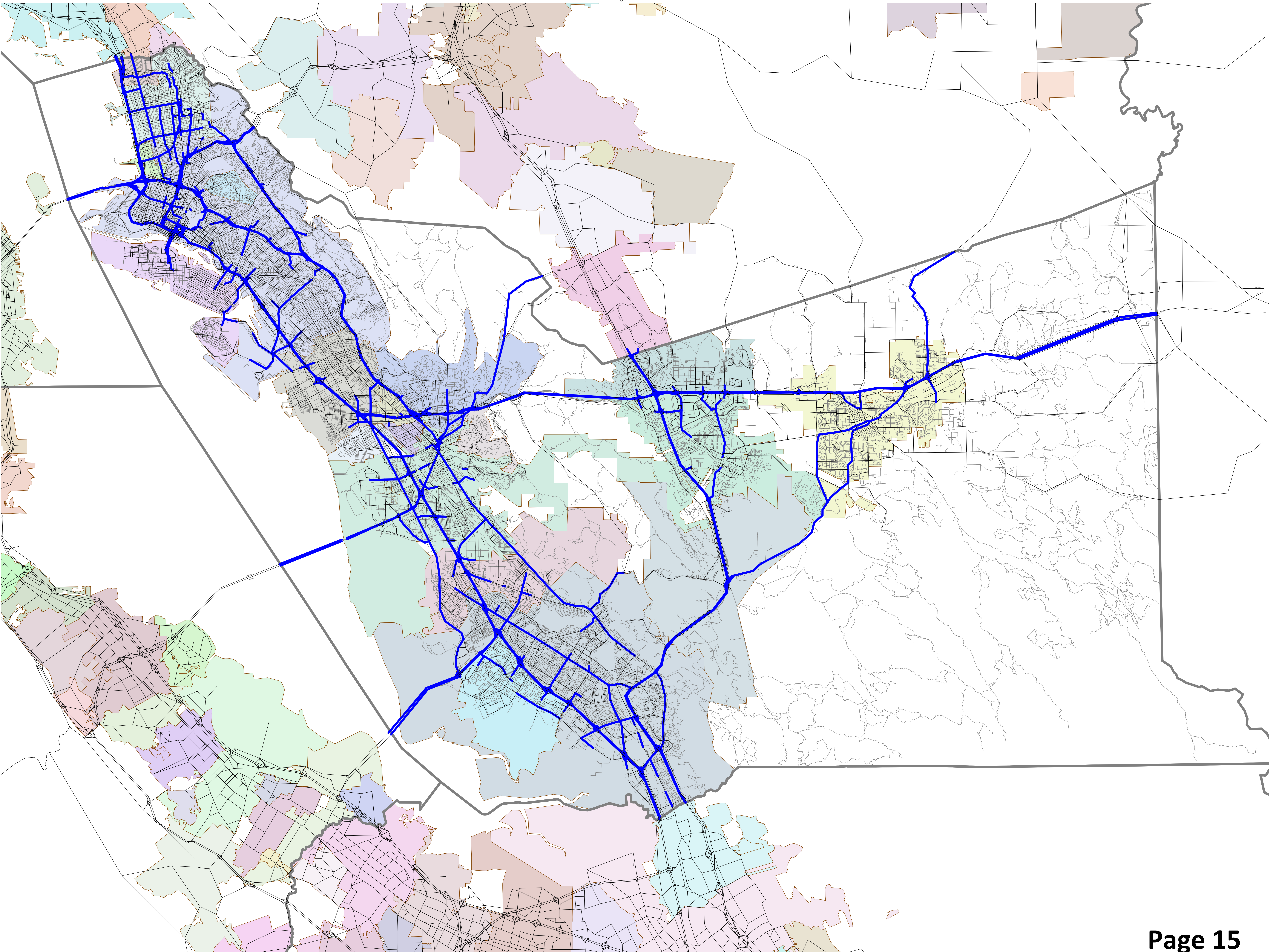
**Fiscal Impact**

None

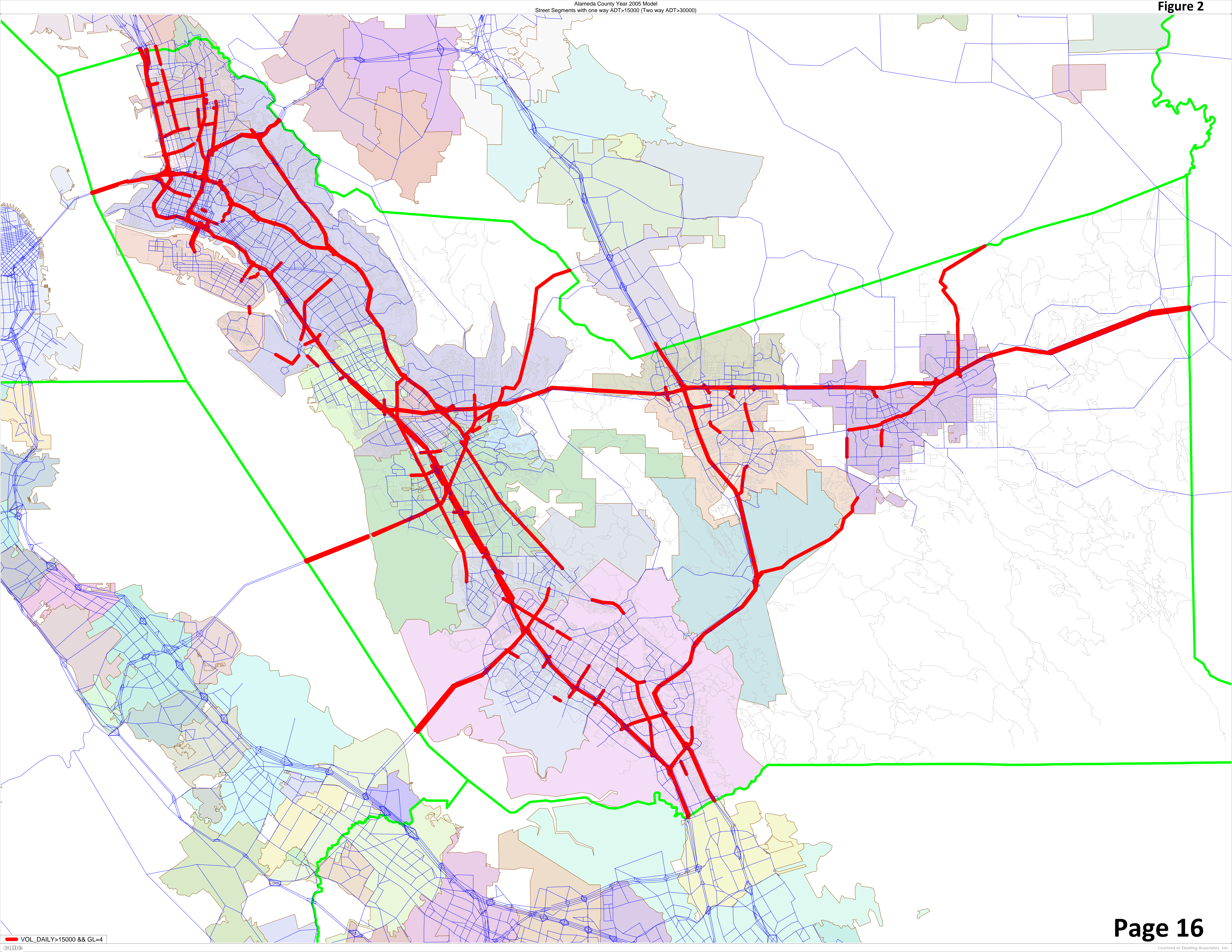
**Attachments**

- Attachment A: Figures 1 through 3 – Roadways segments meeting 20,000, 30,000 and 40,000 ADT thresholds respectively
- Attachment B: Figures 4 through 7 - Roadways meeting the 30,000 ADT thresholds in Planning Areas 1 through 4 respectively
- Attachment C: Table 2 –CMP Roadway Segments – Existing and Potential

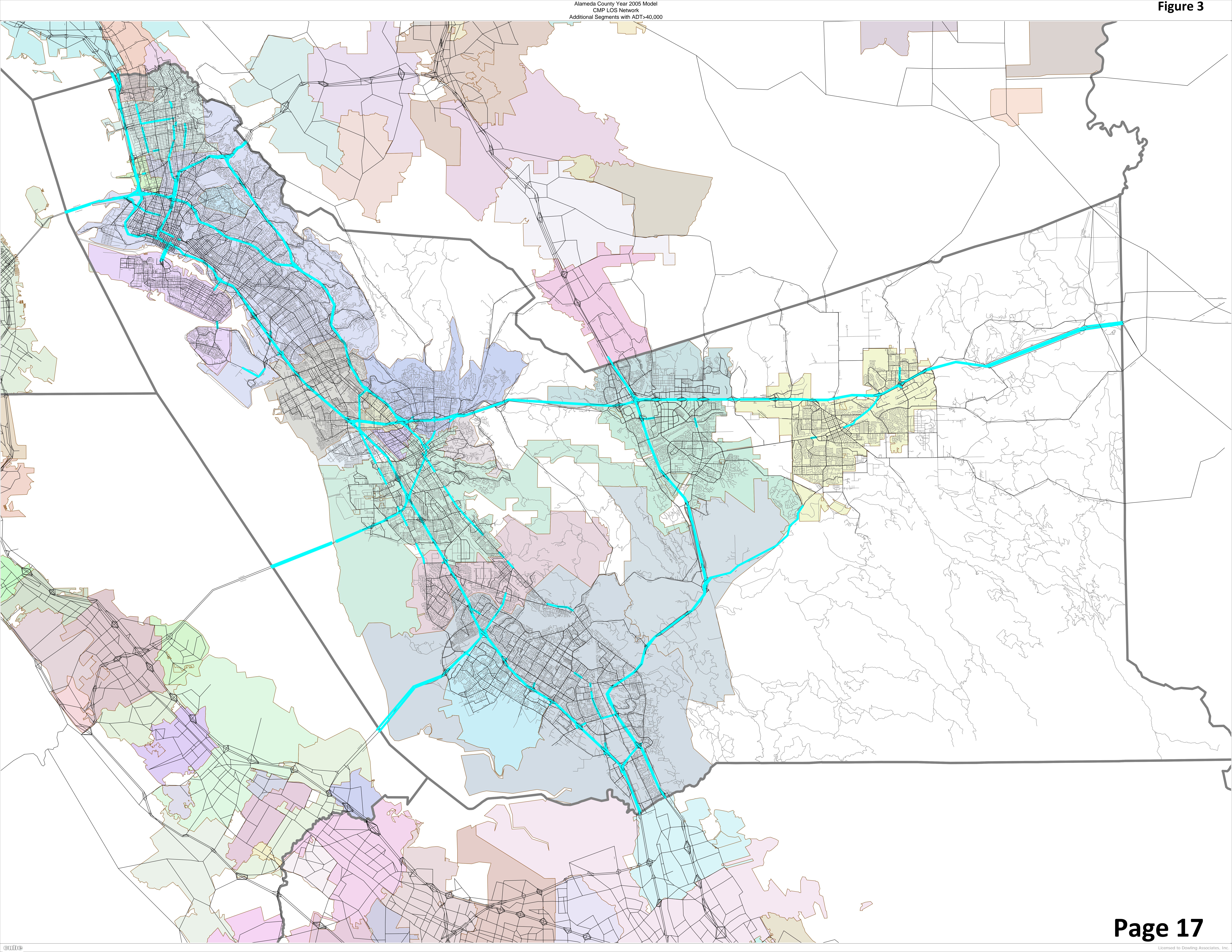








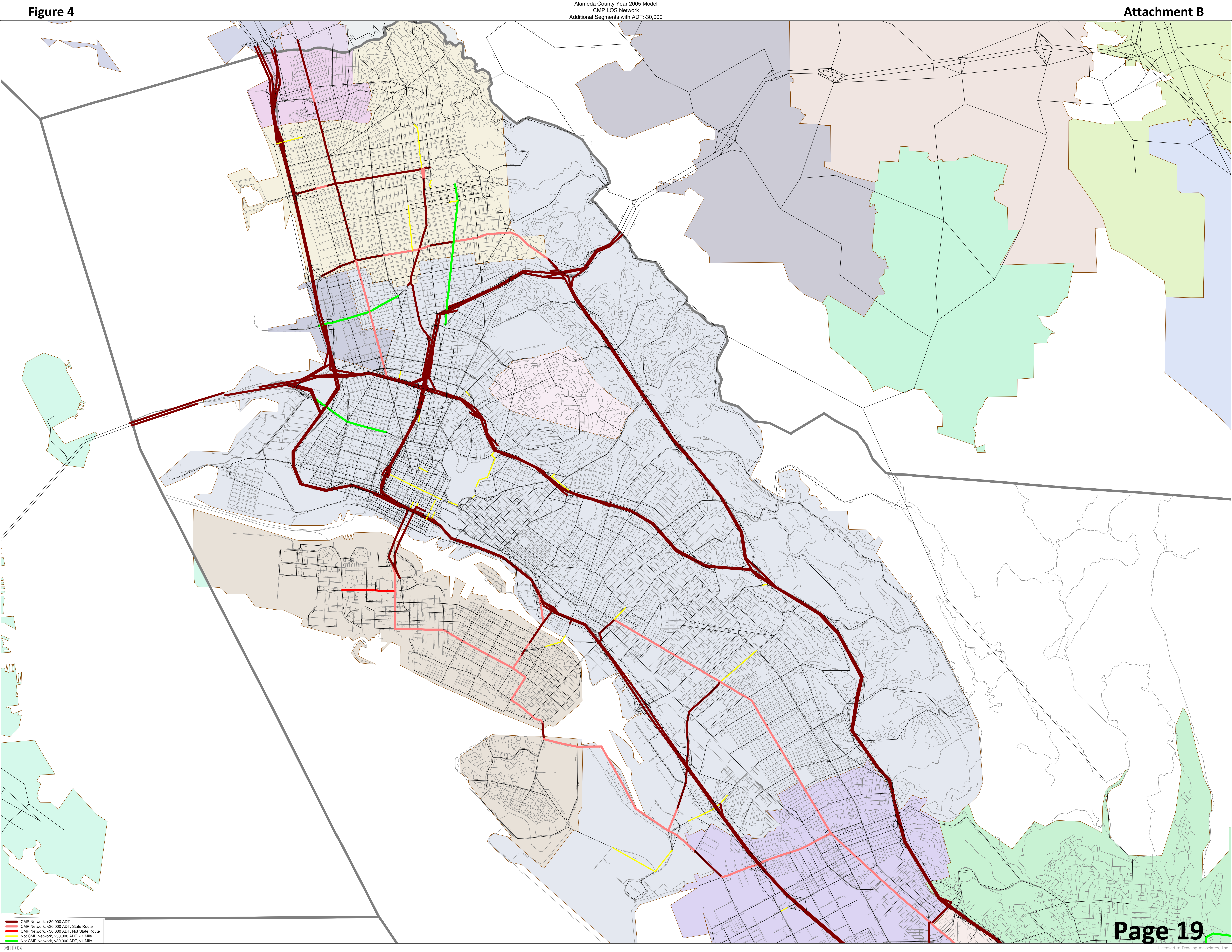




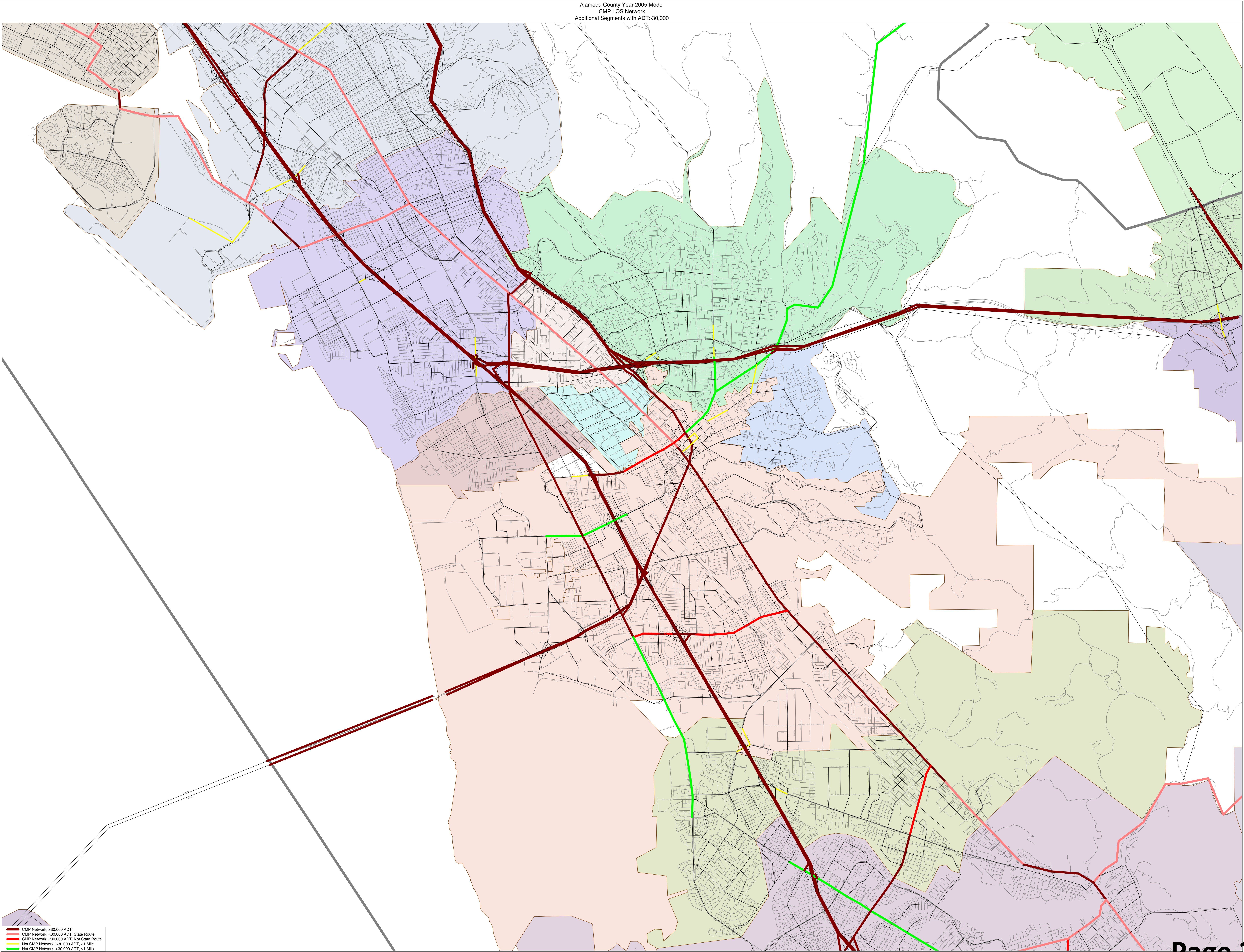


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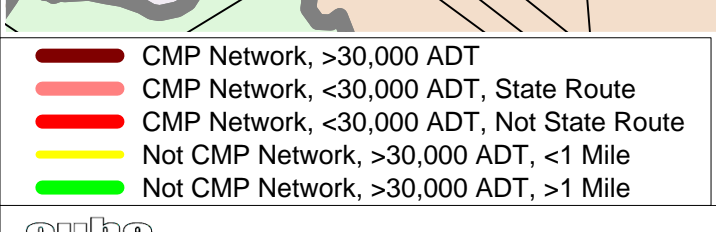
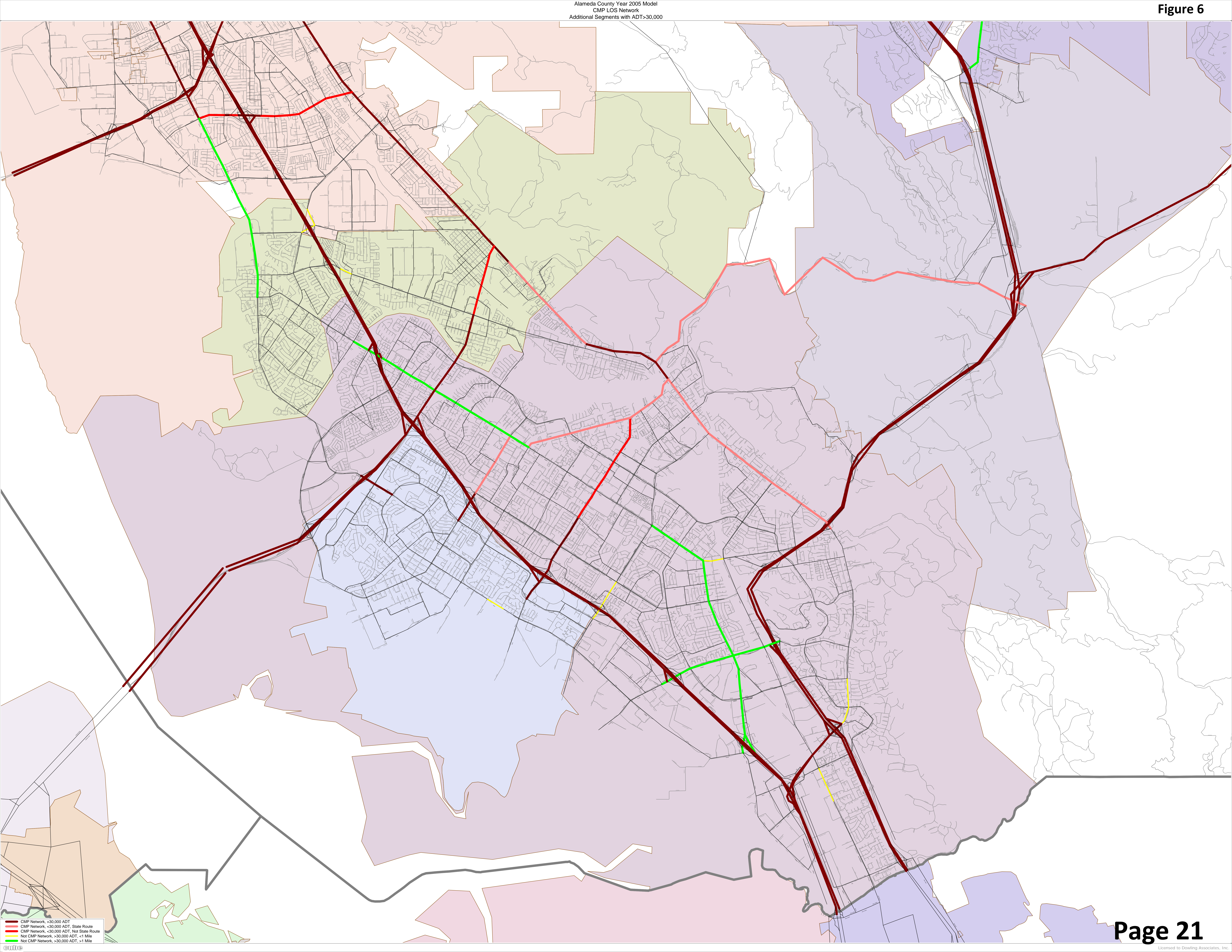
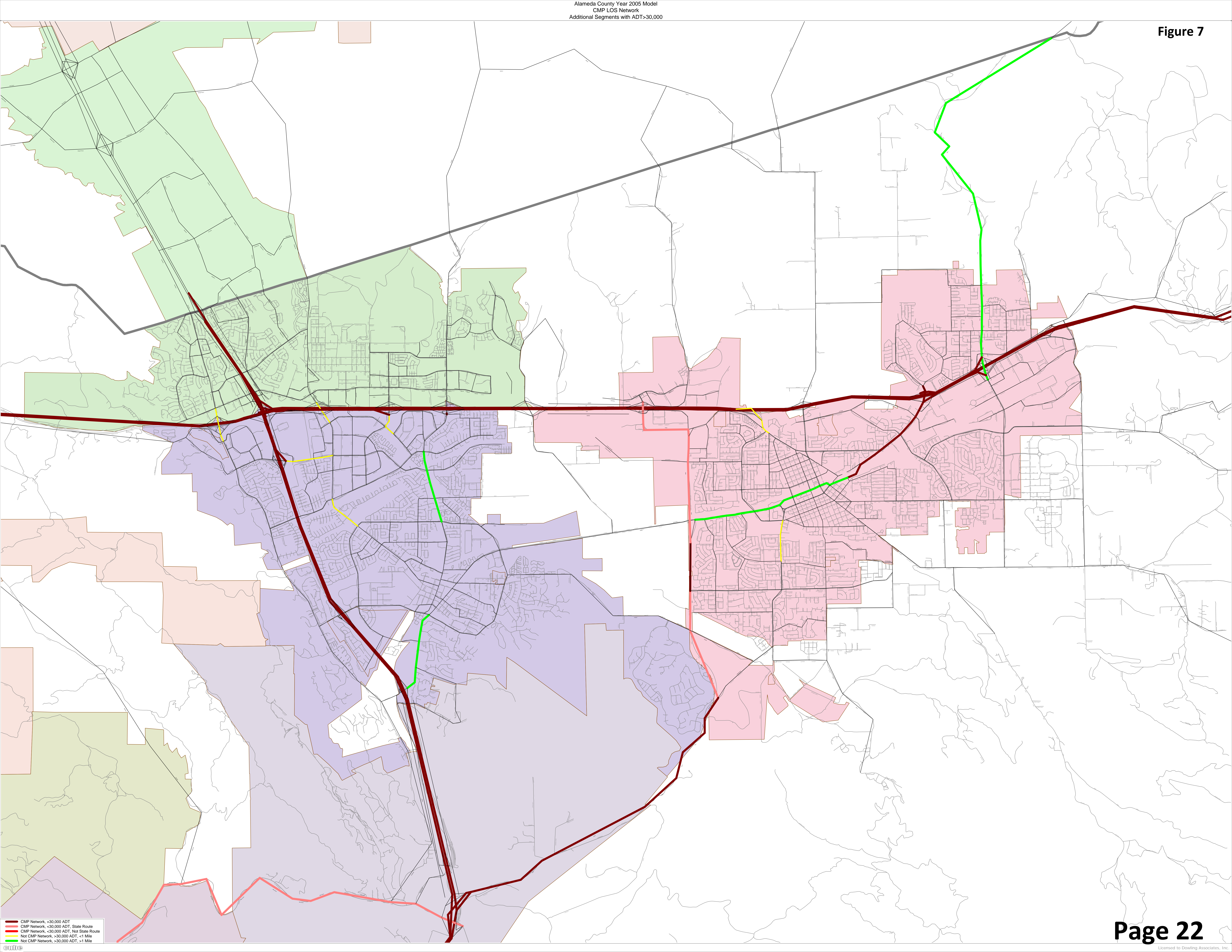




Figure 7





**Table 2 CMP ROADWAY SEGMENTS - Existing and Potential  
Comparison of CMP List with 2005 Travel Model Volumes**

	Segment would not meet criteria with 2005 model volumes				
	Additional segment would meet criteria with 2005 model volumes				
Route	From	To	Criteria	2005 Model >30,000 ADT	Segment Distance
CITIES OF ALBANY AND BERKELEY					
SR-123 (San Pablo)	Contra Costa County line	Emeryville city limit	State Route	Yes	
University Ave.	I-80	Milvia St.	Satisfies criteri	Yes	
University Ave.	Milvia St.	Shattuck Ave.	Connectivity	Yes	
Shattuck Ave.	University Ave.	Haste St.	Connectivity	Yes	
Shattuck Ave.	Haste St.	Derby St.	Satisfies criteri	Yes	
Adeline St.	Derby St.	MLK Jr. Way	Satisfies criteri	Yes	
MLK Jr. Way	Adeline St.	Oakland city limit	Satisfies criteri	Yes	
I-80-Sacramento Shattuck-Telegraph only					
SR-13 (Ashby Ave)	I-80	Tunnel Rd.	State Route	NO	
SR-13 (Tunnel Rd)	Ashby Ave.	Oakland city limit	State Route	NO	
I-80/I-580	University	Central	State Route	Yes	
Telegraph Ave.	Bancroft Ave.	Oakland city limit	NOT CMP NET	Yes	1.1
CITY OF ALAMEDA					
SR-61 (Doolittle Dr.)	Oakland city limit	Fernside Blvd.	State Route	Bridge only	
SR-61 (Otis Dr.)	Fernside Blvd.	SR-61 (Broadway)	State Route	NO	
SR-61 (Broadway)	Otis Dr.	SR-61 (Encinal Ave.)	State Route	NO	
SR-61 (Encinal Ave.)	SR-61 (Broadway)	Sherman St.	State Route	NO	
SR-61 (Central Ave.)	Sherman St.	SR-260 (Webster St.)	State Route	NO	
SR-260 (Webster St.)	SR-61 (Central Ave.)	Posey/Webster tubes	State Route	Yes	
SR-260 (Posey/Webster tu	SR-260 (Webster St.)	Oakland city limit	State Route	Yes	
Atlantic Ave.	SR-260 (Webster St.)	Poggi St.	Satisfies criteri	NO	
Atlantic Ave.	Poggi St.	Main St.	Connectivity	NO	
Park St.	Oakland city limit	Central Ave.	Satisfies criteri	Yes	
Park St.	Central Ave.	SR-61 (Encinal Ave.)	Connectivity	NO	
CITIES OF EMERYVILLE, OAKLAND AND PIEDMONT					
MLK Jr. Way	Berkeley city limit	SR-24	Satisfies criteri	Yes	
SR-123 (San Pablo)	Berkeley city limit	35th St.	State Route	NO	
SR-13 (Tunnel Rd.)	Berkeley city limit	SR-24	State Route	Yes	
SR-260 (Posey/Webster tu	Alameda city limit	I-880	Satisfies criteri	Yes	
23rd/29th Ave.	Alameda city limit	I-880	Satisfies criteri	Yes	
SR-77 (42nd Ave.)	I-880	SR-185 (E. 14th St.)	State Route	Yes	
SR-185 (E. 14th St.)	SR-77 (42nd Ave.)	San Leandro city limit	State Route	NO	
Hegenberger Rd.	I-880	Doolittle Dr.	Satisfies Criteri	I-880-Swan only	
Hegenberger Rd.	I-880	Hawley St.	Connectivity	Yes	
Hegenberger Rd.	Hawley St.	SR-185 (E. 14th St.)	Satisfies criteri	Yes	
SR-61 (Doolittle Dr.)	Alameda city limit	San Leandro city limit	State Route	NO	
SR-13	SR-24	I-580	State Route	Yes	
SR-24	I-980	Contra Costa County line	State Route	Yes	
I-80	SF County Line	University Ave.	State Route	Yes	
I-580	I-80	MacArthur Blvd.	State Route	Yes	
I-880	I-980	Hegenberger Rd.	State Route	Yes	
I-980	I-880	SR-24	State Route	Yes	
Telegraph Avenue	52nd St.	Berkeley City Limit	NOT CMP NET	Yes	1.0
West Grand Avenue	Maritime	Market	NOT CMP NET	Yes	1.3
Powell St.	I-80	Market St.	NOT CMP NET	Yes	1.3
CITY OF SAN LEANDRO					
SR-61 (Doolittle Dr.)	Oakland city limit	SR-61/112 (Davis St.)	State Route	Yes	
SR-61/112 (Davis St.)	SR-61 (Doolittle Dr.)	SR-185 (E. 14th St.)	State Route	NO	
SR-185 (E. 14th St.)	Oakland city limit	Ashland (unincorp.)	State Route	NO	
150th Ave.	Hesperian Blvd.	I-580	Satisfies criteri	Yes	
Hesperian Blvd.	SR-185 (E. 14th St.)	San Lorenzo (unincorp.)	Satisfies criteri	Yes	
I-880	Hegenberger Ave.	I-238	State Route	Yes	
I-580	MacArthur Blvd.	I-238	State Route	Yes	

**Table 2 CMP ROADWAY SEGMENTS - Existing and Potential  
Comparison of CMP List with 2005 Travel Model Volumes**

	Segment would not meet criteria with 2005 model volumes				
	Additional segment would meet criteria with 2005 model volumes				
Route	From	To	Criteria	2005 Model >30,000 ADT	Segment Distance
SAN LORENZO, CASTRO VALLEY, ASHLAND (unincorporated areas)					
SR-185 (Mission Blvd.)	San Leandro city limit	Hayward city limit	State Route	NO	
Hesperian Blvd.	San Leandro city limit	Hayward city limit	Satisfies criteri	Yes	
SR-238 (Foothill Blvd.)	I-238	Hayward city limit	State Route	Yes	
I-880	I-238	A Street	State Route	Yes	
I-238	I-880	I-580	State Route	Yes	
I-580	I-238	I-680	State Route	Yes	
Redwood Rd./A St.	Foothill Blvd.	I-580	NOT CMP NET	Yes	1.3
Crow Canyon Rd.	I-580	Contra Costa Co. line	NOT CMP NET	Yes	7.0
Grove Rd.	I-580	Redwood Rd.	NOT CMP NET	Yes	1.0
CITY OF HAYWARD					
SR-185 (Mission Blvd.)	Ashland (unincorporated)	SR-92 (Jackson St.)	State Route	NO	
SR-92 (Jackson St.)	I-880	SR-185 (Mission Blvd.)	State Route	Yes	
SR-238 (Foothill Blvd.)	Ashland (unincorporated)	SR-185 (Mission Blvd.)	State Route	Yes	
SR-238 (Mission Blvd.)	SR-92 (Jackson St.)	Union City city limit	State Route	Yes	
A Street	I-880	SR-238 (Foothill Blvd.)	Satisfies criteri	NO	
Hesperian Blvd.	San Lorenzo (unincorporated)	Tennyson Rd.	Satisfies criteri	Yes	
Tennyson Rd.	Hesperian Blvd.	SR-238 (Mission Blvd.)	Satisfies criteri	NO	
SR-92	San Mateo County line	I-880	State Route	Yes	
I-880	A Street	Alvarado-Niles	State Route	Yes	
Winton	I-880	Clawiter	NOT CMP NET	Yes	1.3
Hesperian Blvd.	Tennyson Rd.	Union City city limit	NOT CMP NET	Yes	1.7
CITIES OF UNION CITY, FREMONT AND NEWARK					
				Hayward City Limit- Decoto Nursery-Mowry	
SR-238 (Mission Blvd.)	Hayward city limit	I-680	State Route	I-880-Alvarado Niles only	
Decoto Rd.	I-880	SR-238 (Mission Blvd.)	Satisfies criteri	I-880-Logan only	
Mowry Ave.	I-880	SR-84 (Peralta Blvd.)	Satisfies criteri		
SR-262 (Mission Blvd.)	I-880	I-680	State Route	Yes	
SR-84 (Thornton Ave.)	I-880	Fremont Blvd.	State Route	NO	
SR-84 (Fremont Blvd.)	SR-84 (Thornton Ave)	SR-84 (Peralta Blvd.)	State Route	Yes	
SR-84 (Peralta Blvd.)	SR-84 (Fremont Blvd.)	SR-84 (Mowry Ave.)	State Route	NO	
SR-84 (Mowry Ave.)	SR-84 (Peralta Blvd.)	SR-238 (Mission Blvd.)	State Route	NO	
SR-84 (Niles Canyon)	SR-238 (Mission Blvd.)	I-680	State Route	NO	
SR-84	San Mateo County line	I-880	State Route	Yes	
I-880	Alvarado-Niles	Dixon Landing	State Route	Yes	
I-680	Scott Creek	SR-238	State Route	Yes	
Union City Blvd.	Hayward city limit	Alvarado Blvd.	NOT CMP NET	Yes	1.2
Fremont Blvd.	Lowry	Thornton Ave.	NOT CMP NET	Yes	3.1
Fremont Blvd.	I-880	Stevenson Blvd.	NOT CMP NET	Yes	3.7
Durham/Auto Mall Pkwy.	I-880	I-680	NOT CMP NET	Yes	1.9
CITIES OF PLEASANTON, DUBLIN, LIVERMORE AND UNINCORPORATED AREAS					
SR-84 (Vallecitos)	I-680	SR-84 (Isabel Ave.)	State Route	Yes	
SR-84 (Isabel Ave.)	SR-84 (Vallecitos Rd.)	SR-84 (Kitty Hawk Rd.)	State Route	NO	
SR-84 (Kitty Hawk Rd.)	SR-84 (Isabel Ave.)	SR-84 (Airway Blvd.)	State Route	NO	
SR-84 (Airway Blvd.)	SR-84 (Kitty Hawk Rd.)	I-580	State Route	NO	
1st Street	Inman St.	I-580	Satisfies criteri	Yes	
I-580	I-680	I-205	State Route	Yes	
I-680	SR-238	Alcosta Blvd.	State Route	Yes	
Sunol	I-680	Bernal	NOT CMP NET	Yes	1.2
Santa Rita Rd.	Las Positas Rd.	Valley	NOT CMP NET	Yes	1.1
Stanley Rd.	SR 84 (Isabel Ave.)	1st St.	NOT CMP NET	Yes	1.3
Vasco Rd.	I-580	Contra Costa Co. line	NOT CMP NET	Yes	5.7



## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Approval of Draft FY 2011/12 Measure B Strategic Plan Assumptions

### Recommendation

It is recommended that the Commission approve the assumptions described below to be incorporated into the Draft FY 2011/12 Measure B Strategic Plan Update.

### Summary

The FY 2011/12 Measure B Strategic Plan will be the first update to combine the 1986 Measure B Capital Projects Program with the 2000 Measure B Capital Projects Program. While the governing boards for each measure have merged, the requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available through each of the Measures. The assumptions related to the FY 2011/12 Measure B Strategic Plan Update are described below and segregated by whether or not they apply to both Capital Programs, only the 1986 Program, or only the 2000 Program.

### Discussion or Background

The annual Strategic Plan updates for the Alameda County Transportation Authority (ACTA) and the Alameda County Transportation Improvement Authority (ACTIA) have been prepared independent of one another in previous years. The FY 2011/12 Strategic Plan Update (FY11/12 SPU) will be the first update to combine the capital programs from both following the merger of the two authorities during 2010. While the merger of ACTA into ACTIA has combined the two agencies into one, the two capital programs must each continue to adhere to the requirements and policies of the respective Measures. The assumptions to be incorporated into the development of the Draft and Final versions of the FY11/12 SPU are divided into three categories:

1. Assumptions pertaining to both the ACTA and ACTIA Capital Programs;
2. Assumptions pertaining only to the ACTA Capital Program; and
3. Assumptions pertaining only to the ACTIA Capital Program.

#### Assumptions pertaining to both the ACTA and ACTIA Capital Programs

The following assumptions will be incorporated into the FY11/12 SPU for both the ACTA and ACTIA Capital Programs:

1. The financial accounts and Measure B commitments for both the ACTA and ACTIA Capital Programs will be kept independent for the purposes of the FY11/12 SPU;
2. The beginning cash balance for FY 2011/12 will be based on the current FY 2010/11 annual budget at the time the FY11/12 SPU is prepared;
3. The sales tax revenue assumptions for the current fiscal year, i.e. FY 2010/11, and the upcoming fiscal year, i.e. FY 2011/12 will be based on the current FY 2010/11 annual budget and the initial FY 2011/12 annual budget at the time the FY11/12 SPU is prepared;
4. The interest revenue assumptions for the current fiscal year, i.e. FY 2010/11, and the upcoming fiscal year, i.e. FY 2011/12 will be based on the current FY 2010/11 annual budget and the initial FY 2011/12 annual budget at the time the FY11/12 SPU is prepared;
5. The interest revenue assumptions for future years beyond FY 2011/12 will be 2% per annum or less;
6. The assumptions related to the timing of the need for Measure B funds for each capital project will be based on existing encumbrances of Measure B funds and the most current information available from the project sponsors related to the project status and schedule;
7. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;
8. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October 2009 which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project; and
9. Any future advances or exchanges involving Measure B funding will be considered on a case-by-case basis and be the subject of separate actions by the Commission.

Assumptions pertaining only to the ACTA Capital Program

The following assumptions will be incorporated into the FY11/12 SPU for the ACTA Capital Program:

1. The commitment of Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2009/10 Strategic Plan adjusted to reflect current project status;
2. The Measure B commitments to capital projects that have begun a fully funded construction phase since the FY 2009/10 Strategic Plan will be adjusted to reflect the construction phase funding plan and any surplus Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be reassigned to the Capital Projects Reserve;

3. The Measure B commitments to capital projects that have closed out the final project phase, typically construction except for “Study Only” projects, with Measure B funds remaining will be adjusted to reflect the costs savings and any surplus Measure B funds will be reassigned to the Capital Projects Reserve;
4. The Capital Projects Reserve will be held in reserve to fund additional construction phase capital costs for approved project scopes and will be allocated to individual capital projects by separate Commission action as qualifying needs are identified; and
5. The Local Match requirements prescribed by Measure B for individual capital projects will remain in effect.

Assumptions pertaining only to the ACTIA Capital Program

The following assumptions will be incorporated into the FY11/12 SPU for the ACTIA Capital Program:

1. The ending FY 2010/11 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2010/11, from the FY 2010/11 beginning Measure B Programmed Balance approved in the FY 2010/2011 Strategic Plan;
2. The Program Escalation Factor (PEF) used to convert the ending FY 2010/11 Measure B Programmed Balance to the beginning FY 2011/12 Measure B Programmed Balance will be 1.0;
3. The total Measure B funding commitment to all capital projects will remain at \$756.5 million;
4. The FY11/12 SPU will include a Three-Year Allocation Plan similar to the FY 2009/2010 Strategic Plan which lays out specific allocations expected during the short-term and will provide the basis of the program-wide financial model; and
5. The cash demand for the remaining capital projects will necessitate some type of debt financing in the FY 2012/2013 timeframe.

**Fiscal Impact**

There is no direct fiscal impact expected to result from the recommended action.

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**Memorandum**

**DATE:** April 18, 2011  
**TO:** Alameda County Transportation Commission  
**FROM:** Projects and Programs Committee  
**RE:** **Approval of Draft FY 2011/12 Transportation Fund for Clean Air (TFCA) Program**

**Recommendation**

It is recommended that the Commission approve the Draft FY 2011/12 TFCA Program.

**Summary**

\$1.83 million in TFCA funding is available to program to projects this cycle and a total of \$1.86 million in funding has been requested. The current draft program recommends approximately \$1.12 million to projects with a remaining balance of \$714,000. Staff continues to work with project sponsors and Bay Area Air Quality Management District (Air District) staff to collect and evaluate information to confirm project eligibility and cost effectiveness. Staff will propose revisions to the program prior to the approval of the final program, scheduled for May 2011.

**Information**

Per the current Alameda CTC TFCA Guidelines, 70% of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30% of the funds (discretionary) are to be allocated to transit-related projects. A city or the county, with approval from the Alameda CTC Board, may choose to roll its annual "70%" allocation into a future program year. Since all of the available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds in the current year. The preferred minimum TFCA request is \$50,000.

As detailed in the attached draft program, ten (10) of the thirteen (13) projects submitted for consideration are being recommended for TFCA funding. Of the three (3) that are not recommended for funding, one (1) exceeds the TFCA cost effectiveness threshold and two (2) have been determined to be ineligible to receive TFCA funds. Staff continues to work with project sponsors and Air District staff to collect information to finalize project eligibility and cost effectiveness. A primary consideration in the amount of TFCA funding recommended for each project is the result of a project's cost-effectiveness evaluation. The cost-effectiveness calculations are draft at this point and the recommendation for the final program may change based on the finalized results.

The Alameda CTC's final program is scheduled to be considered by the Commission Board in May, but if necessary, this approval could be delayed to June. The FY 2011/12 Expenditure Plan, which

determines the amount of TFCA funding available to program, is scheduled for adoption by the Air District by June 2011. The Air District's TFCE programming guidance allows Program Managers up to 6 months from the date of the Air District's approval of the Expenditure Plan to fully program the available funds. Any remaining balance not programmed by the end of the 6-month period will be returned to the Air District.

**Fiscal Impact**

This programming action has no fiscal impact to the Alameda CTC. The TFCA funds included in this funding program are being made available by the Air District. Costs associated with the Alameda CTC's administration of the TFCA program are included in the current Alameda CTC's budget.

**Attachment**

Attachment A: Draft FY 2011/12 TFCA Program



## 2011-2012 TFCA County Program Manager Fund - DRAFT Program

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Balance	Draft Cost-effectiveness (TFCA \$/ton)	Total Recommended	Notes
<b>70% City/County Share</b>								
Alameda County	Mattox Road Bike Lanes	Install new class 2 bike lanes on Mattox Rd. between Foothill Blvd and Mission Blvd.	\$50,000	\$50,000	\$ 58,303	\$ 30,823	\$50,000	Sponsor's proposed replacement project.
Albany	City of Albany School-based Trip Reduction Program	Funding to continue existing school-based trip reduction/SR2S program in elementary schools and start a middle school program. Requesting funding for two years (FYs 11/12 & 12/13).	\$53,000	\$53,000	\$ 55,246	TBD	TBD	Cost-effectiveness evaluation is pending.
California State University, East Bay	CSUEB - 2nd Campus to BART Shuttle	Implementation of a second shuttle bus for a.m. and p.m. peak hour service at the Cal State University, East Bay campus connecting to the Hayward BART station. Requesting two years of funding for operations (FYs 11/12 & 12/13).	\$514,000	\$194,000	\$ -	\$ 63,283	\$194,000	Proposed to be assigned to Hayward's portion of 70% city/county share
California State University, East Bay	Transportation Demand Management Program	Pilot Transportation Demand Management and Trip Reduction program at the California State University East Bay to encourage the use of driving alternatives for staff, faculty and the University students.	\$52,000	\$52,000	\$ -	\$ 36,719	\$52,000	Proposed to be assigned to Hayward's portion of 70% city/county share
Fremont	North Fremont Arterial Management	Improved arterial operations along four corridors in North Fremont: Fremont Blvd, Decoto Rd, Paseo Padre Parkway, and Alvarado Blvd. Some of the existing traffic signal system equipment will be upgraded and new signal coordination timings will be implemented at all signalized project intersections.	\$265,000	\$265,000	\$ 307,784	\$ 64,931	\$256,000	Alvarado Blvd segment is cost effective with a \$9,000 grant reduction.
Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	Along Martin Luther King Jr. Way, synchronization of traffic signals at four intersections between 55th and Hwy 24 and installation of detection equipment at the Hwy 24 WB on-ramp intersection.	\$120,000	\$120,000	\$ 392,431	\$ 89,261	\$39,000	Project is cost effective up to \$39K of TFCA.
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips through various employer-based, residential-based and school-based programs. Requesting funding for FY 11/12.	\$148,000	\$52,816	\$ 32,843	\$ 59,794	\$52,816	
San Leandro	San Leandro LINKS Shuttle	Free shuttle providing service from the San Leandro BART station to businesses in West San Leandro. Shuttle runs every 20 min, Mon - Friday from approx. 5:45am - 9:45 am & 3pm - 8pm. Requesting two years of funding for operations (FYs 11/12 & 12/13).	\$629,000	\$149,000	\$ 83,621	\$ 89,672	\$59,500	Project is cost effective up to \$59K of TFCA.
Union City	Union City CNG Compressor Replacement	Replace 10-year old compressor with a newer model in order to provide adequate fuel for an increased demand.	\$308,000	\$100,474	\$ 105,421	NA	\$0	Per Air District, project is not eligible for TFCA funding.
<b>Total</b>			<b>\$ 2,139,000</b>	<b>\$ 1,036,290</b>			<b>\$703,316</b>	
<b>TFCA Available Balance</b>			<b>\$ 1,416,922</b>	<b>\$ 1,416,922</b>			<b>\$ 1,416,922</b>	
<b>Unrequested Balance</b>			<b>\$ 380,632</b>				<b>\$ 713,606</b>	

## 2011-2012 TFCA County Program Manager Fund - DRAFT Program

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Balance	Draft Cost-effectiveness (TFCA \$/ton)	Total Recommended	Notes
<b>30% Transit Discretionary Share</b>								
Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program	The GRH program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative modes of transportation (bus, train, carpool, vanpool, etc.) to get to work. Requesting two years of funding (FYs 11/12 & 12/13).	\$245,000	\$245,000		\$ 20,093	\$245,000	
LAVTA	Purchase 4 Hybrid Diesel Buses	Replace four (4) 1196 New Flyer Diesel (40ft) buses with four (4) new hybrid diesel transit (29ft) buses. TFCA funding proposed to fund a portion of the incremental cost difference between new diesel and new hybrid-diesel buses.	\$919,705	\$319,705		NA	\$0	Per Air District, project is not eligible for TFCA funding.
LAVTA	Route 9 BART/Hacienda Business Park Shuttle	Route 9 provides service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton. Requesting funding for FY 11/12 operations.	\$343,575	\$42,947		\$ 89,214	\$28,500	Project is cost-effective up to \$28.5K of TFCA.
LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station	Route 10 services the Dublin/Pleasanton BART, ACE Livermore stations and Lawrence Livermore National Laboratory (LLNL). Requesting funding for FY 11/12 operations.	\$3,825,450	\$141,542		\$ 25,812	\$141,542	
LAVTA	Route 15 - Livermore ACE to Springtown	Route 15 provides service in Livermore between the ACE Station in Livermore and the Springtown District. Requesting funding for FY 11/12 operations.	\$989,550	\$98,955		\$ 878,872	\$0	Project is not cost-effective.
<b>Total</b>			<b>\$6,323,280</b>	<b>\$848,149</b>			<b>\$415,042</b>	
<b>TFCA Available Balance</b>			<b>\$ 415,439</b>	<b>\$ 415,439</b>			<b>\$ 415,439</b>	
<b>Unrequested Balance</b>			<b>\$ (432,710)</b>				<b>\$ 397</b>	

Summary	Total Request	TFCA Balance	Draft Cost-effectiveness (TFCA \$/ton)	Recommended	Difference
Total TFCA Request -70%	\$ 1,036,290	\$ 1,416,922	NA	\$703,316	\$ 713,606
Total TFCA Request -30%	\$ 848,149	\$ 415,439	NA	\$415,042	\$ 397
Total TFCA Request	\$ 1,884,439	\$ 1,832,361	NA	\$ 1,118,358	\$ 714,003



## Memorandum

**DATE:** April 18, 2011  
**TO:** Alameda County Transportation Commission  
**FROM:** Programs and Projects Committee  
**SUBJECT:** Approval of Gap Grant Funding and Grant Extensions

### Recommendation

Staff supports PAPCO's recommendation to the Commission that current available Gap funding be designated for allocation as follows:

- Staff recommends that thirteen (13) Gap Grants originally funded in Cycle 4 and extended for FY 10/11 be extended until June 30, 2012. Additionally, staff recommends that ten (10) of the extended Gap Grants also receive supplemental funding in the amount of \$998,408.
- Staff recommends that AC Transit and BART (in support of East Bay Paratransit) be eligible to apply for \$163,090 (AC Transit – \$119,871; BART – \$43,219) in unclaimed remaining Stabilization funding allocated for FY 09/10 and 10/11. Staff does not recommend funding further Stabilization for FY 11/12.
- Staff recommends initially designating up to \$500,000 of Gap funding for CMMP Pilots.

### Background

The Measure B Expenditure Plan designated 1.43% for "Coordination/Gaps in Service". This is "to be allocated by PAPCO to reduce differences that might occur based on the geographic residence of any individual needing services." Moving forward, PAPCO also identified Priority Projects and Programs for Gap Funding that included implementing a range of services (e.g. shuttles, volunteer driver programs), filling 'emergency' gaps (e.g. Emergency Wheelchair Breakdown Service Transportation), maximizing use of accessible transit (e.g. travel training), and expanding community education and information (e.g. the Access Alameda brochure, Hotline, outreach events). PAPCO and TAC have been working with the Alameda CTC to determine the best way to allocate Gap funding in light of the ongoing economic situation and current planning initiatives.

### Supplemental Funding for Continuing Pivotal Gap Grants

Initially PAPCO and ACTIA worked with the Measure B pass-through recipients to develop programs based in Cities and Planning Areas. These programs were funded in 2004 through 2006 as Gap Cycles 1 and 2. Eleven programs were funded for \$1.7 million.

Beginning in 2006, PAPCO and ACTIA implemented a new Call for Gap proposed programs that opened up eligibility to non-profit organizations as well as Measure B pass-through recipients. Gap Cycle 3 funded sixteen programs for \$3.5 million. Cycle 3 ended in 2008. Gap Cycle 4 funded twenty programs for \$4 million and ended in 2010.

Due to the economic downturn, ACTIA was not able to issue a Call for Projects for Gap Cycle 5. Instead, PAPCO approved supplemental funding for ten grants from Cycle 4 for \$781,562. An additional six grants received extended end dates to utilize remaining funding. As part of the process, the committee developed principles for funding which focused on successful grants that addressed important trip provision needs and/or met mobility management goals.

In early 2011, staff proposed designating funding to further extend any of the sixteen previously extended grants that met the criteria below for an additional year. On February 28, 2011, PAPCO concurred and recommended allocation of up to \$1,000,000 for a one-year extension.

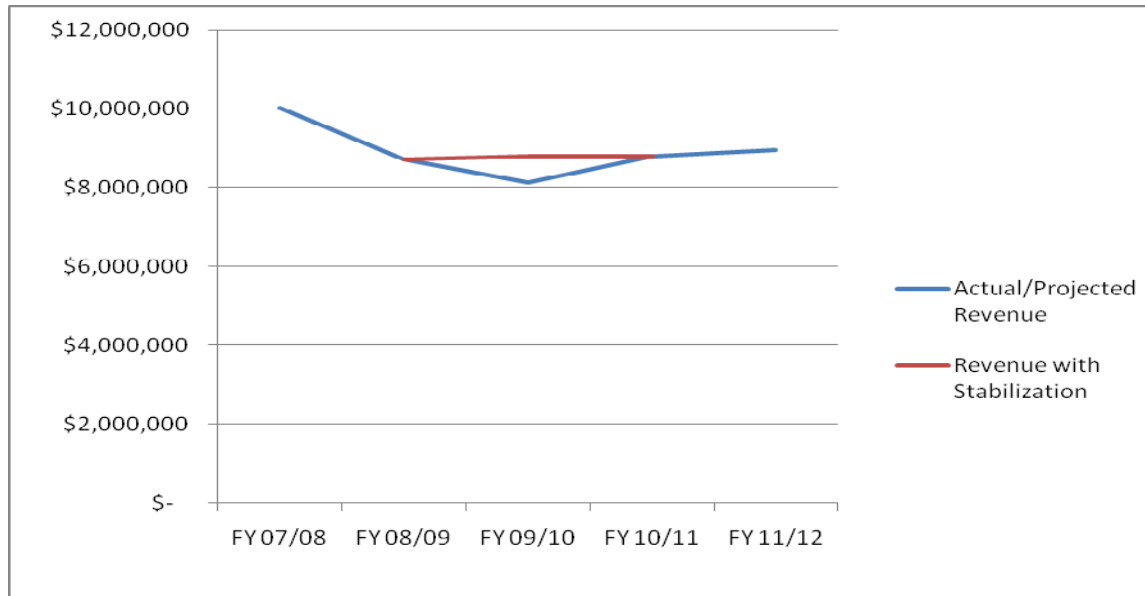
Criteria:

- Applicants must be one of the 16 extended grants from FY 10/11 and must demonstrate that the program continues to address closing gaps in services for seniors and disabled
- Applicant will be required to submit cost of operation for one year and any other funding sources available or planned for program
- Programs should meet the following categories of priority:
  - Mobility Management programs that directly increase consumer mobility – E.g. Travel Training
  - Trip Provision – Shuttles that are cost effective, lessen the burden on base programs, and provide a same-day option as part of a spectrum of services; Volunteer Driver Programs that do the same; Other programs that successfully fill an otherwise-unmet need
- Applicants will be required to submit most recent performance data (for example – number of one-way trips, unduplicated riders, consumers trained, etc.) and corresponding targets for FY 11/12
- Applicants will be required to submit plans/ideas for sustainability of funding for future operation, and/or meet with Alameda CTC staff to develop

Prior grant extension recipients were invited to apply by March 21, 2011. Staff evaluated applications for eligibility in relation to the approved criteria. PAPCO concurred with staff recommendations on March 28, 2011 and recommended approval. Grants recommended for extension or extension and supplemental funding are detailed in Attachment 1.

Stabilization

In FY 09/10, some programs were eligible to apply for Stabilization Funding to offset reductions in Measure B revenue. Programs that did not apply in FY 09/10 were eligible to apply in FY 10/11, but none did so.



Stabilization was meant to “ease the landing”, which it did. Providers have had time to adjust programs to run with fewer resources, and the most recent sales tax estimates show an increase in revenues.

Staff does not recommend funding further Stabilization for FY 11/12. On February 8, 2011, TAC members expressed support for allowing East Bay Paratransit to apply for any unclaimed remaining Stabilization funding, given the ongoing persistent budget problems experienced by both AC Transit and BART. PAPCO concurred with this recommendation on February 28, 2011.

#### Coordination and Mobility Management Planning Pilots

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, staff is implementing a Coordination and Mobility Management Planning Process. This project involves meetings in each Planning Area and Countywide with Measure B transportation providers to specifically discuss coordination options and suggest potential pilot programs.

The CMMP Process should generate at least four pilots. Pilots could be any range of projects, from small to large, Planning Area or Countywide, etc. ACTIA funded 52 Gap Grants over 6+ years. The total cost of those grants including Measure B and other funding was \$12,691,043. The average per grant equals \$244,059. Proposing we want to fund two pilots, \$500,000 should be sufficient. Note that Gap Grants were for two years and pilots could also be assumed to take two years to establish. Any pilots selected would need to include a plan for sustainability of funding.

Staff recommended designating up to \$500,000 of Gap Funding for CMMP Pilots and PAPCO concurred on February 28, 2011. PAPCO will forward a more specific recommendation for specific pilots in October 2011.

**Fiscal Impacts**

These recommended actions will authorize allocation of \$1,661,498 in supplemental Gap Grant funding and previously allocated Stabilization funding. The impact of this approval is \$1,661,498 from Special Transportation for Seniors and People with Disabilities funds.

**Attachment**

Attachment A: Summary of Paratransit Gap Grant Extension Requests

## Summary of Paratransit Gap Grant Extension Requests

Sponsor	Name of Grant	Amount Requested 11/12	Recommendation for 11/12
Alzheimer's Services of the East Bay	Driving Growth through Transportation Services for Individuals with Dementia	\$140,000	Fund in the amount of \$140,000 to extend service until 6/30/12.
Bay Area Community Services BORP	Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion	\$90,000	Fund in the amount of \$90,000 to extend service until 6/30/12.
	North County Youth/Adults with Disabilities Group Trip Project	\$130,000	Partially fund in the amount of \$120,000 to extend service until 6/30/12.
Center for Independent Living/ USOAC/ BORP	Mobility Matters!	\$92,855	Fund in the amount of \$92,855 to extend service until 6/30/12.
City of Albany	Albany Senior Center Community Shuttle Bus	N/A	Extend to 6/30/12. Do not fund further at this time.
City of Emeryville	94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities	\$60,000	Fund in the amount of \$60,000 to extend service until 6/30/12.
City of Fremont	VIP Rides Program	\$80,000	Fund in the amount of \$80,000 to extend service until 6/30/12.
City of Oakland	GRIP - Grocery Return Improvement Program	N/A	Extend to 6/30/12. Do not fund further at this time.
City of Oakland - Dept of HR	TAXI UP & GO Project!	\$92,000	Fund in the amount of \$92,000 to extend service until 6/30/12.
City of Pleasanton	Downtown Route	\$126,053	Fund in the amount of \$126,053 to extend service until 6/30/12.
LAVTA	Paratransit Vehicle Donation Program and Dial a Ride Scholarship	N/A	Extend to 6/30/12. Do not fund further at this time.
Senior Support Program of the Tri Valley	Volunteers Assisting Same Day Transportation and Escorts	\$72,500	Fund in the amount of \$72,500 to extend service until 6/30/12.
City of Fremont/ACTIA	South County Taxi Pilot Program	\$125,000	Fund in the amount of \$125,000 to extend service until 6/30/12.
		<b>\$1,008,408</b>	<b>\$998,408</b>

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## Memorandum

**DATE:** April 18, 2011  
**TO:** Alameda County Transportation Commission  
**FROM:** Programs and Projects Committee  
**RE:** **Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County**

### Recommendation

It is recommended that the Commission approve the Three-Year Project Initiation Document (PID) Strategic Plan for Alameda County (FY 2011/12, 2012/13 and 2013/14).

### Summary

Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Strategic Plan for Alameda County (FY 2011/12, 2012/13 and 2013/14).

### Background

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

Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Strategic Plan for Alameda County (FY 2011/12, 2012/13 and 2013/14) (Attachment). At the February meeting, ACTAC members were requested to provide updates to the attached list. The list with ACTAC comments are attached to the memo.

The FY 2011/12 list includes projects carried over from FY 2010/11. Projects with an identified fund source i.e. SR-238 LATIP funds, are proposed to be considered in FY 2012/13. Projects with less secured fund sources are proposed in FY 2013/14. Project sponsors would be provided an opportunity to re-prioritize projects when this list will be revisited in the upcoming FYs.

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

### Fiscal Impact

There will be no impact to the approved Alameda CTC - ACCMA budget by this action.

### Attachment

Attachment A: Three-Year Strategic PID Plan

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## DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan( FY2011/12, 12/13, 13/14)

Ref. No.	Caltrans Role (LEAD/ LEAD Reim/ QA/ QA Reim)	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	Work Program Status (original)	Initiation Date (Month/Day/Year)	Estimated Completion Date (Month/Year)	Proposed Program Year	Capital Cost with Support (\$M)	Funding (Local Measure/ Local Other/ Both/ NA)	PID Funding (SHA/ Reimbursement)	Type of PID or SS (Special Study)	Regional Transportation Plan	Project Sponsor
<b>PROPOSED FY 2011/12 WORK PLAN</b>																	
1	QA Reimb	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Gilman St I/C in Berkeley	Carryover	3/4/2004	06/2012	2014/15	9.0	Local	Reimb	PSR	RTP No. 21144	ALA-CTC
2	QA Reimb	880	22.5	23.3	Improve traffic operations	I/C reconstruction	Marina Blvd in San Leandro	Carryover	2/18/2009	06/2012	2014/15	32.5	Local	Reimb	PSR	RTP No. 230066	City of San Leandro ALA-CTC
3	QA Reimb	262	0.0	1.1	Improve traffic operations	I-680 I/C improvement, Rt 262 roadway improvement, and Rt 262/Warm Springs Blvd Intersection improvement	Rte 262 (Mission Blvd) between I-680 and I-880 in Fremont	Carryover	2/1/2011	06/2012	2014/15	10.0	Local	Reimb	PSR	RTP No. 94030	City of Fremont ALA-CTC
4	QA Reimb	580	R8.3	21.4	Improve traffic operations	Convert I-580 WB HOV Lane to Express (HOT) Lane	WB from west of Greenville in Livermore to west of Foothill/San Ramon in Pleasanton	Carryover	4/1/2011	03/2012	2014/15	19.8	Local	Reimb	PSR	RTP No. 230665	ALA-CTC
5	QA Reimb	185	TBD	TBD	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C	New	2011/12	TBD	2014/15	9.0	Local	Reimb	PSR	N	Ala County redevelopment Agency
6	QA Reimb	580	34.8	35.3	Improve traffic operations	Operational Improvements at EB I-580 106th Ave Off-ramp	I-580 @ 106th Ave Off-ramp	New	2011/12	TBD	2014/15	10.0	Local	Reimb	PSR	N	Caltrans ALA-CTC Oakland
7	QA Reimb	580	TBD	TBD	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley	New	2011/12	TBD	2015/16	5.0	Local	Reimb	PEER/PSR	RTP No. 22777	Alameda County Public Works Agency
8	QA Reimb	238 580 880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	New	2011/12	TBD	2014/15	32.5	SR -238 LATIP	Reimb	SEMP	RTP No. 230091	Caltrans/ ALA-CTC
9	QA Reimb	185	3.6	3.9	Improve traffic operations	Intersection Improvements: Adding lane, signal modification	E 14th St/Hesperian Blvd, and E 14th St/150th Ave	New	2011/12	TBD	2014/15	3.1	Local	Reimb	PSR	RTP No. 21451	City of San Leandro and ALA-CTC
10	QA Reimb	680	TBD	TBD	Improve traffic operations	Construct HOV/HOT lane and auxiliary lanes on northbound I-680 between Santa Clara County line and SR-84	Fremont	New	2012/13	TBD	TBD	TBD	TBD	Reimb	TBD	RTP No. 230099	Caltrans

# DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan( FY2011/12, 12/13, 13/14)

Ref. No.	Caltrans Role (LEAD/ LEAD Reim/ QA/ QA Reim)	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	Work Program Status (original)	Initiation Date (Month/Day/Year)	Estimated Completion Date (Month/Year)	Proposed Program Year	Capital Cost with Support (\$M)	Funding (Local Measure/ Local Other/ Both/ NA)	PID Funding (SHA/ Reimbursement)	Type of PID or SS (Special Study)	Regional Transportation Plan	Project Sponsor	
PROPOSED FY 2012/13 WORK PLAN																		
11	QA Reimb	84	TBD	TBD	Improve traffic operations	Widening for auxiliary lanes, HOV/HOT lane.	Widen SR-84 from Pigeon Pass to I-680. SB I-680 aux lane from SR-84 to Andrade. NB I-680 HOV/HOT lane from Alameda Creek to SR 84	New	2012/13	TBD	TBD	TBD	TBD	Reimb	TBD		RTP No. 230244	ALA-CTC
12	QA Reimb	92	TBD	TBD	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward	New	2012/13	2014	2016	6.0	SR -238 LATIP	Reimb	PSR	N	Hayward	
13	QA Reimb	92	TBD	TBD	Improve traffic operations	Clawiter I/C modification	Hayward	New	2012/13	2014	2016	52.0	SR -238 LATIP	Reimb	PSR	RTP No. 21093	Hayward	
14	QA Reimb	880	TBD	TBD	Improve traffic operations	Industrial Parkway West I/C Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.	Hayward	New	2012/13	2012	2016	41.0	SR -238 LATIP	Reimb	PSR	RTP No. 230053 & 230057	Hayward/ ALA-CTC	
15	QA Reimb	580	39.9	TBD	Noise Mitigation	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between 98th Ave. and Foothill Blvd.	New	2012/13	TBD	TBD	TBD	STIP	Reimb	NBSSR	RTP No. 98208	Caltrans/ ALA-CTC/ Oakland	
16	QA Reimb	580	39.8	39.9	Noise Mitigation	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between MacArthur Blvd. and Kingsland Place	New	2012/13	TBD	TBD	TBD	STIP	Reimb	NBSSR	RTP No. 98208	Caltrans/ ALA-CTC/ Oakland	
17	QA Reimb	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	New	2012/13	TBD	TBD	TBD	Local	Reimb	PEER	RTP No. 230108	Emeryville	
18	QA Reimb	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits	New	2012/13	TBD	TBD	TBD	Local	Reimb	PSR	N	Alameda County Public Works Agency	
19	QA Reimb	880 238 84.9	Var	Var	Improve traffic operations	Improve mobility	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.	New	2012/13	TBD	TBD	TBD	SR-84 LATIP	Reimb	TBD	RTP No. 21002	TBD	
20	QA Reimb	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238( Mission Bld Improvements in the vicinity of the EWC Project)	New	2012/13	TBD	TBD	TBD	SR-84 LATIP	Reimb	TBD	RTP No. 21002	TBD	
21	QA Reimb	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	New	2012/13	TBD	TBD	32.5	SR-238 LATIP	Reimb	PSR	RTP No. 230052	Caltrans/ ALA-CTC	
22	QA Reimb	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	New	2012/13	TBD	TBD	19.5	SR-238 LATIP	Reimb	PSR	RTP No. 230054	Caltrans/ ALA-CTC	

# DRAFT ALAMEDA COUNTY Three-Year PID Strategic Plan( FY2011/12, 12/13, 13/14)

Ref. No.	Caltrans Role (LEAD/ LEAD Reim/ QA/ QA Reim)	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	Work Program Status (original)	Initiation Date (Month/Day/Year)	Estimated Completion Date (Month/Year)	Proposed Program Year	Capital Cost with Support (\$M)	Funding (Local Measure/ Local Other/ Both/ NA)	PID Funding (SHA/ Reimbursement)	Type of PID or SS (Special Study)	Regional Transportation Plan	Project Sponsor
PROPOSED FY 2013/14 WORK PLAN																	
23	QA Reimb	84	17.3	17.3	Improve traffic operations	New roundabout	Intersection Niles Canyon Rd/Paloma Way and Pleasanton-Sunol Rd	New	2013/14	TBD	TBD	TBD	TBD	Reimb	PSR	N	Alameda County Public Works Agency
24	QA Reimb	580	9.7	9.7	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	New	2013/14	TBD	TBD	TBD	TBD	Reimb	PSR	RTP No. 21100	City of Livermore
25	QA Reimb	880	TBD	TBD	Improve traffic operations	Winton I/C reconstruction	Winton Ave. Hayward	New	2013/14	2015	2017	TBD	SR-238 LATIP	Reimb	PSR	N	Hayward
26	QA Reimb	880	TBD	TBD	Improve traffic operations	I-880 / Whipple Road Interchange	Union City	New	2013/14	2015	2017	TBD	SR-238 LATIP	Reimb	PSR	N	Union City
27	QA Reimb	880	TBD	TBD	Improve traffic operations	Extend NB HOV lanes from Hacienda to north of Washington and north of Washington to Hegenberger		New	2013/14	2014	2018	TBD	SR-238 LATIP	Reimb	PSR	RTP No. 230088	Caltrans/ ALA-CTC
28	QA Reimb	238	TBD	TBD	Improve traffic operations	Widen connector to NB 880	San Leandro	New	2013/14	2015	2018	TBD	SR-238 LATIP	Reimb	PSR	RTP No. 230088	Caltrans/ ALA-CTC
29	QA Reimb	880	TBD	TBD	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro	New	2013/14	2015	2018	TBD	SR-238 LATIP	Reimb	PSR	RTP No. 230088	Caltrans/ ALA-CTC
30	QA Reimb	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	New	2013/14	2014	2018	TBD	SR-238 LATIP	Reimb	PSR	RTP No. 230047	Caltrans/ ALA-CTC
31	QA Reimb	680	TBD	TBD	Improve traffic operations	SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between Alcosta and SR-84	New	2013/14	TBD	TBD	TBD	TBD	Reimb	TBD	N	ALA-CTC
32	QA Reimb	680	TBD	TBD	Improve traffic operations	NB HOV/HOT lane from SR-84 to Alcosta Blvd.	I-680 between Alcosta and SR-84	New	2013/14	TBD	TBD	TBD	TBD	Reimb	TBD	N	ALA-CTC
33	QA Reimb	880	TBD	TBD	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont Newark Union City	New	2013/14	TBD	TBD	TBD	TBD	Reimb	TBD	N	Caltrans
34	LEAD	580	TBD	TBD	Noise Mitigation	Construct Noise Barrier along I-580 between 108th Ave and MacArthur Blvd in San Leandro / Oakland	Between 108th Ave and MacArthur Blvd	New	2013/14	2013	TBD	TBD	STIP	Reimb	NBSR	RTP No. 98208	Caltrans/ ALA-CTC/ San Leandro
35	QA Reimb	580	TBD	TBD	Improve traffic operations	Ramp modifications Strobridge/Castro Valley I/C	Strobridge/Castro Valley	New	2013/14	2014	TBD	TBD	SR-238 LATIP	Reimb	TBD	N	Alameda County Public Works Agency

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## **Memorandum**

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Approval of Resolution No. 11-008 Authorizing the Execution of Various Funding Agreements**

### **Recommendation**

It is recommended that the Commission approve Resolution No. 11-008 which authorizes the execution of various funding agreements related to securing and claiming certain state and federal transportation funding.

### **Discussion or Background**

The Alameda County Transportation Commission acts as the implementing agency for certain transportation projects for which state and federal funding is programmed, allocated and expended. In order to secure and claim reimbursement for such state and federal funding, the Alameda CTC must execute a variety of agreements related to the funding process and procedures. Resolution No. 11-008 will authorize the Executive Director, or designee of the Executive Director, to execute the necessary agreements related to receiving the funding. The resolution is required by the state as a condition of the funding.

### **Fiscal Impact**

There is no direct fiscal impact expected to result from the recommended action.

### **Attachment**

Attachment A: Alameda CTC Resolution No. 11-008



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ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION 11-008

Administering Agency-State Agreement  
for  
State and Federal-Aid Projects

WHEREAS, the Congress of the United States has enacted Federal Legislation to fund programs which include, but are not limited to, Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement Program (CMAQ), the Transportation Enhancement Program (TE), Highway Safety Improvement Program (HSIP), and the Highway Bridge Program (HBP); and

WHEREAS, the Legislature of the State of California has enacted legislation by which certain State and Federal funds which include, but are not limited to, STP, CMAQ, TE, HSIP, and HBP may be made available for use on local transportation facilities of public entities qualified to act as recipients of these State and Federal funds in accordance with State and Federal law; and

WHEREAS, the Alameda County Transportation Commission (Alameda CTC) is eligible to receive Federal and/or State funding for certain Transportation Projects, through the California Department of Transportation; and

WHEREAS, Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Exchange Agreements and/or Fund Transfer Agreements need to be executed with the California Department of Transportation before such funds could be claimed; and

WHEREAS, the Alameda CTC wishes to delegate authorization to execute these agreements and any amendments thereto to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED, that the Executive Director, or a designee of the Executive Director, be authorized to execute all Master Agreements, Program Supplemental Agreements, Cooperative Agreements, Fund Exchange Agreements, Fund Transfer Agreements, and any amendments thereto with the California Department of Transportation.

DULY PASSED AND ADOPTED by the Alameda County Transportation Commission at the regular meeting of the Board of Directors held on Thursday, April 28, 2011, in Oakland, California, by the following vote:

AYES:                      NOES:                      ABSTAIN:                      ABSENT:

SIGNED:    ATTEST:

---

Mark Green, Chair

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Gladys V. Parmelee, Clerk of Alameda CTC

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## Memorandum

**DATE:** April 18, 2011  
**TO:** Alameda County Transportation Commission  
**FROM:** Programs and Projects Committee  
**SUBJECT:** Approval to Execute Master Agreement with California Highway Patrol

### Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to negotiate and execute a "Master Agreement", substantially as attached, with the California Highway Patrol to provide Construction Zone Enhanced Enforcement Program (COZEEP) services for construction projects that the Alameda CTC is administering on the State Highway System. The CHP requires that a master agreement be executed if the cost of the services exceeds \$50,000. All services under these agreements will be paid out of the construction phase budget of participating projects.

### Discussion

To enhance safety for the public and construction contractors during lane closures associated with construction activities on state highways, Caltrans requires the Commission (the sponsor of the projects) to coordinate with the CHP to implement the Construction Zone Enhanced Enforcement Program (COZEEP). To meet this requirement, the Alameda CTC needs to enter into a standard master agreement with the California Highway Patrol to provide this service for all projects Alameda CTC is administering.

A standard CHP master agreement defining services, roles, and reimbursement mechanism is needed to cover future projects Alameda CTC will administer. This master agreement will allow the Alameda CTC to meet its encroachment permit obligation with Caltrans, and to enter into a project specific agreements as needed with CHP. The cost of this agreement is estimated at \$200,000 per year; however, the actual cost will be based on project(s) needs and funds will be paid out of the budgeted funds for construction phase of individual project. This agreement will permit expeditious processing of future project specific service agreements.

### Fiscal Impact

There will be no fiscal impact to the budget as the actual cost of this agreement will be included in the construction phase of participating projects.

### Attachment

Attachment A: Draft CHP Master Agreement

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**DEPARTMENT OF CALIFORNIA HIGHWAY PATROL**

Business Services Section  
Contract Services Unit  
P.O. Box 942898  
Sacramento, CA 94298-0001  
(916) 843-3610  
(800) 735-2929 (TT/TDD)  
(800) 735-2922 (Voice)



February 22, 2011

Alameda County Transportation Commission (Alameda CTC)  
1333 Broadway, Suite 220  
Oakland, CA 94612

Subject: Agreement Number 10R301000-0

**Complete the following marked item(s) and return to the above address within ten (10) business days:**

- ☒ STD. 213, Standard Agreement with attached exhibits. Sign the first page of the STD. 213, sign the additional single STD. 213, and return both copies.
- ☐ STD. 213A, Standard Agreement Amendment. Sign the first page of the STD. 213A, sign the additional single STD. 213A, and return both copies.
- ☐ STD. 210, Short Form Contract. Sign and return both copies.
- ☐ Letter of Agreement. Sign and return both copies.
- ☐ STD. 204, Payee Data Record. Complete and return.
- ☒ CCC, Contractor Certification Clauses. Complete and return.
- ☐ Obtain and forward the liability insurance certificate required by the terms of the Agreement.
- ☐ Resolution, motion, order, or ordinance from the local governing body authorizing this Agreement.
- ☐ STD. 807, Payment Bond. Complete and return one copy.
- ☐ CHP 28, Voluntary Statistical Data. Complete and return.
- ☒ Other: CHP 78V, Conflict of Interest and Confidentiality Statement. Please sign and return with your contract documents.

**Contract status.**

- ☐ The enclosed agreement is signed on behalf of the Department of California Highway Patrol. Process and when approved, return an original to this office.
- ☐ The enclosed approved agreement is for your records. You are now authorized to provide services.

A handwritten signature in black ink, appearing to read "Bobby Contreras".

BOBBY CONTRERAS  
Contract Analyst

Enclosures

*Safety, Service, and Security*

AGREEMENT NUMBER

**10R301000**

REGISTRATION NUMBER

1. This Agreement is entered into between the State Agency and the Contractor named below:

STATE AGENCY'S NAME

Department of California Highway Patrol (CHP)

CONTRACTEE'S NAME

Alameda County Transportation Commission (Alameda CTC)

2. The term of this Agreement is: 1/1/2011 through 12/31/2011  
or upon approval by the Department of General Services, whichever is later.

3. The maximum amount of this Agreement is: \$ 200,000.00  
Two Hundred Thousand Dollars and Zero Cents

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibit A – Scope of Work 2 page(s)

Exhibit B – Budget Detail and Payment Provisions 1 page(s)

Exhibit C\* – General Terms and Conditions GTC 610

Check mark one item below as Exhibit D:

- ☒ Exhibit - D Special Terms and Conditions (Attached hereto as part of this agreement) 1 page(s)  
☐ Exhibit - D\* Special Terms and Conditions

Items shown with an Asterisk (\*), are hereby incorporated by reference and made part of this agreement as if attached hereto.  
These documents can be viewed at [www.ols.dgs.ca.gov/Standard+Language](http://www.ols.dgs.ca.gov/Standard+Language)

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

**CONTRACTOR**

CONTRACTOR'S NAME (if other than an individual, state whether a corporation, partnership, etc.)

Alameda County Transportation Commission (Alameda CTC)

BY (Authorized Signature)



DATE SIGNED(Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

ADDRESS

1333 Broadway, Suite 220  
Oakland, CA 94612

**STATE OF CALIFORNIA**

AGENCY NAME

Department of California Highway Patrol

BY (Authorized Signature)



DATE SIGNED(Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

JEFFREY T. UYEDA, Chief, Administrative Services Division

ADDRESS

P.O. Box 942898, Sacramento, CA 94298-0001

California Department of General  
Services Use Only

☐ Exempt per:



AGREEMENT NUMBER

**10R301000**

REGISTRATION NUMBER

1. This Agreement is entered into between the State Agency and the Contractor named below:

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Department of California Highway Patrol (CHP)

CONTRACTEE'S NAME

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Exhibit C\* – General Terms and Conditions GTC 610

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☐ Exhibit - D\* Special Terms and Conditions

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IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

**CONTRACTOR**

CONTRACTOR'S NAME (If other than an individual, state whether a corporation, partnership, etc.)

Alameda County Transportation Commission (Alameda CTC)

BY (Authorized Signature)



DATE SIGNED(Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

ADDRESS

1333 Broadway, Suite 220  
Oakland, CA 94612

**STATE OF CALIFORNIA**

AGENCY NAME

Department of California Highway Patrol

BY (Authorized Signature)



DATE SIGNED(Do not type)

PRINTED NAME AND TITLE OF PERSON SIGNING

JEFFREY T. UYEDA, Chief, Administrative Services Division

ADDRESS

P.O. Box 942898, Sacramento, CA 94298-0001

California Department of General  
Services Use Only

☐ Exempt per:

## EXHIBIT A (Standard Agreement)

### SCOPE OF WORK

1. Contractor agrees to reimburse the Department of California Highway Patrol (CHP) for costs associated with traffic control related services for the projects on I-580, I-680, I-880, and I-80 within Alameda and Santa Clara Counties provided by the CHP's Dublin, Castro Valley, San Jose and Hayward offices.
2. The services shall be provided during:

The hours of duty performed by CHP officer(s) under this Agreement are those mutually agreed upon by CHP Contract Coordinator and Alameda CTC. Any changes to the proposed plan such as additional hours, dates, and sites for traffic control can be requested and/or on an "as needed" basis and must be mutually agreed upon by the local CHP command and Alameda CTC.

3. The CHP contacts are listed herein for each affected Area office:

Dublin Area -- 390 4999 Gleason Drive Dublin, CA 94568 Officer Tyler Hahn or Sgt. Loretta Marino	Phone: 925-828-0466	Fax: 925-828-1377
Castro Valley Area -- 375 21020 Redwood Road Castro Valley, CA 94546 Officer Roland Tuazon	Phone: 510-581-9028	Fax: 510-581-9187
San Jose Area - 340 2020 Junction Avenue San Jose, CA 95131 Officer Randy Yee	Phone: 408-467-5400	Fax: 408-467-5407
Hayward Area -- 345 2434 Whipple Road Hayward, CA 94544 Officer Paul Cheever	Phone: 510-489-1500	Fax: 510-489-8452

4. The project representatives during the term of this agreement will be:

STATE AGENCY Department of California Highway Patrol		CONTRACTOR Alameda County Transportation Commission	
NAME Tina Cook		NAME Ray Akkawi	
TELEPHONE NUMBER (707) 648-4180	FAX NUMBER (707) 648-5595	TELEPHONE NUMBER (510) 350-2318	FAX NUMBER (510) 836-2185
Direct all inquiries to :			
STATE AGENCY Department of California Highway Patrol		CONTRACTOR Alameda County Transportation Commission	
SECTION/UNIT Business Services Section/Contract Services Unit		SECTION/UNIT Contracts	
ATTENTION Bobby Contreras		ATTENTION Liz Brazil	
ADDRESS P.O. Box 942898, Sacramento, CA 94298-0001		ADDRESS 1333 Broadway, Suite 220, Oakland, CA 94612	
TELEPHONE NUMBER (916) 843-3610	FAX NUMBER (916) 322-3155	TELEPHONE NUMBER (510) 836-2560	FAX NUMBER (510) 836-2185

**EXHIBIT A**  
**(Standard Agreement)**

**SCOPE OF WORK** *(Continued)*

5. Detailed description of work to be performed:

- A. CHP Dublin, Castro Valley, San Jose, and Hayward offices shall provide CHP officer(s) with vehicles and coordinate all traffic control. Should the CHP Dublin, Castro Valley, San Jose, and Hayward be unable to fill the necessary staffing for each event, the shortage of CHP Officers will be utilized from out-of-Area uniformed personnel.
- B. The traffic control service to be performed by CHP officer(s) under this Agreement, including the standards of performance, discipline and control thereof, shall be the responsibility of CHP.
- C. It is understood by Alameda CTC that billing of CHP officer(s) time shall be from portal to portal (CHP Area office to the service location and return to CHP Area office) except as specified in Item D.
- D. If the CHP officer(s) has reported to the assigned location and has worked less than four (4) hours, Alameda CTC agrees to pay every assigned CHP officer(s) a minimum of four (4) hours overtime. Exception: This does not apply to those cases when the hours worked is part of an extended shift.

If the CHP officer(s) report(s) to the assigned service location and if for any reason CHP reassigns the officer(s) away from the service location, Alameda CTC will be billed only for the officer(s) actual time incurred from the CHP Area office to the service location and for the time spent at the assigned service location covered under this Agreement.

E. CANCELLATION

Alameda CTC shall not be charged for service cancellations made more than 24 hours prior to the scheduled assignment.

- 1. Alameda CTC agrees that if service cancellation is made within 24 hours prior to the scheduled assignment and the assigned CHP officer(s) cannot be notified of such service cancellation, a minimum of four (4) hours overtime shall be charged for each assigned CHP officer.
- 2. Alameda CTC agrees that if service cancellation is made within 24 hours prior to the scheduled assignment and CHP officer(s) is notified of such service cancellation, Alameda CTC shall only be charged a short notice service cancellation fee of \$50.00 per assigned CHP officer(s).
- 3. All service cancellation notices to CHP must be made during normal CHP business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday, excluding state holidays.
- 4. The CHP agrees to make reasonable efforts to notify the assigned CHP officer(s) of the service cancellation.

**EXHIBIT B**  
**(Standard Agreement)**

**BUDGET DETAIL AND PAYMENT PROVISIONS**

**1. Invoicing and Payment**

- A. The CHP shall provide Alameda CTC with an itemized invoice which details all CHP costs for traffic control services under this Agreement.

Monthly itemized invoices will be submitted in duplicate to:

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

Alameda CTC agrees to pay CHP within thirty (30) days after the date of the invoice.

- B. This Agreement includes hourly usages and anticipated mileage for the Alameda County Transportation Commission Projects.

The following is an estimate of cumulative costs for the Alameda County Transportation Commission Projects:

Officer Hours:	2573	hours
Patrol car mileage:	8523	miles

- C. In consideration for the traffic control services contained herein, Alameda CTC agrees to reimburse the CHP upon receipt of an itemized invoice. Alameda CTC agrees to reimburse the CHP for **the actual costs incurred** at the time services are provided. The rates indicated in this agreement are for estimate purposes only. It is understood by both parties that rate increases in salary and benefits are governed by collective bargaining agreements and/or statute and that no advance written notification is necessary prior to implementing the increased rates. In the event CHP is granted a rate increase, Alameda CTC agrees to pay the increased rate. The following information are the CHP officer and sergeant overtime and mileage rates effective Fiscal Year 2010/2011, until superseded:

<u>CLASSIFICATION</u>	<u>OVERTIME RATE</u>
CHP Officer	\$75.64 per hour
CHP Automobile	\$00.63 per mile

**EXHIBIT D**  
**(Standard Agreement)**

**SPECIAL TERMS AND CONDITIONS**

1. The CHP and Alameda CTC agree this Agreement may be canceled by either party with thirty (30) days advance written notice.
2. In the event of an emergency, this Agreement may be canceled by either party without prior notice.
3. The CHP and Alameda CTC, agree that this Agreement may be amended by written mutual consent of the parties hereto.
4. Unforeseen events may require CHP officer(s) to expend hours in excess of the original estimate. Any costs in excess of the original estimated amount will be processed by appropriate amendment to the Agreement, to reflect the actual costs incurred.
5. Additional charges may be assessed for CHP supplies, additional equipment utilized, damage to property repaired or replaced at state expense, which are directly related to the services provided herein, but only to the extent such supplies or additional equipment are specifically requested in writing by Alameda CTC or such need for repair or replacement of property arises directly from Alameda CTC gross misconduct or willful negligence with respect to the property.
6. Gifts, donations, or gratuities may not be accepted by CHP employees in their own behalf or in behalf of the Department, informal squad club, or other local funds.
7. Any dispute concerning a question of fact arising under the terms of this agreement which is not disposed within a reasonable period of time (ten days) by the parties normally responsible for the administration of this contract shall be brought to the attention of the Administrative Services Officer (or designated representative) of each organization for joint resolution
8. Alameda CTC agrees that the awarding department, the Department of General Services, the Bureau of State Audits, or their designated representative shall have the right to review and to copy and records and supporting documentation pertaining to the performance of this Agreement. Alameda CTC agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated. Alameda CTC agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Alameda CTC agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code §8546.7, Pub. Contract Code §10115 et CCR Title 2, Section 1896).
9. Any dispute concerning a question of fact arising under the terms of this agreement which is not disposed within a reasonable period of time (ten days) by the parties normally responsible for the administration of this contract shall be brought to the attention of the Administrative Services Officer (or designated representative) of each organization for joint resolution
10. **MUTUAL INDEMNIFICATION**  
The parties hereto agree to indemnify, defend and save harmless the other party, its officers, agents and employees from any and all claims and losses accruing or resulting to any and all contractors, subcontractors, suppliers, laborers, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, and from any and all claims and losses accruing or resulting to any person, firm or corporation who may be injured or damaged by the other party in the performance of this Agreement.
11. The Alameda CTC agrees to provide CHP with a resolution, motion, order or ordinance of the governing body, which authorizes execution of this Agreement, and indicates the individual who is authorized to sign the Agreement on behalf of Alameda CTC.
12. CMA's functions and powers are intended to be assumed by a new governmental agency, the Alameda County Transportation Commission ("Alameda CTC") during the term of the Agreement. Consultant hereby consents to the assignment of the Agreement by CMA to Alameda CTC.

**CERTIFICATION**

I, the official named below, CERTIFY UNDER PENALTY OF PERJURY that I am duly authorized to legally bind the prospective Contractor to the clause(s) listed below. This certification is made under the laws of the State of California.

<i>Contractor/Bidder Firm Name (Printed)</i>		<i>Federal ID Number</i>
Alameda County Transportation Commission (Alameda CTC)		
<i>By (Authorized Signature)</i>		
<i>Printed Name and Title of Person Signing</i>		
<i>Date Executed</i>	<i>Executed in the County of</i>	

**CONTRACTOR CERTIFICATION CLAUSES**

1. **STATEMENT OF COMPLIANCE:** Contractor has, unless exempted, complied with the nondiscrimination program requirements. (Gov. Code §12990 (a-f) and CCR, Title 2, Section 8103) (Not applicable to public entities.)

2. **DRUG-FREE WORKPLACE REQUIREMENTS:** Contractor will comply with the requirements of the Drug-Free Workplace Act of 1990 and will provide a drug-free workplace by taking the following actions:

a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations.

b. Establish a Drug-Free Awareness Program to inform employees about:

- 1) the dangers of drug abuse in the workplace;
- 2) the person's or organization's policy of maintaining a drug-free workplace;
- 3) any available counseling, rehabilitation and employee assistance programs; and,
- 4) penalties that may be imposed upon employees for drug abuse violations.

c. Every employee who works on the proposed Agreement will:

- 1) receive a copy of the company's drug-free workplace policy statement; and,
- 2) agree to abide by the terms of the company's statement as a condition of employment on the Agreement.

Failure to comply with these requirements may result in suspension of payments under the Agreement or termination of the Agreement or both and Contractor may be ineligible for award of any future State agreements if the department determines that any of the following has occurred: the Contractor has made false certification, or violated the

certification by failing to carry out the requirements as noted above. (Gov. Code §8350 et seq.)

3. NATIONAL LABOR RELATIONS BOARD CERTIFICATION: Contractor certifies that no more than one (1) final unappealable finding of contempt of court by a Federal court has been issued against Contractor within the immediately preceding two-year period because of Contractor's failure to comply with an order of a Federal court, which orders Contractor to comply with an order of the National Labor Relations Board. (Pub. Contract Code §10296) (Not applicable to public entities.)

4. CONTRACTS FOR LEGAL SERVICES \$50,000 OR MORE- PRO BONO REQUIREMENT: Contractor hereby certifies that contractor will comply with the requirements of Section 6072 of the Business and Professions Code, effective January 1, 2003.

Contractor agrees to make a good faith effort to provide a minimum number of hours of pro bono legal services during each year of the contract equal to the lesser of 30 multiplied by the number of full time attorneys in the firm's offices in the State, with the number of hours prorated on an actual day basis for any contract period of less than a full year or 10% of its contract with the State.

Failure to make a good faith effort may be cause for non-renewal of a state contract for legal services, and may be taken into account when determining the award of future contracts with the State for legal services.

5. EXPATRIATE CORPORATIONS: Contractor hereby declares that it is not an expatriate corporation or subsidiary of an expatriate corporation within the meaning of Public Contract Code Section 10286 and 10286.1, and is eligible to contract with the State of California.

6. SWEATFREE CODE OF CONDUCT:

a. All Contractors contracting for the procurement or laundering of apparel, garments or corresponding accessories, or the procurement of equipment, materials, or supplies, other than procurement related to a public works contract, declare under penalty of perjury that no apparel, garments or corresponding accessories, equipment, materials, or supplies furnished to the state pursuant to the contract have been laundered or produced in whole or in part by sweatshop labor, forced labor, convict labor, indentured labor under penal sanction, abusive forms of child labor or exploitation of children in sweatshop labor, or with the benefit of sweatshop labor, forced labor, convict labor, indentured labor under penal sanction, abusive forms of child labor or exploitation of children in sweatshop labor. The contractor further declares under penalty of perjury that they adhere to the Sweatfree Code of Conduct as set forth on the California Department of Industrial Relations website located at [www.dir.ca.gov](http://www.dir.ca.gov), and Public Contract Code Section 6108.

b. The contractor agrees to cooperate fully in providing reasonable access to the contractor's records, documents, agents or employees, or premises if reasonably required by authorized officials of the contracting agency, the Department of Industrial Relations,

or the Department of Justice to determine the contractor's compliance with the requirements under paragraph (a).

7. DOMESTIC PARTNERS: For contracts over \$100,000 executed or amended after January 1, 2007, the contractor certifies that contractor is in compliance with Public Contract Code section 10295.3.

## **DOING BUSINESS WITH THE STATE OF CALIFORNIA**

The following laws apply to persons or entities doing business with the State of California.

1. CONFLICT OF INTEREST: Contractor needs to be aware of the following provisions regarding current or former state employees. If Contractor has any questions on the status of any person rendering services or involved with the Agreement, the awarding agency must be contacted immediately for clarification.

Current State Employees (Pub. Contract Code §10410):

- 1). No officer or employee shall engage in any employment, activity or enterprise from which the officer or employee receives compensation or has a financial interest and which is sponsored or funded by any state agency, unless the employment, activity or enterprise is required as a condition of regular state employment.
- 2). No officer or employee shall contract on his or her own behalf as an independent contractor with any state agency to provide goods or services.

Former State Employees (Pub. Contract Code §10411):

- 1). For the two-year period from the date he or she left state employment, no former state officer or employee may enter into a contract in which he or she engaged in any of the negotiations, transactions, planning, arrangements or any part of the decision-making process relevant to the contract while employed in any capacity by any state agency.
- 2). For the twelve-month period from the date he or she left state employment, no former state officer or employee may enter into a contract with any state agency if he or she was employed by that state agency in a policy-making position in the same general subject area as the proposed contract within the 12-month period prior to his or her leaving state service.

If Contractor violates any provisions of above paragraphs, such action by Contractor shall render this Agreement void. (Pub. Contract Code §10420)

Members of boards and commissions are exempt from this section if they do not receive payment other than payment of each meeting of the board or commission, payment for preparatory time and payment for per diem. (Pub. Contract Code §10430 (e))



2. LABOR CODE/WORKERS' COMPENSATION: Contractor needs to be aware of the provisions which require every employer to be insured against liability for Worker's Compensation or to undertake self-insurance in accordance with the provisions, and Contractor affirms to comply with such provisions before commencing the performance of the work of this Agreement. (Labor Code Section 3700)

3. AMERICANS WITH DISABILITIES ACT: Contractor assures the State that it complies with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42 U.S.C. 12101 et seq.)

4. CONTRACTOR NAME CHANGE: An amendment is required to change the Contractor's name as listed on this Agreement. Upon receipt of legal documentation of the name change the State will process the amendment. Payment of invoices presented with a new name cannot be paid prior to approval of said amendment.

5. CORPORATE QUALIFICATIONS TO DO BUSINESS IN CALIFORNIA:

a. When agreements are to be performed in the state by corporations, the contracting agencies will be verifying that the contractor is currently qualified to do business in California in order to ensure that all obligations due to the state are fulfilled.

b. "Doing business" is defined in R&TC Section 23101 as actively engaging in any transaction for the purpose of financial or pecuniary gain or profit. Although there are some statutory exceptions to taxation, rarely will a corporate contractor performing within the state not be subject to the franchise tax.

c. Both domestic and foreign corporations (those incorporated outside of California) must be in good standing in order to be qualified to do business in California. Agencies will determine whether a corporation is in good standing by calling the Office of the Secretary of State.

6. RESOLUTION: A county, city, district, or other local public body must provide the State with a copy of a resolution, order, motion, or ordinance of the local governing body which by law has authority to enter into an agreement, authorizing execution of the agreement.

7. AIR OR WATER POLLUTION VIOLATION: Under the State laws, the Contractor shall not be: (1) in violation of any order or resolution not subject to review promulgated by the State Air Resources Board or an air pollution control district; (2) subject to cease and desist order not subject to review issued pursuant to Section 13301 of the Water Code for violation of waste discharge requirements or discharge prohibitions; or (3) finally determined to be in violation of provisions of federal law relating to air or water pollution.

8. PAYEE DATA RECORD FORM STD. 204: This form must be completed by all contractors that are not another state agency or other government entity.

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**CONFLICT OF INTEREST AND CONFIDENTIALITY STATEMENT - VENDOR**

CHP 78V (Rev. 4-08) OPI 076

OPI CONTRACT/REQUISITION NUMBER

10R301000

It is a mandatory requirement for the contractor/vendor to complete and submit the Conflict of Interest and Confidentiality Statement prior to commencing contract services and/or delivering requested commodities. Failure to complete and submit the Conflict of Interest and Confidentiality Statement prior to commencement of work and/or delivery of requested commodities will be grounds for contract termination.

As an authorized representative and/or corporate officer of the company named below, I warrant my company and its employees have no personal or financial interest and no present or past employment or activity which would be incompatible with participating in any activity related to this contract. For the duration of this contract, I warrant my company and its employees will not accept any gift, benefit, gratuity or consideration, or begin a personal or financial interest in a party who is associated with this contract.

I warrant my company and its employees not to disclose any financial, statistical, personal, technical, media-related, and all other data and information made available to use by the state for the purpose of providing services to the California Highway Patrol (CHP) in conjunction with the contract identified above. I warrant that only those employees who are authorized and required to use such materials will have access to them. Authorization documentation must be provided to the CHP prior to the start of the contract.

I further warrant that all materials provided by the state will be returned promptly after use; all copies or derivations of the materials will be physically and/or electronically sanitized at a minimum in accordance with the Federal Information Security Management Act (FISMA), National Institute of Standard Technology (NIST), 43 NIST Special Publication 800-36. I will include, with the returned materials, a letter attesting to the complete return of materials and documenting the destruction of copies and derivations. Failure to so comply will subject my company to criminal and civil liabilities, including all damages to the state. I authorize the state to inspect and verify the destruction document(s) as described above.

I warrant that my company will not enter into any agreements or discussions with a third party concerning such materials prior to receiving written confirmation from the state that such third party has an agreement with the state similar in nature to this one. I agree to immediately advise the CHP contract coordinator of any person(s) who has access to project confidential information and intends to disclose that information in violation of this agreement.

NAME OF COMPANY

NAME OF COMPANY REPRESENTATIVE

TITLE

SIGNATURE OF COMPANY REPRESENTATIVE

DATE



## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Approval of Project Delivery Plan for I-680 Northbound High Occupancy Vehicle/Express Lane Project (ACTIA No. 8); and Allocation of Measure B funds for Project Development**

### Recommendation

It is recommended that the Commission approve the following actions in support of delivering the I-680 Northbound HOV/ Express Lane project:

1. Approve the attached project delivery plan for a Northbound I-680 Sunol Express Lane Project;
2. Allocate \$5.5 million of Measure B funding for the Preliminary Engineering and Environmental Clearance (PE/Env) Phase of the Northbound I-680 Sunol Express Lane Project (ACTIA No. 8);
3. Authorize the issuance of a Request for Proposals to procure an PE/Env engineering services contract; and
4. Authorize the Executive Director, or designee of the Executive Director, to execute all funding agreements and/or amendments to funding agreements, including a Cooperative Agreement with Caltrans required to initiate the PE/Env work.

### Summary

The voters-approved Alameda County 2000 Measure B Transportation Expenditure Plan included Measure B funding for implementing express lanes on both the northbound and southbound of I-680 between the Santa Clara County line and Route 84. The Expenditure Plan further stipulated that the express lane on the southbound direction should be implemented first, and any unused funds could be used to implement the express lane on the northbound direction.

The implementation of the southbound express lane on I-680 was completed in September 2010 and allowed for the first express lane facility in northern California to be put into operation and begin collecting toll revenues. It is anticipated there will be unused Measure B funds that were allocated for the delivery of the I-680 Southbound Express Lane that could be used for project development activities to advance the delivery of the express lane on the northbound of I-680.

Staff has prepared a project delivery plan which includes the required steps to initiate project development and to establish a corridor implementation plan which identifies project phasing options that could be implemented using potential available funding in the future.

The Commission's approval to allocate \$5.5 million of Measure B funds for the Preliminary Engineering/Environmental Document (PE/Env) phase and authorizing the issuance of a Request for Proposals (RFP) to provide the PE/Env services are the first steps in delivering a northbound project included in Measure B Expenditure Plan.

### **Discussion and Background**

The I-680 Corridor is a primary north-south transportation corridor between Alameda and Santa Clara Counties, which serves commuter, commercial, and recreation traffic. Previously the corridor was considered the second most congested corridor in the Bay area. Recently constructed improvements to southbound I-680 along with the slower economy have reduced the southbound congestion levels between Route 84 in Alameda County and Route 237 in Santa Clara County. The improvements include the interim HOV lane which was followed by the more standard HOV lane combined with the Express Lane. There are now three general-purpose lanes, one HOV/Express Lane, a truck climbing lane, and auxiliary lanes in the southbound direction.

In 2005, Caltrans approved a Project Report/Environmental Document for a northbound HOV lane project with limits similar to the limits of the recently constructed southbound HOV/Express Lane project. The scope of the northbound project included in the 2005 Project Report has been changed by the late inclusion of the southbound Express Lane with the southbound HOV lane project. The project footprint of the northbound project included in the 2005 Project Report and Environmental Document did not assume the addition of the southbound Express Lane, which may require a new environmental document to be developed for the I-680 Northbound Express Lane Project.

Given the 2005 timeframe for completion of the previous environmental studies related to the northbound HOV project and the undetermined extent of the impacts due to expanding the southbound HOV to include the Express Lane, it is anticipated that some of the preliminary engineering and environmental work will have to be revisited, and perhaps reworked. The recommended project delivery plan includes an assumption that a combined Project Study Report/Project Report (PSR/PR) will be acceptable to Caltrans as a project approval document. The PSR/PR approach is intended to streamline the typical Caltrans approach of the PSR being a separate document from the PR, but the approach is subject to approval by Caltrans. In effect, the recommended project delivery plan involves reevaluating the PE/Env work performed for the northbound HOV project by Caltrans for the 2005 PR/ED and adding the requirements related to developing a combined HOV/Express Lane in the northbound direction.

The northbound direction currently has three general-purpose lanes and a short truck climbing lane. The 2005 Project Report prepared by Caltrans included adding an HOV Lane within the project limits and paving the median. In most areas, the paved median would allow for the extra width required for an Express Lane; however there are areas within the project limits in which the northbound roadway alignment will need to change to accommodate the "as-built" condition of the southbound roadway and areas in which the requirements for the Express Lane features may require additional roadway width. The specifics of including an Express Lane and any reevaluation required due to the age of the 2005 PR/ED will need to be addressed in the project approval document for any project moving forward.

The recommended northbound Express Lane project is intended to improve safety, relieve congestion and provide the opportunity to generate revenues by tolling for the use of excess capacity in the HOV lane by non-HOV vehicles. It is possible to implement incremental improvements along the northbound roadway to provide the intended benefits, but any smaller projects within the larger corridor project will require analysis and approval by Caltrans to secure environmental clearance and project approval within the larger project. It is recommended that the PE/Env work be performed for the entire length of the project and include developing an implementation strategy for incremental improvements. The analysis and approval for any smaller projects can be secured in the context of the overall corridor analysis and approval.

An important element of the PE/Env work will be a traffic operational analysis report (TOAR). The TOAR will be used to establish the limits of any smaller, incremental improvements and to analyze the benefits of such improvements. The TOAR will also be the basis of the analysis to determine the feasibility of the Express Lane including a revenue study.

The PE/Env work will include updating the project cost estimate. The 2005 PR/ED prepared by Caltrans included a cost estimate of \$132.5 million. The cost estimate will need to be revised to reflect the recommended project scope, including the Express Lane, and to be updated to reflect the current project implementation schedule and the current cost environment. The recommended allocation of \$5.5 million of Measure B funding is expected to be sufficient to prepare, and secure approval for, a combined PSR/PR and ED for the northbound project.

The attached project delivery plan addresses the scope, schedule, cost, risks and issues that may impact the delivery of the northbound project. While the limits and footprint of the project have not been determined yet, the plan is constructed based on timelines for certain milestones (Traffic Operational Analysis, Environmental Clearance Process, Project Approval Process, Project Design, Execution of necessary agreements, Construction Time, and System Integration).

The Measure B funds recommended for allocation to the PE/Env phase of an I-680 Northbound Express Lane Project stem from funding that has already been allocated for the southbound HOV project. A portion of the funding allocated for the southbound project being administered by Caltrans will not be needed. Twenty million (\$20 million) of Measure B funds were allocated to advance the Traffic Congestion Relief Program funds from the State that were not available at the time they were needed for the southbound project. The southbound HOV project is in the process of being closed out and the final TCRP share is estimated at \$12 million. The remaining \$8 million of the \$20 million allocated is thereby available for reallocation. Reallocating the recommended amount for the northbound project from the \$8 million will leave a sufficient contingency for the closeout of the southbound HOV while providing important resources for initiation of the northbound project.

### **Fiscal Impact**

There is no direct significant fiscal impact expected as a result of the recommended since the recommendation represents a "re-allocation" of Measure B funds already allocated and included in the FY 2010/2011 Strategic Plan.

**Attachments**

Attachment A: Project Delivery Plan – I-680 Northbound HOV/Express Lane

Attachment B: I-680 Northbound HOV/Express Lane Funding Plan

Attachment C: I-680 NB Express Lane Implementation Schedule

## **PROJECT DELIVERY PLAN**

### **I-680 NORTHBOUND HOV/EXPRESS LANE**

#### **PRIMARY OBJECTIVE**

Construct a Northbound HOV and Express Lane that will bring balance between congestion relief, revenue generation, safety, and availability of funds.

#### **PROJECT LIMITS**

The 2005 Caltrans approved Project Report calls for constructing an HOV lane between State Route 237 in Santa Clara County to State Route 84 in Alameda County. However, the exact limits of the project will be determined by the Traffic Operations Analysis Report (TOAR) and accompanying Project Approval Document. These reports will define the bottleneck and the limits of the project.

#### **PROJECT SPONSOR**

Alameda County Transportation Commission

#### **PROJECT PARTNERS**

Sunol Smart Lane Joint Powers Authority, Caltrans, Metropolitan Transportation Commission, FHWA

#### **PROJECT SCOPE**

The 2005 approved Project Report calls for widening the median and the outside of the freeway to provide an HOV lane with enough width to convert into express lane. The scope included the widening of several structures and replacing Sheridan Interchange. The scope will also provide additional improvements to bring certain locations in the southbound direction to full standards.

The scope of the project as proposed by the plan for I-680 Northbound HOV / Express Lane Project (Project) is to construct an HOV / Express Lane and to and rehabilitate the existing pavement (Caltrans element). The limits of the project will be determined by the TOAR, which will define the location of the bottleneck and recommend project limits. The Project Approval Document will further refine the limits and the footprint of the project.

## **PROJECT NEED AND PURPOSE**

### **Project Need:**

I-680 NB currently experiences recurrent congestion during the PM peak period. Existing lanes do not provide sufficient capacity and the lack of an HOV lane reduces incentive for carpooling and limits the effectiveness of bus service in the corridor.

Constructing an HOV/Express Lane facility would allow the excess capacity in the HOV lane to be used productively. Single occupancy vehicles (SOVs) traveling in the mixed flow lanes of the freeway would have the option to pay a toll to utilize the express lanes. To maintain the integrity of the HOV lane facility, the toll price will be adjusted based on current traffic conditions in the express and mixed flow lanes to control the number of SOV drivers who choose to pay a toll and enter the express lanes facility.

AB 574 requires operations in the express lane facility to be at Level of Service (LOS) C or better, except where there is a written agreement with Caltrans that LOS D or better is permitted.

### **Project Purpose:**

The purpose of the project is to:

- Provide additional congestion relief through more effective use of roadways
- Provide enhanced operational and safety improvements
- Expand the available capacity for carpoolers
- Expand the mobility options in this congested corridor

Provide an additional funding source for transportation improvements including public transit. The Need and Purpose will be further refined during the Project Approval process.

## **PROJECT COST**

The cost of the I-680 Northbound HOV project as defined in the 2005 approved project report is \$132.5 million in 2005 dollars. The estimate is for the capital cost only and does not include the cost to convert to express lane and the rehabilitation of the existing pavement.

The cost of the project defined in this plan is dependent on the limits of the project. The Project Approval Document will provide an estimate of the capital and support cost of the project. The report will provide estimates to construct the HOV lane with enough widening to convert to Express Lane (the buffer), construct enforcement zone(s) if needed, install Electronic Toll System components including, electrical networks, overhead sign structures, tolling gantries, and rehabilitate the existing pavement.

The cost to prepare the TOAR, Revenue Forecast, and Project Approval Documents (Project Study Report/Project Report and Environmental Document) is shown on the Attachment B "Funding Plan".



## PROJECT SCHEDULE AND MILESTONES

A preliminary schedule to deliver the project (HOV /EL) is shown in Attachment C. The schedule may be modified based on the projects limits and physical constraints.

The project approval process will be through re-validation of the environmental document. The appropriate Project Approval Document will be selected through consultation with Caltrans. It is expected that a Supplement to the approved I-680 NB HOV Lane Project Report would be the appropriate document.

### MILESTONES:

- |   |               |
|---|---------------|
| • Agreement w/ CT for Project Development     | August 2011   |
| • System Manager on board                     | August 2011   |
| • TOAR/ Revenue Forecast Completed            | March 2012    |
| • Project Approval and Environmental Document | May 2012      |
| This phase includes preparation of;           |               |
| ○ Concept of Operations                       |               |
| ○ Enforcement Plan                            |               |
| ○ Expression of Interest                      |               |
| ○ Implementation Plan                         |               |
| ○ Public Meeting                              |               |
| • System Engineering Management Plan          | April 2012    |
| • Begin PS&E *                                | April 2012    |
| • System Integrator on Board *                | July 2012     |
| • Complete PS&E *                             | October 2013  |
| • RTL*  | February 2014 |
| • Advertise*                                  | March 2014    |
| • Award *                                     | June 2014     |
| • Open*                                       | Fall 2016     |

\* Dates are dependent on the Project Limits and related complexity

### AGREEMENTS NEEDED

Expression of Interest  
Tolling Agreement  
BATA  
CHP  
Caltrans – Various

## **TOLLING POLICY**

Tolling Policy defining the maximum and minimum toll price, and the hours of operations are needed to prepare the TOAR and the revenue forecast report.

These parameters could be refined and changed during the design of the Electronic Toll System and during the bench testing of the algorithm.

## **ISSUES and RISKS**

1. Air Quality PM2.5 requirements: Will impact the delivery of the Environmental document.
2. Congressional Resistance to Congestion Pricing: Approval of Tolling Agreement may be delayed.
3. Rehabilitation of the existing pavement: Caltrans needs to program the funds for this scope element. An agreement with Caltrans for rehabilitation funding should be executed prior to bringing preparation of the PS&E.
4. Potential for Legal challenges: Delay the approval of the environmental document.
5. Outside widening is required at certain sections to accomplish the assumed minimum typical section. This may propagate into additional widening to accomplish standards designs.
6. Caltrans Headquarters geometrician may not approve the design exceptions and may demand additional widening to correct design exceptions in the southbound direction that were granted to the southbound express lane project.
7. New draft express lanes guidelines prefer four-foot buffer.

## **COST and FUNDING**

TOAR and Revenue Forecast	\$ 500,000
System Manager*	\$1,000,000
Project Approval Document and Environmental Document	\$4,000,000

\*System Manager Scope includes:

- Preparing Concept of Operations
- Assisting with Revenue Study
- Preparing Enforcement Plan
- Preparing System Engineering Management Plan
- Preparing System Integrator RFP
- Oversight of the System Integrator

I-680 Northbound HOV / Express Lane Project - Funding Plan Summary

EA:

Item Number	Project Component	Contracts Ex./		Forecast to	Est. at
		Prop to Date	Cost to Date	Completion	Completion
1.0	Project Feasibility Study	\$500,000		\$0	\$0
1.1	TOAR and Revenue Forecast Report	\$450,000			
1.2	Staff	\$50,000	\$0		
1.3					
1.4					
1.9		\$0	\$0	\$0	\$0
2.0	PE, Env. & Project Approval (PA&ED)	\$4,000,000	\$0	\$0	\$0
2.1	PA&ED Contract	\$3,500,000	\$0		
2.2			\$0	\$0	
2.3	STAFF		\$0		
2.9	Uncommitted	\$500,000	\$0		
			\$0	\$0	
3.0	Plans, Specs & Estimate (PS&E)		\$0	\$0	\$0
3.1	PS&E Contract (Future)		\$0		
3.2			\$0	\$0	
3.3	STAFF		\$0		
3.9			\$0	\$0	
3.5	System Integrator/ System Manager	\$1,000,000	\$0	\$0	\$0
4.1	System Manager	\$900,000	\$0		
4.2	System Integrator		\$0	\$0	
4.3	STAFF	\$100,000	\$0		
4.9			\$0	\$0	
4.0	Right of Way	\$0	\$0	\$0	\$0
4.1	Utilities		\$0		
4.2			\$0	\$0	
4.3	STAFF		\$0	\$0	
4.9			\$0	\$0	
5.0	Construction Engineering		\$0	\$0	\$0
5.1	Construction Management (Future)		\$0		
5.2	Design Consultant Support		\$0		
5.3	STAFF		\$0		
5.9			\$0	\$0	
6.0	Major Contract Capital Payments	\$0	\$0	\$0	\$0
6.1	Civil Improvements (Future)		\$0		
6.2			\$0	\$0	
6.3	STAFF		\$0	\$0	
6.9			\$0	\$0	
99.0	TOTAL	\$5,500,000	\$0	\$0	\$0

Assumptions

Project cost assumes use of existing pavement with no additional widening other than that done by 424.0 - I-580 WB HOV Lane Project.

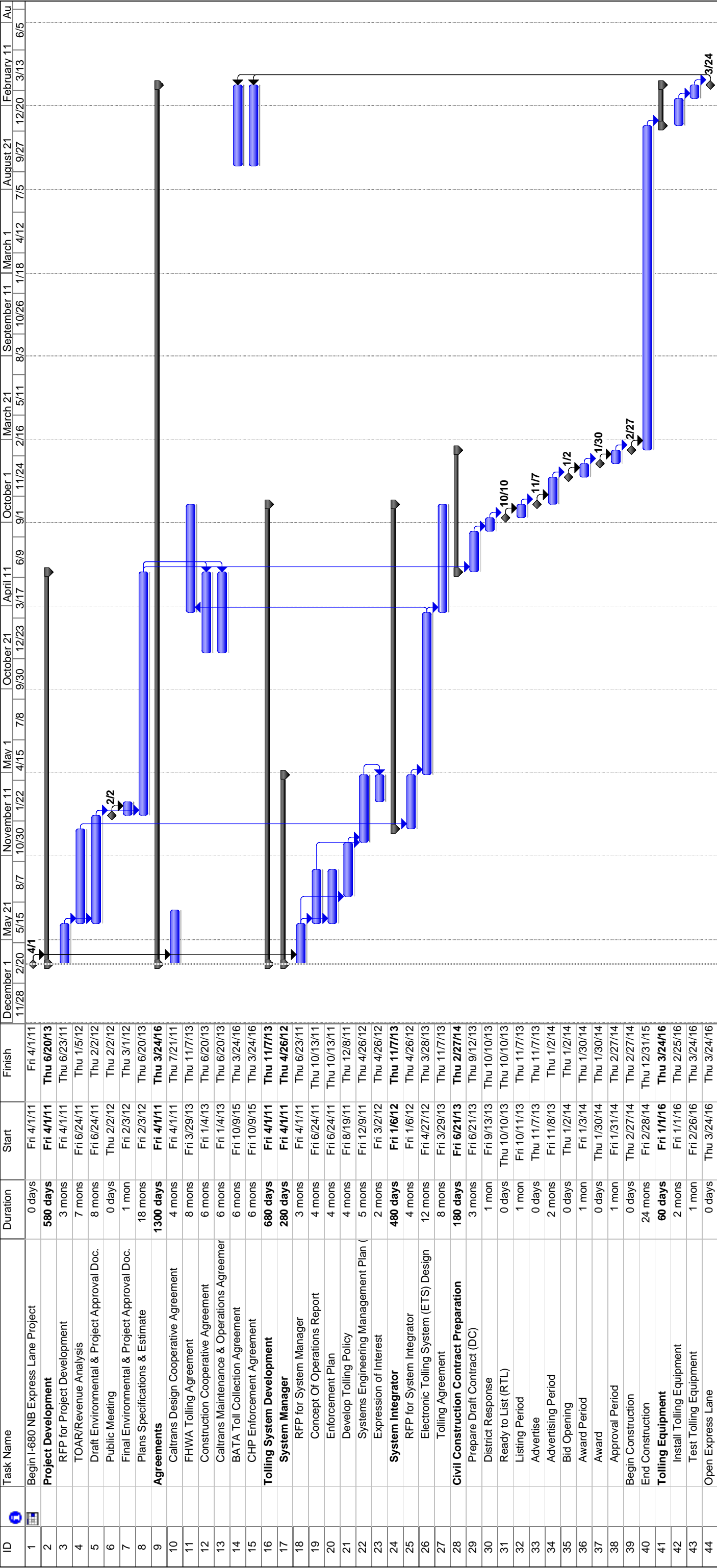
ACTC Proj.

Last Update: March 28, 2011

Measure B					Funding - TDB	Total Funding Amount
\$500,000		\$0		\$0	\$0	\$500,000
\$450,000						\$450,000
\$50,000						\$50,000
						\$0
						\$0
\$0						\$0
\$4,000,000	\$0	\$0		\$0	\$0	\$4,000,000
\$3,500,000						\$3,500,000
						\$0
\$500,000						\$500,000
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\$0	\$0	\$0	\$0	\$0	\$0	\$0
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\$0	\$0	\$0	\$0	\$0	\$0	\$0
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\$5,500,000	\$0	\$0	\$0	\$0	\$0	\$5,500,000

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I-680 Northbound Express Lane Implementation



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## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Approval of Project Delivery Plan for I-580 Westbound HOV/Express Lane Project and Authorize Staff to Issue an RFP for a System Manager

### Recommendations

It is recommended that the Commission approve the following actions in support of delivering the I-580 Westbound Express Lane project:

1. Approve the Project Delivery Plan which includes the scope, budget, and delivery schedule of the project;
2. Amend the Commission's previous authorization for staff to prepare and issue an RFP for System Manager for I-580 Eastbound to authorize the staff to prepare and issue an RFP for System Manager for the I-580 Corridor (Eastbound and Westbound) and for I-680 Northbound Express lane.

Staff will come back to the Commission for approval of a proposed consultant contract once it is negotiated.

### Summary

A project delivery plan for the I-580 Westbound Express Lane project is needed to define the scope, cost including funding sources, delivery options, and implementation schedule. The plan details the scope of the project, potential funding sources, and roles and responsibilities of partners.

### Discussion

#### *Action 1:*

As the project development of the I-580 Westbound HOV project proceeds toward completion, staff is evaluating the several options to convert the HOV Lane to an Express Lane. The feasibility study to convert the HOV lane into an express lane will include a Traffic Operations Analysis Report (TOAR). The report will be accompanied by toll revenue forecast. The TOAR will determine the number of lanes needed and the timing to implement these lanes. A single Express Lane facility could provide congestion relieve for a number of years before it reaches its capacity.

The scope of the Westbound HOV Lane project calls for the construction of one HOV lane with additional width to convert the HOV lane to a single express lane. The capital cost of the Westbound HOV Lane Project is funded by Corridor Mobility Improvements Act (Proposition 1B) funds. It is expected that the latest date to request CMIA funds from California Transportation Commission (CTC) is June 2012.

The project delivery plan for the Westbound Express Lane Project addresses the conversion of the HOV lane to a single express lane. The project delivery plans addresses the project development process for civil elements, the development of the Electronic Toll System, the required cooperative, interface, enforcement, and tolling agreements, the estimated cost of the project, the potential funding sources, options to implement the conversion, the schedule, and the issues associated with the project. The project delivery plan was discussed with Caltrans, owner of the facility and MTC, owner of the Regional Hot Lane Network.

**Action 2:**

At the February 2011 meeting, the Commission authorized staff to prepare and issue an RFP for System Manager for I-580 Eastbound Express Lane Project. Staff is requesting the Commission to amend the authorization to issue an RFP for System Manager for the I-580 Corridor (Eastbound and Westbound) and I-680 Corridor. Having a single System Manager for all of the Alameda CTC managed Express Lanes will provide consistency between the express lanes in the same corridor. The scope of the RFP includes the following elements:

- a. Update the Revenue forecast for the I-580 Eastbound Express Lane (Preparation of the I-580 Westbound Revenue Forecast is underway)
- b. Assist with the revenue forecast for I-680 Northbound Express Lane.
- c. Prepare the Concepts of Operations
- d. Prepare the Enforcement Plans
- e. Prepare the System Engineering Management Plans
- f. Prepare the RFP's for System Integrator
- g. Assist in the review and selection of the System Integrator contracts
- h. Manage and oversee the work of the System Integrators including budget and schedule.
- i. Establish, monitor, and approve the Factory Acceptance Testing, System Acceptance Testing, Performance Evaluation and operations management.

**Attachments**

Attachment A: I-580 Westbound Express Lane Project Delivery Plan

Attachment B: I-580 Westbound HOT Lane Project Funding Plan

Attachment C: I-580 Westbound HOT Implementation Schedule



## PROJECT DELIVERY PLAN

### I-580 WESTBOUND EXPRESS LANE

#### **PROJECT LIMITS**

The proposed project limits are from Greenville Road in the City of Livermore to San Ramon Road/Foothill Road in the Cities of Dublin and Pleasanton.

#### **PROJECT SPONSOR**

Alameda County Transportation Commission

#### **PROJECT PARTNERS**

Caltrans, Metropolitan Transportation Commission, FHWA

#### **PROJECT SCOPE**

The I-580 Westbound Express Lane Project (Project) will convert the proposed westbound HOV Lane to an Express Lane that meets the full geometrics standards. The Westbound HOV lane project proposes to widen the freeway to allow the conversion of the HOV lane to a single express lane. Development of the project includes the following:

1. Preparation of a Project Study Report/ Project Report for the conversion to Express Lane;
2. Preparation of an Environmental Document to allow the conversion to Express Lane;
3. Approval of necessary design exceptions
4. Location and design of the ingress and egress zones;
5. Location and design of enforcement zones
6. Design of roadside signs and overhead sign structures;
7. Design of toll gantries
8. Design of CCTV polls
9. Striping plans
10. Electrical network design

#### **PROJECT COST**

The estimated cost of the project is \$16.5 million.  
Attachment B shows the funding plan for this project.

|

## **PROJECT SCHEDULE AND MILESTONES**

The design of the Westbound HOV lane project is nearing 100% completion. The Plans, Specifications and Estimates (PS&E) will be submitted to Caltrans HQ in July for a final contract preparation. The project will receive the "Ready to List" status in November 2011. Approval for the conversion to express lane will be through the preparation of a Project Study Report/Project Report and revalidation of the westbound I-580 HOV lane environmental document. The implementation plan for the conversion to express lane will be a combination of a contract change order to the civil contract and the addition of some civil work to the system integration contract.

A preliminary schedule to open the facility as HOV /EL is shown on attachment C.

### **MILESTONES:**

Agreement w/ CT for Project Development	June 2011
System Manager on board	June 2011
TOAR/ Revenue Completed	June 2011
PAED	Sept. 2012
Includes Concept of Operations Report, Enforcement Plan, Expression of Interest, and Implementation Plan	
SEMP	Apr. 2012
Begin PS&E	June 2012
System Integrator on Board	Sept. 2012
Issue CCO	Sep 2013
Open	With HOV (2014)

### **AGREEMENTS NEEDED**

Expression of Interest  
Tolling Agreement  
BATA  
CHP  
Caltrans – Various

### **TOLLING POLICY**

Tolling Policy defining the maximum and minimum toll price, and the hours of operations is needed to prepare the TOAR and the revenue forecast. These parameters could be refined during the design of the Electronic Toll System and during the bench testing of the algorithm.

**ISSUES and Risks**

1. Air Quality PM 2.5 requirements: Will impact the revalidation of the Environmental document.
2. Congressional Resistance to Congestion pricing: Approval of Tolling Agreement may be delayed

**FUNDING**

TVTC:	\$ 3.4 million
IMD:	\$ 1.0 million
Additional Funding TBD:	\$12.1 million
TOTAL:	\$16.5 million

**COST**

Scoping (Incl. TOAR and Revenue Forecast)	\$ 600,000
Environmental	\$ 425,000
Design	\$ 300,000
System Manager/Integrator	\$ 1,000,000
Construction	\$ 8,300,000
TOTAL:	\$16,500,000

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I-580 Westbound HOT Project - Funding Plan Summary

EA: 04-0G190K

Item Number	Project Component	Contracts Ex./ Prop to Date	Cost to Date	Forecast to Completion	Est. at Completion
1.0	Project Initiation Document (PID)	\$1,250,000	\$379,491	\$870,509	\$1,250,000
1.1	A09-003 URS I-580 WB HOT	\$400,024	\$297,211	\$102,813	\$400,024
1.2	PSR (RFP Pending)	\$710,000	\$0	\$710,000	\$710,000
1.3	Wendel Rosen	\$1,000	\$648	\$352	\$1,000
1.4	ACCMA STAFF	\$138,976	\$81,632	\$57,344	\$138,976
1.9	Uncommitted	\$0	\$0	\$0	\$0
2.0	PE, Env. & Project Approval (PA&ED)	\$450,000	\$0	\$450,000	\$450,000
2.1	PA&ED Contract (Future)	\$400,000	\$0	\$400,000	\$400,000
2.2			\$0	\$0	
2.3	ACCMA STAFF	\$50,000	\$0	\$50,000	\$50,000
2.9	Uncommitted		\$0	\$0	
3.0	Plans, Specs & Estimate (PS&E)	\$300,000	\$0	\$300,000	\$300,000
3.1	PS&E Contract (Future)	\$250,000	\$0	\$250,000	\$250,000
3.2			\$0	\$0	
3.3	ACCMA STAFF	\$50,000	\$0	\$50,000	\$50,000
3.9	Uncommitted		\$0	\$0	
3.5	System Integrator	\$6,000,000	\$0	\$6,000,000	\$6,000,000
4.1	System Integrator (Future)	\$5,750,000	\$0	\$5,750,000	\$5,750,000
4.2			\$0	\$0	
4.3	ACCMA STAFF (Based on EB Utilization)	\$250,000	\$0	\$250,000	\$250,000
4.9	Uncommitted		\$0	\$0	
4.0	Right of Way	\$200,000	\$0	\$200,000	\$200,000
4.1	Utilities (Future)	\$200,000	\$0	\$200,000	\$200,000
4.2			\$0	\$0	
4.3	ACCMA STAFF		\$0	\$0	
4.9	Uncommitted		\$0	\$0	
5.0	Construction Engineering	\$900,000	\$0	\$900,000	\$900,000
5.1	Construction Management (Future)	\$500,000	\$0	\$500,000	\$500,000
5.2	Design Consultant Support	\$200,000	\$0	\$200,000	\$200,000
5.3	ACCMA STAFF	\$200,000	\$0	\$200,000	\$200,000
5.9	Uncommitted		\$0	\$0	
6.0	Major Contract Capital Payments	\$7,400,000	\$0	\$7,400,000	\$7,400,000
6.1	Civil Improvements (Future)	\$7,400,000	\$0	\$7,400,000	\$7,400,000
6.2			\$0	\$0	
6.3	ACCMA STAFF		\$0	\$0	
6.9	Uncommitted		\$0	\$0	
99.0	TOTAL	\$16,500,000	\$379,491	\$16,120,509	\$16,500,000

Assumptions  
Project cost assumes use of existing pavement with no additional widening other than that done by 424.0 - I-580 WB HOV Lane Project.

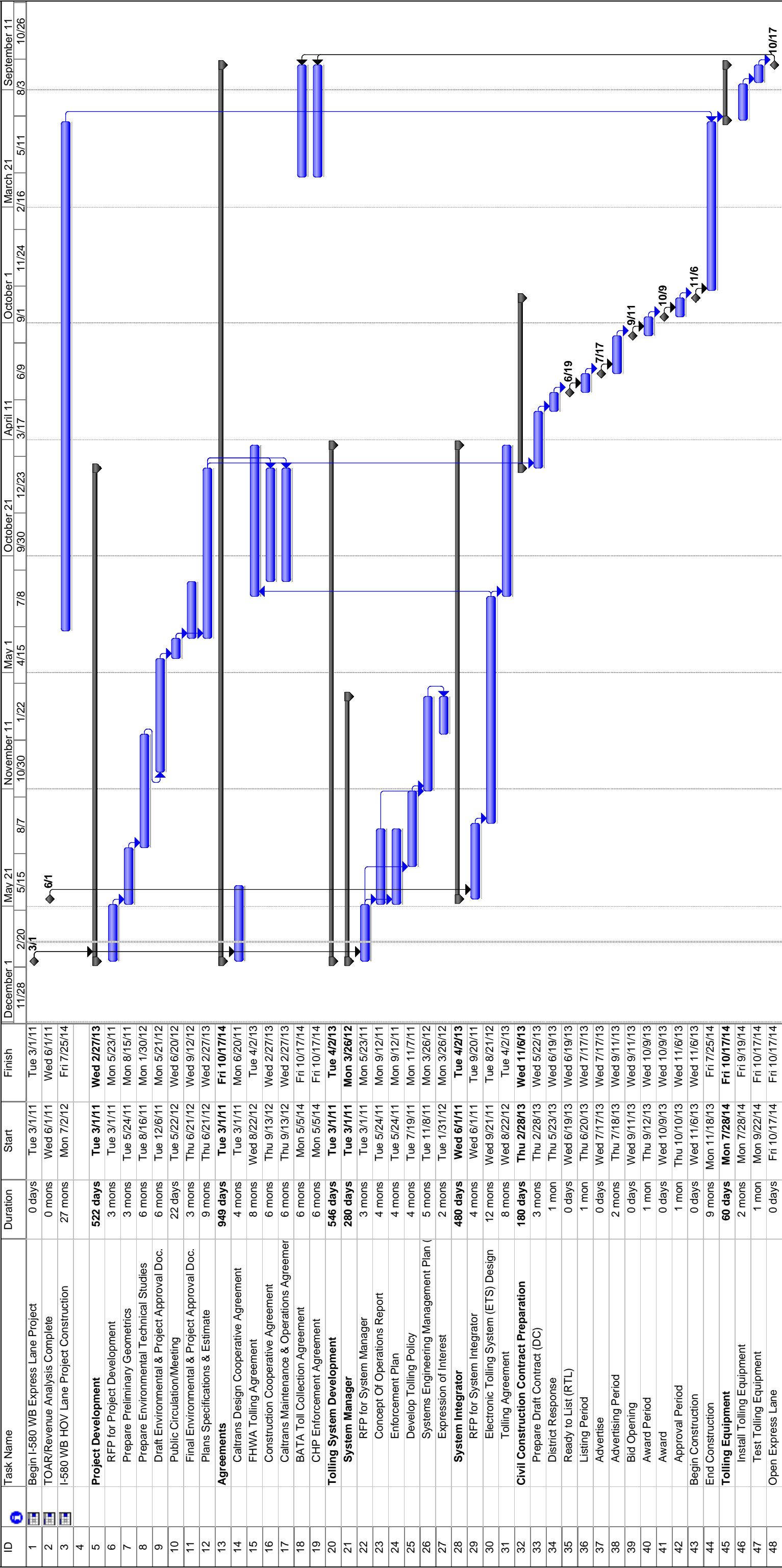
CMA Proj. 424.1

Last Update: March 10, 2011

TVTC	Fed - IMD	LONP	I-580 Corridor Savings	Funding - TDB	Total Funding Amount
\$700,000	\$550,000	\$0	\$0	\$0	\$1,250,000
\$400,024					\$400,024
\$200,000	\$510,000				\$710,000
\$1,000					\$1,000
\$98,976	\$40,000				\$138,976
\$0					\$0
\$0	\$450,000	\$0	\$0	\$0	\$450,000
	\$400,000				\$400,000
	\$50,000				\$50,000
					\$0
\$300,000	\$0	\$0	\$0	\$0	\$300,000
\$250,000					\$250,000
\$50,000					\$50,000
\$0	\$0	\$0	\$6,000,000	\$0	\$6,000,000
			\$5,750,000		\$5,750,000
			\$250,000		\$250,000
\$200,000	\$0	\$0	\$0	\$0	\$200,000
\$200,000					\$200,000
					\$0
\$900,000	\$0	\$0	\$0	\$0	\$900,000
\$500,000					\$500,000
\$200,000					\$200,000
\$200,000					\$200,000
\$0					\$0
\$1,300,000	\$0	\$0	\$0	\$6,100,000	\$7,400,000
\$1,300,000				\$6,100,000	\$7,400,000
					\$0
					\$0
					\$0
\$3,400,000	\$1,000,000	\$0	\$6,000,000	\$6,100,000	\$16,500,000

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Westbound I-580 Express Lane Implementation Schedule



Project: I-580 WB HOT Implementation  
Date: Tue 3/29/11

Task

Split

Summary

Project Summary

Progress

Milestone

External Tasks

External Milestone

Deadline

Page 1

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## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Approval of Amendment No. 1 to the Electronic Toll System Development and Implementation Contract with Electronic Transactions Consultants Corporation, to extend Contract Expiration Date for the Southbound I-680 HOV/Express Lane Project**

### Recommendation

It is recommended that the Commission approve Amendment No. 1 to the Electronic Toll System (ETS) development and implementation contract with Electronic Transactions Consultants (ETC) Corporation, to extend the contract expiration date from June 30, 2011 to June 30, 2012. The contract time extension is needed to allow the Commission to continue to provide ETS operations and maintenance services to Sunol Smart Lane Corridor Joint Powers Authority in operating the Southbound I-680 Express Lane.

Approval of the contract expiration date will not increase the contract budget and will not have a fiscal impact.

### Summary

The Sunol Smart Lane Corridor Joint Powers Authority (JPA) is the operating agency of the Southbound I-680 Express Lane. The executed agreement between Alameda County Congestion Management Agency (now the Commission) and the JPA required the CMA to act as the managing agency of the project. The CMA Board awarded the ETS contract to ETC for an amount not to exceed \$6,097,000 on December 11, 2008. This amount covers the development and implementation of the ETS, one year warranty, one year of optional operations and maintenance, and a contract contingency. After opening the lane on September 20, 2010, ETC continued to provide management, operations and maintenance of the ETS as part of the System Testing and Calibration. The one warranty period will begin April 1<sup>st</sup> 2011 and will expire on March 31, 2012. After that the Alameda CTC may choose to exercise the optional one year O&M. ETC is responsible for providing services during the warranty period. This period will allow the Commission to either maintain the contract with ETC to provide the O&M services or enter into a contract with another contractor.

### Discussion/Background

The I-680 Southbound Express Lane project has two components; the civil elements which include the widening the existing freeway from Route 84 in the City of Pleasanton to Route 237

in the City of Milpitas, and the Electronic Toll System element that provides the software and electronics necessary to collect traffic data, calculate the dynamic tolling price, and communication with the California Highway Patrol, Toll Data Center, and the Customer Service Center resides at the Bay Area Toll Authority. The ACCMA administers the ETS contract. The contract was awarded to ETC in December 2008. The contract included the development and implementation of the ETS, the warranty period and one year of operations and maintenance of the facility. The schedule developed in 2008 showed a completion of the implementation phase of the ETS in June 2010, followed by a one year of warranty and an optional one year of O&M, if the CMA chooses to. Due to delays by the civil contractor, the lane was opened on September 20, 2010. The System Acceptance Test was completed in January 2011 and approved in March 2011. Thus, the warranty period will commence April 2011 and ends in March 2012.

It is recommended that that the Commission approve extending ETC contract for the entire warranty period and the first three months of the operations and maintenance. June 30, 2012 is also the expiration of the time period to spend the Regional Improvement Program (RIP) funds allocated for this contract.

**Fiscal Impact**

There will be no impact to the approved ACCMA budget by this action. This action will amend the time of an existing contract.



## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Approval of Amendment No. 2 to the Center to Center Program Communications Hub for the Tri-Valley SMART Corridor Project (C2C) with DKS Associates, to extend Expiration Date of Contract**

### Recommendation

It is recommended that the Commission approve Amendment No. 2 to the Center to Center contract with DKS Associates, to extend the contract expiration date from December 31, 2010 to October 31, 2011. The contract time extension is needed to allow the Commission to continue to provide support to Metropolitan Transportation Commission and the Tri-Valley Cities in implementing the Center to Center System.

Approval of the contract expiration date will not increase the contract budget and will have no fiscal impact.

### Summary

The Center to Center System (C2C) project provides communication connectivity between the Tri-Valley cities and the rest of the Bay Area cities. The traffic data exchange and information between the cities and the major Traffic Management Centers in the Bay Area will help commuters traveling between the cities in the bay area. Metropolitan Transportation Commission (MTC) initiated the C2C systems and provided the CMA the necessary funding to implement the interface between the cities. MTC requested that the interface be delayed until MTC renewed its traffic data contract.

### Discussion/Background

On January 24, 2008, the ACCMA Board authorized the execution of a professional services contract to provide support for the Center to Center Programs Communications Hub for the Tri-Valley Smart Corridor Project. A contract was executed with DKS Associates for Phase 1 in November 2008 for \$179,962.00. Phase 1 was to conduct research to determine the types of systems in the Tri-Valley Smart Corridor. In December 2009 Amendment 1 was executed to for an amount not to exceed \$318,636 to implement phase 2; design and implementation of the system. The amendment also extended the contract time to December 31, 2010.

Since the implementation and testing is dependent on the availability of other TMCs, the implementation was delayed until such date when other TMCs were ready to interface with the Tri-

Valley Cities. The contract needs to be extended until October 31, 2011 to allow for the completion of the implementation and testing of the system.

Staff recommends that the Commission authorize the Executive Director to amend DKS Associates contract to extend the contract time to expire on October 31, 2011.

**Fiscal Impact**

Approval of the requested action will have no impact on the approved ACCMA budget. This action will extend contract time only.



## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Approval of Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing with Solem & Associates to extend Expiration Date of Contract

### Recommendation

It is recommended that the Commission approve Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing contract with Solem & Associates to extend the contract expiration date from December 31, 2010 to December 31, 2011. The contract time extension is needed to continue maintaining the Express Lane website, public outreach and customer services during the operations phase of the Express Lane Project.

Approval of the contract expiration date will not increase the contract budget and will have no fiscal impact.

### Summary

The I-680 Express Lane is the first Express Lane in Northern California. Many changes to the existing HOV facility are introduced by the implementation of the Express Lane. A new buffer between the Express Lane and general purpose lane, limited entrances and exits, dynamic tolling, and longer hours of operations are among the changes that the public needs to be educated on. The CMA, the managing agency of the I-680 Express Lane, hired Solem & Associates to prepare the education and marketing plan, and to implement the plan. The implementation phase of the plan extends beyond the opening of the facility.

### Discussion/Background

On April 27, 2006, the ACCMA Board authorized the execution of a Public Education and Marketing contract to provide these services for the I-680 Smart Carpool Lane Project. A contract was executed with Solem & Associates in October 2008 for \$398,910.00. In January 2008 Amendment 1 was executed to perform supplemental services to create video and increased the contract by \$47,000. In July 2009, Amendment No. 2 was executed to increase the contract by \$200,000 to a revised total of \$645,910 as well as extend the contract for 16 month and expire on December 31, 2010. In April 2010, Amendment 3 was executed to increase the contract value by \$482,000 to implement the marketing plan and revised the contract total value to \$1,127,910. Implementation of the plan has two phases, the first phase included educating the public and marketing the facility prior to opening the express lane; the second phase includes the maintenance of the website, perform periodic evaluation of the users of the facility, and if needed additional marketing and media campaigns.

Staff recommends that the Commission authorize the Executive Director to amend Solem & Associates contract to extend the contract time to expire on December 31, 2011.

**Fiscal Impact**

Approval of the requested action will have no impact on the approved ACCMA budget. This action will extend contract time only.



## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Approval of Amendment No. 2 to the Contract with BKF Engineers, Inc. to Prepare a PSR/PR for the I-880/Marina Blvd. Interchange Improvements Project to Extend the Expiration Date

### Recommendation

It is recommended that the Commission approve Amendment No. 2 to the contract with BKF Engineers, Inc., to extend the contract expiration date to December 31, 2011. BKF Engineers is preparing a Project Study Report/Project Report (PSR/PR) for improvements at the I-880/Marina Blvd. Interchange.

Approval of the contract expiration date will not increase the contract budget and will have no fiscal impact.

### Summary

The City of San Leandro desires to reconfigure the I-880 Marina Blvd. Interchange and has entered into an agreement with the CMA whereby the CMA will prepare the necessary documents to approve the interchange work and incorporate the approved project into the I-880 Southbound HOV Lane Project.

Completion of the PSR/PR is contingent on the approval of the project geometrics by Caltrans. The proposed project includes an exception to Caltrans design standards for intersection spacing and City of San Leandro, Alameda CTC and BKF staff are working with Caltrans to find a mutually acceptable alternative. Approval of a contract extension will allow that effort to continue.

### Discussion/Background

On April 14, 2008 the CMA Board authorized the execution of contracts and agreements to provide design and environmental services in support of the I-880/Marina Blvd. IC Improvement Project. A contract was subsequently entered into with BKF Engineers prepare a PSR/PR. This contract was amended in July 2009 to extend the contract expiration date to December 31, 2010.

### Fiscal Impact

Approval of the requested action will have no impact on the approved Alameda CTC budget. This action will extend contract time only.

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## Memorandum

**Date:** April 18, 2011

**To:** Alameda County Transportation Commission

**From:** Programs and Projects Committee

**Subject:** **Approval of Authorization to Award Construction Contract for I-80 ICM Project - Traffic Operations System Project No. 3**

### Recommendations

Staff recommends that the Commission:

1. Approve the award of the construction contract to the firm Rosendin Electric for the construction of the I-80 ICM Traffic Operations Systems Project No. 3. Rosendin Electric was the lowest responsive bidder for the construction contract; and,
2. Authorize the Executive Director to execute the construction contract with Rosendin Electric in an amount not to exceed \$1,230,000 which includes \$50,000 of Optional Bid Items. The construction contract amount will be included in the construction capital budget of \$1,540,000, which also includes budget for supplemental work and contract contingency.

### Discussion

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each contract's scope. The seven projects are:

- Project No. 1: Software & Systems Integration
- Project No. 2: Specialty Material Procurement
- Project No. 3: Traffic Operations Systems (TOS)
- Project No. 4: Adaptive Ramp Metering (ARM)
- Project No. 5: Active Traffic Management (ATM)
- Project No. 6: San Pablo Corridor Arterial and Transit Improvement Project
- Project No. 7: Richmond Parkway Transit Center

The I-80 ICM TOS Project No. 3 will install vehicle monitoring stations, highway advisory radios (HAR), variable message signs, a communication system and various electrical connections along the I-80 corridor from Emeryville to the Carquinez Bridge along I-80 within the State Right-of-Way.

The project had obtained an encroachment permit from Caltrans and was ready for advertisement in October 28, 2009.

On July 2009, the Alameda County Congestion Management Agency Board authorized the former Executive Director to advertise and request bids for the construction of the I-80 ICM Traffic Operations Systems (TOS) Project No. 3 for an amount not to exceed \$2,144,000.

The California Transportation Commission (CTC) in January 2011 allocated \$2.466 million (\$2.144 million Construction and \$0.322 million Construction Support) in Corridor Mobility Improvement Account (CMIA) State bond funds for the construction phase of Project No. 3.

The Notice to Contractors requesting bids was issued March 1, 2011. A pre-bid meeting was held at the Alameda CTC offices on March 15, 2011. This pre-bid meeting was well attended by representatives of nine (9) firms as follows:

- Royal Electric (Sacramento, CA)
- Contra Costa Electrical Compliance (Martinez, CA)
- Rosendin Electric (San Jose, CA)
- W. Bradley Electric, Inc. (Novato, CA)
- Steiny and Company (Vallejo, CA)
- Team Econolite Traffic Engineering & Maintenance, Inc. (Santa Clara, CA)
- Ray's Electric (Oakland, CA)
- Siemens (Fremont, CA)
- Amland Corp. (San Jose, CA)

The opening of bids was conducted on March 29, 2001 at the Alameda CTC offices and five (5) bids were received. The five (5) bids, and the comparison of the bids to the Engineers Estimate for construction work, are as follows:

<b>Firm</b>	<b>Bid</b>	<b>Comparison to Engineer's Estimate</b>
<i>Engineers Estimate</i>	<i>\$1,802,524</i>	<i>0</i>
Rosendin Electric	<b>\$1,177,856</b>	(\$624,667) (35%)
Steiny and Co.	\$ 1,387,605	(\$414,919) (23%)
Amland Corp.	\$ 1,476,840	(\$325,684) (18%)
W. Bradley Electric, Inc.	\$ 1,629,055	(\$173,469) (10%)
Ray's Electric	\$1,890,122	\$87,598 5%

All five (5) firms were relatively consistent in their bids on the material items in terms of price. In general, their bids on individual contract items were consistently lower than those in the Engineer's Estimate. In addition, these bids results are consistent with the current trend of low bids received on recently bid highway construction contracts.

The Notice of Intent to Award the construction contract TOS Project No. 3 to the firm Rosendin Electric was sent to all Bidders on March 29<sup>th</sup>. The Bid Protest Period commenced on March 29<sup>th</sup> and will end April 4<sup>th</sup>. If a written Bid Protest is received by the Alameda CTC during this period, staff will inform the Commission of the outcome.

**Fiscal Impacts**

The Construction Capital Phase budget of \$1,540,000 will be funded through the Corridor Mobility Improvement Account (CMIA) of the State Infrastructure Bond Program (Proposition 1B) and are included in the approved Alameda CTC budget for the Traffic Operations Systems (TOS) Project No. 3.

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## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Approval of CMA TIP funds to supplement budget for the I-880 Southbound HOV Lane Project

### Recommendation

It is recommended that the Commission authorize an additional \$800,000 in CMA-TIP funds for design support for the Interstate 880 Southbound HOV Lane Project and authorize the Executive Director to amend the existing design services contract with Rajappan & Meyer Consulting Engineers, Inc. (R&M) to provide additional seismic design services and to extend the contract expiration date to December 31, 2012. R&M provides design services for the I-880 Southbound HOV Lane Widening Project, North Segment. This is an Alameda CTC sponsored project.

### Summary

The I-880 Southbound HOV Lane Widening Project includes the widening of the San Leandro Creek Bridge. During the Bridge Type Selection process, it was determined that the bridge requires additional seismic retrofit work to be completed as a part of the bridge widening. The additional funds will be used to amend the R&M design contract to provide seismic design services.

### Discussion and Background

On December 6, 2007 the ACCMA Board authorized the execution of all necessary contracts, agreement and amendments to provide preliminary engineering and environmental, final design, right of way, utility, railroad and construction support services for the I-880 Southbound HOV Lane Widening Project for up to \$12.7 million. On September 23, 2010 the Alameda CTC authorized an additional \$1.605 million for these tasks for a total of \$14.305 million.

In April 2009 a Bridge Type Selection Meeting was held with Caltrans Office of Structures Design staff to discuss the approach of the seismic analysis and the overall widening of the bridge and foundations. At this meeting the project design consultant presented the draft type Selection Report. In this report the consultants identified the fact that the bridge consists of three distinct structures constructed side-by-side. Because of this it was recommended that only the structure to be widened be retrofit. While acknowledging that the bridge consists of three different structures, Caltrans rejected the proposal that only the affected structure needed be retrofit.

Caltrans rejected the Type Selection Report and asked that it be resubmitted with seismic analysis for all three structures. The project designers revised and resubmitted the Type Selection Report for review, but Caltrans again rejected the Type Selection Report and asked that it be re-done again to reflect recently adopted seismic design guidelines.

A third Type Selection was held on April 6, 2011. At that meeting consensus was reached on the seismic retrofit strategy. The design of the San Leandro Creek Bridge may now proceed.

**Fiscal Impacts**

This action would increase CMA TIP funds programmed to the Project by \$800,000 to a total of \$7,325,000. The CMA TIP program can accommodate the proposed programming, but the revenues and costs associated with this change will reduce the Transportation Improvement Program (TIP) capacities by \$800,000. The approved ACTC budget will be adjusted accordingly

**Attachment**

None



## Memorandum

**Date:** April 18, 2011

**To:** Alameda County Transportation Commission

**From:** Programs and Projects Committee

**Subject:** **Approval of Authorization to Negotiate a System Manager Services Contract and Amend the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3. of the I-80 Integrated Corridor Mobility Project.**

### Recommendations

Staff recommends that the Commission:

1. Authorize the Executive Director to negotiate a System Manager Services contract with Kimley Horn & Associates to support the San Pablo Corridor Arterial and Transit Improvement Project No. 6; and
2. Authorize the Executive Director to negotiate an amendment to the existing design contract with Kimley Horn & Associates for providing Design Services during construction for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and for the Traffic Operations Systems (TOS) Project No. 3.

### Discussion

The I-80 ICM Project will reduce congestion and delays in the 20-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda and Contra Costa counties sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects in order to stage the delivery of contracts, take advantage of the good construction bidding climate of recent years, and minimize project delivery risk to these projects by narrowing each contract's scope. The seven projects are:

- Project #1: Software & Systems Integration
- Project #2: Specialty Material Procurement
- Project #3: Traffic Operations Systems (TOS)
- Project #4: Adaptive Ramp Metering (ARM)
- Project #5: Active Traffic Management (ATM)

Project #6: San Pablo Corridor Arterial and Transit Improvement Project  
Project #7: Richmond Parkway Transit Center

The California Transportation Commission (CTC) allocated over \$23 million in State bond funds for the implementation of Project No.3 and Project No. 6. Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of the Projects 1, 2, 3, and 6. Implementation of Project No. 6 requires two (2) professional services:

1. To provide Design Services during Construction phase including Request for Information (RFI), Submittal review, Design changes, etc.
2. To provide System Management services to manage and oversee System Integration functions performed by the System Integrator.

Implementation of Project No. 3 requires one professional service:

1. To provide Design Services during Construction phase including Request for Information (RFI), Submittal review, Design changes, etc.

In 2007, the Alameda County Congestion Management Agency (ACCMA) had previously retained Kimley Horn & Associates to provide design services for the I-80 ICM project through RFP No. A07-007. Said RFP had provisions granting ACCMA/ACTC the option to retain Kimley Horn & Associates for the System Integrator/System Manager role for the project.

Staff is recommending that the Commission authorize the Executive Director to enter into negotiations with Kimley Horn & Associates to provide System Manager Services for Project No. 6.

Staff is also recommending that the Commission authorize the Executive Director to enter into negotiations with Kimley Horn & Associates to provide Design Services during Construction Phase for Project No. 6 and Project No. 3. Staff will return to the Commission to request an amendment to the existing contract with Kimley Horn & Associates when negotiations are concluded.

### **Fiscal Impacts**

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





## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** **Approval of Consultant Team Selected to Provide Project Controls and Project Delivery Management Services and Authorization to Negotiate and Execute a Contract**

### Recommendation

Staff recommends that the Committee approve the selection of Moffatt & Nichol (M&N) to provide consultant services for project controls and project delivery management services for the Alameda CTC and authorize the negotiation and execution of a contract for these services.

### Summary

On March 1, 2011, the Alameda CTC released a Request for Proposals (RFP) for project controls and project delivery management services. M&N was the sole proposer to respond to the RFP which was due on March 25, 2011. The proposal demonstrates that the M&N team has strong project management and project controls skills and an excellent grasp of both ACTIA Measure B programs and the project delivery requirements for the ACCMA capital program. The proposal meets all requirements in response to the scope of work and is in compliance with the Underutilized Disadvantaged Business Enterprise (UDBE) federal goal requirements of 9.18%. In addition, the proposal includes 92% Local Business Enterprise (LBE), 38% Small Local Business Enterprise (SLBE) and 21% Very Small Local Business Enterprise (VSLBE) participation.

### Background

The Alameda CTC's objective in contracting for project delivery management and project control services is to ensure the efficient, effective and successful delivery of the Measure B and ACCMA capital programs on time, within budget and in a manner which is transparent to all stakeholders.

At the January 27, 2011 Board meeting, the Commission approved the issuance of an RFP for project controls and project delivery management services to support the delivery of ACTIA Measure B and ACCMA capital projects. Staff released a RFP on March 1, 2011. The RFP required that Consultants submit a proposal which provided professional guidance, analyses, and recommendations to assist the Alameda CTC staff in the decision-making processes related to delivery of the Measure B and CMA capital projects. A mandatory pre-proposal meeting was held on March 11, 2011 to which a total of thirty-seven (37) firms attended. Proposals were due on March 25, 2011.

Ultimately, only one proposal was received from the M&N team. The team consists of sixteen (16) firms including the two current incumbent project controls firms, BAPM for ACTIA and APM (consisting of Hatch Mott McDonald and VSCE joint venture) for ACCMA. The team as a whole exhibits the depth of experience necessary to assist the Alameda CTC in the delivery of transportation programs and capital projects with State, Federal and local participation. The M&N proposal was reviewed for responsiveness and for compliance with federal requirements. The sole proposal not only met federal requirements, but also included significant local participation (see table below).

<b>Name</b>	<b>LBE Participation (% of Dollars)</b>	<b>SLBE Participation (% of Dollars)</b>	<b>VSLBE Participation (% of Dollars)</b>	<b>Location</b>
Moffatt & Nichols	26.06			Oakland, CA
BAPM	9.65	9.65		Oakland, CA
Acumen	7.08	7.08		Oakland, CA
AdServe	4.76	4.76	4.76	Oakland, CA
Associate Right of Way				Pleasant Hill, CA
Axis Consulting Eng.	10.96	10.96	10.96	Oakland, CA
Cordoba Consulting				Concord, CA
Hatch Mott McDonald	12.53			Pleasanton, CA
Kimley-Horn	6.48			Oakland, CA
Nancy Whelan				San Francisco, CA
PDM				Oakland, CA
PB	4.89			San Francisco, CA
S & C Engineers	2.22			Oakland, CA
Summit Associates				San Leandro, CA
Vali Cooper	2.45			Dublin, CA
VSCE	5.05	5.05	5.05	Oakland, CA
<b>Total</b>	<b>92.13</b>	<b>37.5</b>	<b>20.77</b>	

Staff is seeking the Committee's approval of the selection of the M&N team as the project controls and project delivery management services consultant for the Alameda CTC and authorization to negotiate and execute a contract. The schedule to negotiate and execute a contract is as follows:

- Recommend PPC and FAC Committee approval of M&N selection and contract – 4/11/11
- Recommend Commission approval – 4/28/11
- Contract Negotiations begin – 4/29/11
- Contract Commencement – 7/1/11

### **Fiscal Impact**

The budget for these services will be included in the Alameda CTC's Consolidated FY2011-12 proposed budget scheduled to go before the Board in May, 2011.

**Attachment A****Alameda CTC Community Advisory Committee Appointment Detail for  
Nancy Ortenblad, Alameda County Mayor's Conference****Citizens Watchdog Committee (CWC)**

**D1** Thomas Gallagher  
789 Kottinger Drive  
Pleasanton, CA 94566  
Email: gallaghert@comcast.net  
Home Phone: (925) 846-8252  
**Term Began:** February 2010  
**Term Expires:** February 2012

**D2** Jo Ann Lew  
4849 Cheryl Court  
Union City, CA 94587  
Email: joann.lew@gsa.gov  
Home Phone: (510) 489-3223  
**Term Began:** February 2010  
**Term Expires:** February 2012

☐ **Appoint**

**D3 Vacant**

☐ **Appoint**

**D4 Vacant**

☒ **Reappoint**

**D5** Pamela Belchamber  
1633 Grant Street  
Berkeley, CA 94703  
Email: pbelchamber@earthlink.net  
Home Phone: (510) 549-2839  
**Term Began:** March 2009  
**Term Expires:** March 2011

4/18/11  
Date

See Attached e-mail  
Nancy Ortenblad, Alameda County Mayor's Conference

*Check the box(es) and date and sign to approve reappointment of members whose terms are expiring or to appoint new members. 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

## **Angie Ayers-Smith**

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**From:** Nancy Ortenblad [nortenblad@comcast.net]  
**Sent:** Sunday, April 17, 2011 11:41 AM  
**To:** Angie Ayers-Smith  
**Subject:** appointment

Please note that the Mayors reappointed Pamela Belchamber to another term on the Watchdog Committee.

Nancy Ortenblad



ACCMA ■ 1333 Broadway, Suite 220 ■ Oakland, CA 94612 ■ PH: (510) 836-2560  
 ACTIA ■ 1333 Broadway, Suite 300 ■ Oakland, CA 94612 ■ PH: (510) 893-3347

www.AlamedaCTC.org

## Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, December 9, 2010, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

### Members:

<u>P</u> Midori Tabata, Chair	<u>P</u> Preston Jordan
<u>A</u> David Boyer	<u>P</u> Glenn Kirby
<u>P</u> Alex Chen	<u>A</u> Anthony Salomone
<u>P</u> Lucy Gigli	<u>P</u> Tom Van Demark
<u>P</u> Jeremy Johansen	<u>P</u> Ann Welsh

### Staff:

<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Nicole Schneider, Bicycle and Pedestrian Team
<u>P</u> Rochelle Wheeler, Bicycle and Pedestrian Coordinator	<u>P</u> Diane Stark, ACCMA
	<u>P</u> Angie Ayers, 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. Midori welcomed the new member, Jeremy Johansen, to the committee.

Rochelle Wheeler informed the committee that agenda items 7: *Alameda CTC 2011 Legislative Program Update and Input* and 8: *Half-day Bicycle and Pedestrian Conference Input* would not be covered to allow additional time on the Countywide Pedestrian and Bicycle Plan Updates.

**Guests Present:** Keith Cooke, City of San Leandro; Victoria Eisen, Eisen/Lutinc; and James O'Brien, Alameda County Transportation Commission (Alameda CTC), attended the meeting.

## 2. Public Comments

There were no public comments.

## 3. Approval of September 9, 2010 Minutes

Lucy Gigli moved that BPAC approve the September 9, 2010, minutes as written. Alex Chen seconded the motion. The motion carried unanimously (7-0).

#### **4. Countywide Pedestrian and Bicycle Plan Updates: Input on Evaluation of Current Practices Chapter and Vision, Goals and Objectives Chapters**

Rochelle gave a presentation and led a discussion on the Countywide Pedestrian and Bicycle Plan updates. She requested BPAC to provide input on the Evaluation of Current Practices chapter and Vision, Goals and Objectives chapters. Rochelle advised BPAC members to submit written comments by December 15, 2010 at 5 p.m.

Rochelle and Victoria Eisen led the discussion and presented the following:

- An overview of the plan updates
- A review of the Existing Conditions Chapters and the network approach options memo (previously reviewed by BPAC)
- An introduction to the draft Evaluation of Current Practices chapter
- An introduction and discussion of the draft Vision, Goals and Objectives chapters

##### *Comments on Evaluation of Current Practices chapter:*

- Add an evaluation of local BPACs to this chapter: How are they funded? Who has them? What are the challenges to developing BPACs? Do they work? How well do they work?
- The chapter title is mismatched: It sounds like Evaluation of Current “Policies,” not “Practices.”
- Add a peer review of literature to answer the following questions: What is the most effective use of funds: putting in bicycling lanes, or education (infrastructure vs. programs)? What is the most cost effective? This would help to educate BPAC and influence how BPAC selects projects for grant funding.
- Add case studies of how other cities have influenced bicycling and walking rates, and of suggested policies.
- Be clear on who would implement the suggestions in the chapter.
- Great recommendations and suggestions in the chapter.
- Add “LEED for New Development” as an emerging policy. Reference the criteria in the checklist.
- Members like that people are rethinking the basic transportation assumptions and are shifting the focus more to promoting bicycle and pedestrian activity.
- Members raised concerns regarding how sidewalk repairs are funded versus road maintenance, namely that many cities require property owners to pay for adjacent sidewalk repairs but not adjacent street repairs. Members questioned if this maintenance model is the best option. A city-by-city evaluation of how sidewalk maintenance is funded should be included to help answer this question. This may fall into the funding/implementation chapter, rather than this chapter. Some BPAC members would be willing to talk to local jurisdictions to find out details on their policies, if assistance is needed.

*Comments on Vision, Goals & Objectives chapters:***Bicycle & Pedestrian Plans**

- Title of Goal 3 (“Encouragement”) sounds “soft.” “Encouragement and Support” sounds better.
- Would like to see countywide best practices or design standards created, so that facilities don’t differ throughout the county. The 2006 Pedestrian Toolkit does this for pedestrian facilities, and could be referenced.
- The Countywide plans could provide guidance for local bicycle and pedestrian master plans to achieve a more uniform bicycle and pedestrian plan methodology in local jurisdictions.
- There is a need for quantitative objectives to measure the state of bicycle and pedestrian activity and to set goals for bicycle and pedestrian activity in the future. Most members think the quantitative goals should not be in the vision statement. It is important to ensure that we establish the quantitative objectives accurately – to measure the correct things, so they are meaningful.
- Change the name of “quantitative objectives,” to “targets” since “objectives” also describes the items under each goal.
- Actions taken may not directly correlate to meeting the target/measure, but it is still good to see if we have met the target/measure. But, we need to have a reason for picking a particular amount/percentage. “If we reach our goal, \_\_\_\_\_ will happen.” This may include carbon off-sets, better community health, and increased physical activity.
- Is there a discussion of the health impacts of biking and walking? The healthy communities concept should be brought in here. Answer the “so what?” question – Why should someone care about reducing carbon? People will care about improving air quality and personal health. Cite studies that bike/ped infrastructure is linked to physical activity and healthy weight, safety, etc.
- Goal 4 (Planning & Design): Objective 4.5 (regarding standardizing the state of pedestrian infrastructure and design) is good. (It could also fall under Goal 1 (Infrastructure).) Is there a way for Alameda CTC to review the final plans of grant-funded projects before implementation to ensure that projects are well-designed and built to current standards? Are there models available? Staff reported that the MTC Routine Accommodation Checklist and MTC’s plan review for Transportation for Livable Communities grants models could be explored. Members stated that it would be useful to explore additional models and adopt one.
- Goal 5 (Funding and Implementation): Maintenance is a key issue for Class 1 facilities, and can be challenging to fund. Class 1 paths could be re-classified as roadways to be in the same maintenance funding stream as roadways.

**Pedestrian Plan only**

- Vision statement: Ideally, a vision statement would stay the same from plan to plan and not need revising. The old (2006) statement is good, but should be divided into two sentences. Stay away from quantitative goals in the vision statement.

- Goal 1 (Infrastructure): Add an objective to create maintenance parity between roads and sidewalks.

#### 5. San Leandro Slough Bridge Unused Grant Funds Discussion

Rochelle led a discussion on the San Leandro Slough Bridge unused grant funds. Keith Cooke from the City of San Leandro and James O'Brien, Alameda CTC Project Manager for the East Bay Greenway project, also participated in the discussion.

The City of San Leandro had \$975,000 in unused Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) remaining after the completion of the San Leandro Bay Trail Slough Bridge Project. The following are the City of San Leandro's requests for funds along with Alameda CTC staff's recommendations.

1. The City of San Leandro requested to use \$125,000 of the funds to recoup the San Leandro Slough Bridge design costs. Staff recommended *no* to this request.
2. The City requested to use \$364,500 for design and construction of the Bay Trail in San Leandro along the marina. Staff recommended *yes* to this request.
3. The City requested to use \$485,500 to supplement the East Bay Greenway (EBG) project. Staff recommended *yes* to use an amount for the EBG project.
4. Staff recommended that \$65,000 from request number 1 be used to match federal funds for the BikeMobile competitive grant.
5. Staff did not recommend returning all funds (\$975,000) to the CDF program to be allocated in a future grant cycle.

The committee was strongly against allocating funds to the Marina Bay Trail project, because it was not thoroughly evaluated through the extensive grant funding cycle process, and they felt it would most likely not compete well for these funds.

The BPAC discussed the above requests and staff recommendations extensively and made the following recommendations:

1. Allow \$125,000 for the City to recoup San Leandro Slough Bridge design costs.
2. BPAC recommended not funding the Marina Bay Trail, as the City had requested.
3. Allow \$485,500 to supplement the East Bay Greenway project.
4. Allow \$65,000 for matching funding for the BikeMobile project.

*Several motions were made by BPAC members for the allocation of the funds:*

- Midori Tabata moved that \$424,500 is returned to the Bicycle and pedestrian Safety funds until the next call for project. Alex Chen seconded the motion. The motion did not pass.
- Glenn Kirby moved to allocate \$125,000 back to the City of San Leandro to recoup San Leandro Slough Bridge design costs; and allocate \$299,500 to the EBG project. Tom Van Demark seconded the motion. The motion did not pass.
- Preston Jordan moved to give the City of San Leandro \$200,000 and \$775,000 for a mini-call for projects. No one seconded the motion.
- Lucy Gigli moved to allocate \$65,000 to the BikeMobile project and allocate a portion to EBG. No one seconded the motion.



*Glenn Kirby moved that BPAC approve the recommendation listed in items 1 through 4. Preston Jordan seconded the motion. The motion passed unanimously. BPAC did not take any action to allocate the remaining \$299,500.*

**6. Countywide Bicycle and Pedestrian Programs Funding Request**

Staff recommended that BPAC make a recommendation to the Alameda CTC to authorize \$30,000 from the Countywide Bicycle and Pedestrian Safety funds for the Alameda County's 2010 Bike to Work Day promotion, the new Step into Life pedestrian campaign, and the bicycle and pedestrian count program, as detailed in the BPAC staff report.

*Tom Van Demark moved to approve \$30,000 for the above recommendation. Preston Jordan seconded the motion. The motion passed unanimously.*

**7. Alameda CTC 2011 Legislative Program Update and Input**

This item was eliminated due to time used for the Countywide Bicycle and Pedestrian Plan updates.

**8. Half-day Bicycle and Pedestrian Conference Input**

This item was eliminated due to the time used for the Countywide Bicycle and Pedestrian Plan updates.

**9. Board Actions/Staff Reports**

Tess Lengyel informed BPAC members that the consultant firm, Nelson/Nygaard was hired to manage the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) development project. She mentioned that the website is updated with information regarding the CWTP-TEP project. BPAC members and the public can access the URL at [http://www.alamedactc.com/app\\_pages/view/795](http://www.alamedactc.com/app_pages/view/795).

Tess informed the committee that the Commission will hold a retreat on December 17, 2010 at California State East Bay from 8:30 a.m. to 2 p.m. She mentioned that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) will give a presentation on the Sustainable Communities Strategy's impact on the jurisdictions.

Tess said that the Central County Transportation Forum is scheduled for January 20, 2011 at Hayward City Hall.

**10. BPAC Member Reports**

Preston Jordan informed the members that the City of Albany decided to combine their Bicycle Master Plan Update and new Pedestrian Master Plan into one plan, called the "Active Transportation Master Plan."

**11. Adjournment**

The meeting adjourned at 8:30 p.m.

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## Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, February 10, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

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Attendance Key (A = Absent, P = Present)

Members:

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

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

Staff:

  P   Tess Lengyel, Programs and Public Affairs  
Manager  
  P   Rochelle Wheeler, Bicycle and Pedestrian  
Coordinator

  P   Diane Stark, Senior Transportation Planner  
  P   Angie Ayers, Acumen Building Enterprise, Inc.

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### 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:** Dave Campbell, EBBC; Roger Marquis; Fred McWilliams, President of the Oakland Yellow Jackets; Bonnie Wehmann, EBBC

### 2. Public Comments

There were no public comments.

### 3. Approval of December 9, 2010 Minutes

*The minutes could not be approved due to the lack of a quorum. Approval of the minutes was deferred to the next meeting.*

### 4. Discussion of Measure B Bicycle/Pedestrian Countywide Discretionary Fund

Rochelle Wheeler led the discussion on the timing and funding for the next grant cycle, extension of current program grants, and proposed matching funds policy. This agenda topic required the BPAC to make a recommendation to the Commission on the extension of the existing grant-funded programs and on a new Countywide Discretionary Fund (CDF) matching grant policy.

#### A. Timing and Funding for Next Grant Cycle

Rochelle stated that a CDF call for projects would have typically occurred in the fall of 2010. Due to the economic downturn and the Bicycle and Pedestrian Plans updates, the

grant call for projects was placed on hold. She informed the committee that staff is recommending that the next CDF call for projects occur in the fall of 2012, after the adoption of the Countywide Bicycle and Pedestrian Plans updates. Rochelle mentioned that approximately \$2.5 million is anticipated to be available to allocate, and that other funding sources may be combined with the Measure B funds, resulting in an even larger call for projects. The Vehicle Registration Fee bicycle/pedestrian funding is one possible source to combine.

#### **B. Extension of Current Program Grants**

Rochelle stated that staff is recommending that two of the four current CDF grant-funded programs receive a one-year time extension, with additional funding to continue operations. Discussions took place about each of the four programs, as follows:

1. Safe Routes to Schools – The Metropolitan Transportation Commission provided regional funding that will start in July 2011, and the BPAC and the Alameda CTC approved using \$420,000 in Measure B funds to match MTC's funding. Staff is not recommending additional funds.
2. Travel Choice for New Residents – This program had a delayed start, since securing its matching funds took longer than expected. This program has already been extended by one year through June 2012, and staff is not recommending additional funds.
3. Bicycle Safety Education Program – Staff is recommending extending the program for one year with up to \$100,000 in CDF funds. The BPAC members agreed by consensus that the Bicycle Safety Program is a good program, and Alameda CTC should continue funding it.
4. Tri-City Senior Walk Program – Staff is recommending BPAC approve funding for up to \$25,000 to continue this program for one year as a pilot and evaluation how to expand it countywide. The BPAC members agreed by consensus that the Tri-City Senior Walk Program is fantastic, and recommended that Alameda CTC award the program the \$25,000 and assist in helping to expand the program countywide.

#### **C. Proposed Matching Funds Policy**

Rochelle stated that BPAC members requested that staff develop a draft policy for using CDF funds as matching funds (Attachment 04C in the agenda packet). Staff recommended setting aside \$100,000 annually for matching funds. BPAC members had a very brief discussion and suggested that Alameda CTC could provide guidelines only and remove the dollar limitation.

*The BPAC members present agreed with staff's recommendations to provide additional CDF funds of \$100,000 for the Bicycle Safety Education Program and \$25,000 for the Tri-City Senior Walk Program. BPAC members generally agreed with the proposed matching funds draft policy; however, members suggested that the \$100,000 annual amount for future matching funds could be deleted. Due to the lack of a quorum the approval of the recommendations will take place at the next BPAC meeting.*

## **5. Countywide Pedestrian and Bicycle Plan Updates: Input on Vision Networks**

Victoria Eisen and Rochelle gave a presentation on the Countywide Pedestrian and Bicycle Plan Updates vision networks. Victoria covered the approach to the vision for both the pedestrian and bicycle networks. Rochelle requested written comments by Tuesday, February 15, 2011.

### *Questions/feedback from members:*

The BPAC had very few comments and requested few changes to the vision networks, implying a general support for the approach with a few small tweaks, as noted below.

### **Bicycle & Pedestrian Vision Networks**

- How are commercial districts defined? Why not include long streets, like International Blvd and San Pablo? These streets are likely transit corridors, in the Ped Plan, but are not included in Bike Plan, even though they have commercial businesses on them. Consider adding them to the Bike Plan vision.
- A member of the public requested that business/industrial parks, and employment centers be included as activity centers. The BPAC requested to see what it looks like to add these destinations to the Bicycle Vision, before recommending to add them.

### **Bicycle Plan Vision Network only**

- The overlay of the new transit/commercial access routes creates redundancies. A member of the public recommended to re-examine the 2006 routes and consolidate some routes. There are too many routes in North County, in particular.

A member of the public questioned the raw data being used to define the network, and stated that the network should encourage and support longer trips, like commute trips, and not just shorter trips, like to transit.

## **6. Countywide Transportation Plan Update and Outreach Toolkit Training**

Paul Rosenbloom performed the Outreach Toolkit Training for the Countywide Transportation Plan. Diane Stark informed the committee that only Alameda CTC community advisory members can administer the Outreach Toolkit. For BPAC guests, Diane stated that if they are interested in having the toolkit administered at a meeting, to contact the Alameda CTC.

## **7. Board Actions/Staff Reports**

Rochelle encouraged the members to review the Countywide Transportation Plan and Transportation Expenditure Plan documentation in the agenda packet.

Tess Lengyel informed the committee that Alameda CTC has a new logo, phone numbers, and e-mail address. She stated that staff will distribute notification of the changes.

**8. BPAC Member Reports**

Preston Jordan stated that the Albany Strollers and Rollers (the local advocacy group) has surveyed 80% of sidewalks in the city and found that one quarter are "insufficient." This effort is showing the need for more sidewalk maintenance.

Midori mentioned that the Central County Transportation Forum was well attended. She stated that many people with disabilities were present.

**9. Adjournment**

The meeting adjourned at 8 p.m.

**Alameda County Transportation Commission  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2010/2011**

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

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

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

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

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



**Alameda CTC Citizens Watchdog Committee Meeting Minutes**  
**Monday, January 10, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

**Members:**

<u>P</u> James Paxson, Chair	<u>A</u> Thomas Gallagher	<u>A</u> Melody Marr
<u>P</u> Jo Ann Lew, Vice Chair	<u>A</u> Arthur Geen	<u>P</u> Harriette Saunders
<u>P</u> Pamela Belchamber	<u>P</u> James Haussener	<u>A</u> Dave Stark
<u>P</u> Roger Chavarin	<u>P</u> Miriam Hawley	<u>P</u> Hale Zukas
<u>P</u> Mike Dubinsky	<u>A</u> Erik Jensen	

**Staff:**

<u>P</u> Arthur L. Dao, Executive Director	<u>P</u> Tess Lengyel, Programs and Public Affairs Manager
<u>P</u> Anees Azad, Finance and Administration Manager	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.

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**1. Audit and Compliance Report Review**

The CWC members reviewed the Alameda CTC Program year-end audit and compliance reports from 5:30 to 6:30 p.m. Comments will be submitted to Tess Lengyel via e-mail by January 21, 2011. Tess explained that Alameda CTC will submit comments to the cities by the end of January. If anything needs clarification or appears to be inaccurate, the city must respond. If the city is out of compliance, a notification process is in place, and the city has 45 days to respond. If the response is not adequate, Alameda CTC can withhold funds per the agreement.

**2. Welcome and Introductions**

James Paxson, CWC Chair, called the meeting to order at 6:35 p.m. The meeting began with meeting outcomes.

**3. Public Comments**

There were no public comments.

**4. Approval of January 10, 2011 Minutes**

For item 7 on the minutes, members requested to include the word all in the sentence: "A total of 23 people attended, which included representative from all cities and agencies."

*Roger Chavarin moved to approve the minutes with the correction and accept the ad-hoc committee minutes. JoAnn Lew seconded the motion. The motion carried unanimously.*

## 5. Countywide Transportation Plan and Transportation Expenditure Plan Development Update

Beth Walukas, Alameda CTC Planning Manager, gave a presentation on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) development. Her presentation also covered the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS). The efforts for the CWTP-TEP involve coordination with four regional agencies: the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District, the Metropolitan Transportation Commission (MTC), and the San Francisco Bay Conservation and Development Commission. Beth gave an overview of regional and countywide planning activities, and discussed the initial vision scenario that links land use to transportation. ABAG is coordinating with the jurisdictions on the purpose of the SCS. Beth summarized the countywide planning efforts, shared the CWTP-TEP implementation schedule with milestones, and summarized the outcome of the Alameda CTC Board Retreat in 2010.

She also provided information on the advisory committees involved in the process. The CWTP-TEP Steering Committee is made up of elected officials; the Technical Advisory Working Group (TAWG) consists of staff from the jurisdictions, transit agencies, and representatives from the Port of Oakland; and the Community Advisory Working Group (CAWG) consists of businesses, educators, and people from the community. In an effort to keep the CWC up to date on the regional, countywide, and sales tax planning processes, the CWTP-TEP will be an agenda item for every meeting.

### *Questions/feedback from members:*

- Can Alameda County benefit from the SCS process by providing jobs? Staff stated that Alameda CTC will pay attention to this. We want an educated workforce and good paying jobs.
- Since MTC and ABAG are setting targets, will Alameda CTC have to work with their targets? Yes.
- It appears the Briefing Book has very little on goods movement. Are you reissuing the Briefing Book after receiving comments? Staff stated that CWC members can send comments to Tess and Beth. The Briefing Book will be updated based on comments from the advisory committees. Staff also mentioned that goods movement is one of the hardest things to update because the data is old.
- Will there be enough money for projects with the increased sales tax? The funding discussions will be difficult, and Alameda CTC wants to engage the CWC in the discussions.

Tess gave an overview of the CWTP-TEP outreach approach. She mentioned that community workshops in different areas of the county will take place. The kickoff for the outreach will take place at the Central County Transportation Forum. Because the workshops may not draw enough people, and Alameda CTC is developing an Outreach Toolkit that individuals can administer to reach the public. The short version of the toolkit can be used at an

organization where the group will allow the facilitator at least 15 minutes to identify transportation priorities and needs. The long version of the toolkit can be used if an organization wants to have a more in-depth conversation. Tess stated that the CAC will serve as a focus group for the short version of the Outreach Toolkit at the January 20 meeting.

*Questions/feedback from the members:*

- Who is approaching the city councils? Alameda CTC will approach them in the spring and early 2012. Tess mentioned that Alameda CTC is sharing information with the TAWG, the Commission, and Board of Supervisors staff.

**6. CWC Member Reports/Issues Identification**

There were no member reports.

**7. Committee Leadership Training**

Lou Hexter from Moore Iacofano Goltsman, Inc. (MIG) held a Committee Leadership Training for CWC and staff that covered being an effective committee member, time management, and decision making. Lou also reviewed the Brown Act and how the CWC and Alameda CTC meeting structure is set up to follow the rules of the Brown Act.

**8. Staff Reports/Commission Actions**

Tess informed the members of the Central County Transportation Forum on January 20 at Hayward City Hall.

Tess stated that Alameda CTC staff will discuss with building management the issue of the security guard being away from the door when members are attending evening meetings.

Members requested Alameda CTC staff bring pictures and ideas for the CWC Annual Report theme to the next meeting.

**9. Adjournment/Next Meeting**

The meeting adjourned at 9 p.m.

The next meeting is March 14, 2011 at Alameda CTC offices.

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

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



## Paratransit Advisory and Planning Committee Meeting Minutes Monday, February 28, 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> Clara Sample <u>P</u> Harriette Saunders
<u>A</u> Carolyn Orr, Vice-Chair	<u>P</u> Jane Lewis <u>P</u> Jonah Markowitz	<u>P</u> Will Scott
<u>P</u> Aydan Aysoy	<u>P</u> Betty Mulholland	<u>P</u> Maryanne Tracy- Baker
<u>P</u> Larry Bunn	<u>P</u> Sharon Powers	<u>P</u> Esther Waltz
<u>A</u> Herb Clayton	<u>P</u> Vanessa Proee	<u>P</u> Renee Wittmeier
<u>P</u> Shawn Costello	<u>P</u> Carmen Rivera- Hendrickson	<u>P</u> Hale Zukas
<u>P</u> Herb Hastings		
<u>A</u> Joyce Jacobson	<u>P</u> Michelle Rousey	

### Staff:

<u>P</u> Tess Lengyel, Programs and Public Affairs Manager	<u>P</u> Angie Ayers, Acumen Building Enterprise, Inc.
<u>P</u> Naomi Armenta, Paratransit Coordinator	<u>P</u> Krystle Pasco, Paratransit Coordination Team
<u>A</u> Rachel Ede, Nelson\Nygaard	

### 1. Welcome and Introductions

Herb Hastings volunteered to chair the PAPCO meeting until the arrival of the Chair person. Herb Hastings called the meeting to order at 1:10 p.m. The meeting began with introductions and a review of the meeting outcomes. Naomi Armenta welcomed the new member, Esther Waltz.

**Guests Present:** Jennifer Cullen, Senior Support; Pam Deaton, City of Pleasanton; Kim Huffman, AC Transit; Kadri Klm, LAVTA; Wilson Lee, City of Union City; Gail Payne, City of Alameda; Laura Timothy, BART; Ashley VanMaanen, Alzheimers Service of the East Bay; Mary Steiner

## **2. Public Comments**

There were no public comments.

## **3. Approval of January 24, 2011 Minutes**

*Sandra Johnson-Simon moved that PAPCO approve the minutes as written. Esther Waltz seconded the motion. The motion carried unanimously (16-0).*

## **4. Make a Recommendation on Gap Funding**

Naomi reviewed the Gap Funding memo and asked PAPCO to approve staff's recommendations. Staff recommended the following:

- AC Transit and BART (in support of East Bay Paratransit) be eligible to apply for any unclaimed remaining stabilization funding allocated for FY 09/10 and 10/11. Staff does not recommend funding stabilization for FY 11/12.
- Designating up to \$500,000 of Gap funding for Coordination and Mobility Management Planning (CMMP) pilot programs.
- Designating up to \$1,000,000 of Gap funding for programs that meet new criteria to continue for one year.
- Allowing any remaining funding designated for CMMP pilots to be eligible for jurisdictions to apply for technical assistance to implement Mobility Management.

*Harriette Saunders moved to approve staff recommendations. Shawn Costello seconded the motion. The motion carried (16-2). Betty Mulholland and Clara Sample abstained.*

## **5. City of Hayward Quarterly Report**

Anne Culver from the City of Hayward gave a presentation on the City of Hayward Paratransit Program and gave PAPCO an update on its new planned fixed-route shuttle service. The shuttle rides would be free for East Bay Paratransit-eligible riders. The paratransit program provides low-cost, "door-to-door" transportation service to persons unable to use other forms of transportation independently. The City of Hayward also has two subcontracts with nonprofit agencies: Meals on Wheels and Alzheimer's Services of the East Bay.

## **6. City of Alameda Quarterly Report**

Gail Payne from the City of Alameda gave a presentation on the City of Alameda Paratransit Program and gave PAPCO an update on the shuttle service, Medical Return Trip Improvement Program (MRTIP), premium taxi service, group trips,



and the scholarship program. The City of Alameda City Council will review the following recommended changes for the Paratransit Program at the March 15, 2011 meeting:

- Shuttle Service – Operate the west loop only on Tuesdays; create a central loop for Thursdays; and expand coverage of the west and east loops to cover a larger area.
- Taxi Services – Operate taxi-metered lift-equipped vans; restrict the taxi service to within Alameda County; limit MRTIP vouchers to five per month; place an expiration date on travel vouchers; and terminate free trips.
- The route changes are scheduled to be effective on April 1, 2011.

#### **7. Establish a Subcommittee for 5310 Scoring**

Naomi reviewed the 5310 Review Subcommittee handout and asked PAPCO members to sign up to participate on the subcommittee. The following PAPCO members volunteered:

- Aydan Aysoy
- Herb Hastings
- Sandra Johnson-Simon
- Betty Mulholland
- Sharon Powers
- Michelle Rousey
- Clara Sample
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Maryanne Tracy-Baker
- Renee Wittmeier

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

Sylvia stated that she completed the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP) Outreach Toolkit Training on February 3, 2011.

Jonah Markowitz discussed the complaint process in dealing with transportation when things go wrong. He stated that In Home Support Services (IHSS) is challenging the validity of their clients.

Herb Hastings stated that the bus service for the County Fair is still being worked on at Wheels.

Betty Mulholland stated that she is facilitating the Outreach Toolkit at many of the senior centers in Alameda County.

Many of the PAPCO members stated that a need exists to advocate for programs in the State of California for funding, and to contact our elected officials and request that they stop cutting our vital services.

## **9. Committee Reports**

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

Sharon Powers stated that at the January meeting, SRAC discussed raising the base fare for East Bay Paratransit to \$4.

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

There were no updates on CWC.

## **10. Staff Updates**

### **A. Mobility Management**

There were no updates. Please review the attachment in your packet.

### **B. Outreach Update**

Krystle Pasco reported on the Union City 2<sup>nd</sup> Annual Senior Health and Resource Fair held at the Tropics Mobile Home Park Clubhouse. She mentioned that approximately 300 seniors attended. Krystle reviewed the March events with the committee.

### **C. Other Staff Updates**

Naomi informed the committee that the next meeting may be held at either Hayward City Hall or the Ed Roberts Campus.

## **11. Mandated Program and Policy Reports**

There were no program and policy reports. Please review the attachment in your packet.

**12. Draft Agenda Items for March 28, 2011 PAPCO**

- A. Input on Bicycle and Pedestrian Plans Priority Projects/Programs Chapter
- B. Establishment of Finance Subcommittee Membership
- C. Establishment of Program Plan Review Subcommittee Membership
- D. Discussion on Gap Grant Extensions
- E. Stabilization Update
- F. Annual Mobility Workshop Update
- G. Gap Grant Reports – Miscellaneous Trip Provision

**13. Adjournment**

The meeting adjourned at 2:30 p.m. The next meeting will be held at Hayward City Hall, 777 B Street, Room 2D, Hayward, CA.

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**Paratransit Planning and Advisory Committee (PAPCO) and  
Technical Advisory Committee (TAC) Meeting Minutes  
Monday, February 28, 2011, 1 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

**TAC Members:**

<u>  A  </u> Beverly Bolden	<u>  A  </u> Drew King	<u>  P  </u> Gail Payne
<u>  P  </u> Anne Culver	<u>  A  </u> Jackie Krause	<u>  A  </u> Mary Rowlands
<u>  P  </u> Pam Deaton	<u>  P  </u> Kadri Kulm	<u>  A  </u> Mia Thibeaux
<u>  A  </u> Louie Despeaux	<u>  A  </u> Kevin Laven	<u>  P  </u> Laura Timothy
<u>  A  </u> Jeff Flynn	<u>  A  </u> Isabelle Leduc	<u>  A  </u> Kelly Wallace
<u>  A  </u> Shawn Fong	<u>  P  </u> Wilson Lee	<u>  A  </u> Mark Weinstein
<u>  A  </u> Brendalynn Goodall	<u>  P  </u> Hakeim McGee	<u>  A  </u> Victoria Williams
<u>  A  </u> Karen Hemphill	<u>  A  </u> Mallory Nestor	<u>  P  </u> David Zehnder
<u>  P  </u> Kim Huffman	<u>  A  </u> Joann Oliver	

PAPCO members and staff on Attachment 03 attended the Joint meeting along with the above TAC members.

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**1. Welcome and Introductions**

Naomi Armenta, Paratransit Coordinator, called the meeting to order at 2:45 p.m.

**Guest Present:** Jennifer Cullen, Senior Support; Mary Steiner; Ashley VanMaanen, Alzheimer's Services of the East Bay

**2. Public Comments**

There were no public comments.

**3. Technical Advisory Committee Report**

Hakeim McGee shared with the Joint Committee some of the TAC activities that took place during October 2010 through January 2011, particularly in the area of coordination and mobility management.

In terms of coordination efforts, TAC understands that PAPCO members want seniors and people with disabilities to have the ability to use services throughout Alameda County if they are eligible for ADA Paratransit. They want people to be able to ride a shuttle in communities outside where they live; some cities have coordinated on this effort.

Hakeim mentioned that the City of Fremont has a transit adventures program for seniors. This program allows seniors that participated in the travel training program to take part in outings to fun destination points. The City of Fremont is meeting with the City of Union City to expand this program.

#### **4. Clipper Presentation**

Lysa Hale could not attend the meeting. Naomi mentioned that she will be at the Pleasanton Fair on March 17, 2011. Members also agreed they want her to make a presentation at the next joint meeting on April 25, 2011.

#### **5. Quarterly Education and Training – Countywide Transportation Plan Update and Legislative Program**

Tess Lengyel led the discussion on the Countywide Transportation Plan and the Transportation Expenditure Plan (CWTP-TEP); and the Legislative Program.

##### *Countywide Transportation Plan and Transportation Expenditure Plan:*

Tess stated that one of the roles of the Alameda CTC is to perform planning efforts in Alameda County. She said the CWTP is a 25-year plan that feeds into the Regional Transportation Plan, which the Metropolitan Transportation Commission (MTC) is responsible for. Alameda CTC is in the process of updating the CWTP and developing a new Transportation Expenditure Plan concurrently with the regional efforts. She said the goal is to update the CWTP first then develop the supporting expenditure plan, which will be placed on the ballot in November 2012.

Tess also provided information on the advisory committees involved in the process. The CWTP-TEP Steering Committee is made up of elected officials; the Technical Advisory Working Group (TAWG) consists of staff from the jurisdictions, transit agencies, and representatives from the Port of Oakland; and the Community Advisory Working Group (CAWG) consists of businesses, educators, and people from the community. In an effort to keep PAPCO and

TAC up to date on the regional, countywide, and sales tax planning processes, the CWTP-TEP will be an agenda item for every meeting.

Tess gave an overview of the CWTP-TEP outreach approach. She mentioned that five community workshops in different areas of the county will take place to seek feedback from the community on projects and programs they are interested in.

Outreach Workshops have been scheduled on the following dates at these locations:

- February 24, Oakland City Hall
- February 28, Fremont Public Library
- March 9, Hayward City Hall
- March 16, San Leandro Library
- March 24, Dublin Public Library

*Questions/feedback from members:*

- Does each city need to submit for the call for projects? If cities have projects they would like to include in the RTP, CWTP or TEP, they will need to submit them on line. Alameda CTC is in the process of developing a list of programs and projects that have been received through outreach processes as well as feedback from the Commission and advisory committees, and from the 2008 adopted CWTP.
- Is there an unmet need to hear from seniors and people with disabilities, since the meetings are in the evenings and folks attending will not be speaking about specialized transportation? Tess mentioned that both workshops Outreach Toolkits are being used to reach a broad spectrum of people in the County. Thus far, many senior organizations have been involved in the outreach efforts. The public can also complete an online questionnaire.

A TAC member encouraged Alameda CTC to keep the survey simple. The survey was used today in the City of Pleasanton, and it was too complicated for the 75 attendees. Their answers were very basic.

*Legislative Program:*

Tess informed the group that in January, Alameda CTC adopted the Legislative Program for the calendar year. She stated that the 2011 Legislative Program is divided into six sections:

- Federal Transportation Bill Reauthorization
- Transportation Funding
- Project Delivery
- Multi-modal and Transit Oriented Development
- Transportation and Social Equity
- Climate Change

Tess said that Alameda CTC is advocating at the federal level for rewards for states like California that put a significant amounts of funding in transportation. She said that Alameda County spends about \$100 million a year on transportation. Tess said that in November 2010, the Bay Area passed the Vehicle Registration Fee to help fund transportation improvements.

She also mentioned that representatives from Alameda CTC and the Commission will go to Washington D.C. the week of March 28 to meet with the legislators developing the transportation bill. She stated that the countywide planning effort will encompass more than we can fund in 25 years. She said acknowledging the needs of the county will help Alameda CTC in Washington D.C.

**6. Planning for 2011 Annual Mobility Workshop**

Naomi informed the committee that the room is reserved at MTC for July 11, for the Annual Mobility Workshop. She said this meeting is in lieu of the July PAPCO meeting.

*Input from members:*

- Have Clipper as a theme.
- Receive information on the American Disability Act as related to private services.
- Have the Alameda County elected officials and Tess provide direct answers for specific questions and concerns.
- Have group tables with integrated seating.
- If we have a working session, have it mixed instead of separated by planning area.



- A larger room is need; the members feel they have outgrown the MTC space.
- Have emergency awareness and preparedness as a theme.
- Regarding new technologies (Braille maps, etc.), find a resource to speak at the workshop.
- Have different transit agencies from other states speak.
- Include an East Bay Regional Park table displaying its programs.

## **7. Discussion of Items Not on the Agenda**

Pam Deaton said the City of Pleasanton sent a postcard to ask people to try the downtown services for free and to tell the City what they think.

Wilson Lee inquired when Alameda CTC will stop using the old logo. Staff informed the group that the website is in the process of being updated now.

## **8. Adjournment**

The meeting adjourned at 4 p.m.

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**Alameda County Transportation Commission  
Paratransit Advisory and Planning Committee  
Roster and Attendance  
Fiscal Year 2010/2011**

	<b>Title</b>	<b>Last</b>	<b>First</b>	<b>City</b>	<b>Appointed By</b>	<b>Term Began</b>	<b>Re-apptmt.</b>	<b>Term Expires</b>	<b>Mtgs Missed Since July-10</b>
1	Ms.	Stadmire	Sylvia J.	San Leandro	Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2	Rev.	Orr, Vice-Chair	Carolyn M.	Oakland	Councilmember Rebecca Kaplan	Oct-05	May-10	May-12	1
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	3
5	Mr.	Clayton	Herb	Hayward	Supervisor Nadia Lockyer, D-2	Sep-03	Mar-11	Mar-13	2
6	Mr.	Costello	Shawn	Dublin	City of Dublin	Sep-08	Sep-10	Sep-12	1
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	1
9	Ms.	Johnson-Simon	Sandra J.	Oakland	Supervisor Nate Miley, D-4	Sep-10		Sep-12	0
10	Ms.	Lewis	Jane	Dublin	City of Livermore	Sep-09		Sep-11	1
11	Mr.	Markowitz	Jonah	Berkeley	Supervisor Keith Carson, D-5	Dec-04	Mar-09	Mar-11	0
12	Ms.	Mulholland	Betty	Oakland	Supervisor Nate Miley, D-4	Sep-09		Sep-11	2
13	Ms.	Powers	Sharon	Fremont	City of Fremont	Dec-07	Jan-10	Jan-12	0
14	Ms.	Proee	Vanessa	Hayward	City of Hayward	Mar-10		Mar-12	0
15	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton	Sep-09		Sep-11	2
16	Ms.	Rousey	Michelle	Oakland	Supervisor Nadia Lockyer, D-2	May-10		May-12	0
17	Ms.	Sample	Clara	Union City	City of Union City	Mar-07	Mar-09	Mar-11	0
18	Ms.	Saunders	Harriette	Alameda	BART	Jun-08	Sep-10	Sep-12	0

**Alameda County Transportation Commission  
Paratransit Advisory and Planning Committee  
Roster and Attendance  
Fiscal Year 2010/2011**

19	Mr.	Scott	Will	Berkeley	Supervisor Keith Carson, D-5	Mar-10		Mar-12	1
20	Ms.	Tracy-Baker	Maryanne	San Leandro	Supervisor Scott Haggerty, D-1	Oct-08		Oct-10	2
21	Ms.	Waltz	Esther Ann	Livermore	LAVTA	Feb-11		Feb-13	
22	Ms.	Wittmeier	Renee	San Lorenzo	Supervisor Wilma Chan, D-3	May-09		May-11	0
23	Mr.	Zukas	Hale	Berkeley	A. C. Transit	Aug-02	Mar-09	Mar-11	0
24		Vacancy			City of Alameda				
25		Vacancy			City of Albany				
26		Vacancy			City of Newark				
27		Vacancy			City of Piedmont				
28		Vacancy			City of San Leandro				



## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Planning, Policy and Legislation Committee

**SUBJECT:** Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information

### Recommendation

This item is for information only. No action is requested. Highlights include an update on the Association of Bay Area Governments (ABAG) process for seeking input on their recently released Initial Vision Scenario and on the implementation of the CWTP and RTP Call for Projects and Programs.

### 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).

### Discussion

ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. 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](http://www.onebayarea.org).

### April 2011 Update:

This report focuses on the month of April 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 Attachment B and Attachment C respectively. Highlights include MTC/Alameda CTC Call for Projects and Programs, the process for moving from the recently released Initial Vision Scenario to the Alternative Scenarios that are scheduled to be released by ABAG in July, and a summary of public outreach and polling.

*1) MTC/ Alameda CTC Call for Projects and Programs and Public Outreach Activities*

The concurrent Call for Projects and Programs was released on February 25, 2011. Project/program applications were due to Alameda CTC by **April 12, 2011**. Approximately 260 applications were received by the due date. These projects and programs were screened and a preliminary tiered list of CWTP and RTP projects and programs developed. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by **April 29, 2011**. The CWTP-TEP Steering Committee is anticipated to review the draft list at its meeting on April 28, 2011 and recommend that it be forwarded to MTC by the deadline. The Draft list of projects and programs will be presented to Alameda CTC committees and advisory groups in May culminating in a public hearing at the **May 26, 2011** CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on **May 27, 2011**. Staff has received input on transportation needs from the public in February and March at five public meetings held throughout the County and through the Alameda CTC administrative and advisory committee meetings. Over 1,600 people in Alameda County provided input on the CWTP-TEP either by participating in a workshop (188), receiving a presentation through the Outreach Toolkit (724), or participating online (693). A summary of the public participation initial findings is found in Attachment D. A telephone survey of Alameda County voters was done in March and key findings are summarized in Attachment E.

*2) Release of Initial Vision Scenario and Development of Detailed Scenarios*

On March 11, 2011, ABAG released the Initial Vision Scenario representing the starting point for discussion for how to house the region's population and meet sustainability goals. The Initial Vision Scenario was presented to Alameda County elected officials at four meetings throughout the County between March 16 and March 24, 2011 and to the Technical Advisory Working Group, including the Alameda County Planning Directors, on March 18, 2011. ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Detailed Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Detailed Scenarios through the CWTP-TEP Committees, a public workshop, hosted by MTC and ABAG, is being scheduled on **May 19** in Berkeley. Alameda CTC is working with Supervisorial Districts 1 and 2 to host a joint workshop on the SCS. The workshop is scheduled on **May 14, 2011** from 9 a.m. to noon at the Sunol Golf Course.

*3) RTP/SCS Work Element Proposals and*

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecasts;
- Draft committed funds and projects policy scheduled to be adopted by MTC in April. A comment letter from Alameda CTC and a response from MTC are found in Attachment F; and
- Transit capital, local streets and roads maintenance needs, and transit operation needs approach.

In addition, the CWTP-TEP Steering Committee submitted comments on the Performance Targets adopted by MTC. The comment letter from Alameda CTC and a response from MTC are found in Attachment G.

*4) Upcoming Meetings Related to Countywide and Regional Planning Efforts:*

<b>Committee</b>	<b>Regular Meeting Date and Time</b>	<b>Next Meeting</b>
CWTP-TEP Steering Committee	4 <sup>th</sup> Thursday of the month, noon Location: Alameda CTC	April 28, 2011 May 26, 2011
CWTP-TEP Technical Advisory Working Group	2 <sup>nd</sup> Thursday of the month, 1:30 p.m. Location: Alameda CTC	April 14, 2011 May 12, 2011
CWTP-TEP Community Advisory Working Group	1 <sup>st</sup> Thursday of the month, 3:00 p.m. Location: Alameda CTC	April 7, 2011 May 5, 2011
SCS/RTP Regional Advisory Working Group	1 <sup>st</sup> Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	April 5, 2011 May 3, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	April 13, 2011 May 11, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	April 28, 2011 May 26, 2011
CWTP-TEP Public Workshops and Initial Vision Scenario Outreach	Location and times vary District 1 and 2 SCS Workshop Initial Vision Scenario Public Meeting	May 14, 2011 May 19, 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:	One Bay Area SCS Planning Process
Attachment D:	CWTP-TEP Public Participation Initial Finding
Attachment E:	Telephone Survey of Alameda County Voters: Presentation of Survey Findings
Attachment F:	Committed Project and Funding Policy – Comment and Response Letters
Attachment G:	Plan Bay Area (RTP/SCS) Goals and Performance Targets – Comment and Response Letters

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## Summary of Next Quarter Countywide and Regional Planning Activities (April through June)

### Countywide Planning Efforts

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. In the April to June time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions on defining the Detailed Land Use Scenarios for the Sustainable Communities Strategy and establishing how land use and the SCS will be addressed in the CWTP;
- Providing input on issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including a presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Developing and implementing a Call for Projects and Committed Funding and Project Policy that is consistent and concurrent with MTC's call for projects and guidance;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections;
- Beginning the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Identifying transportation investment packages for evaluation;
- Reviewing polling results for an initial read on voter perceptions;
- Continuing to conduct public outreach on transportation projects and programs and the Initial Vision Scenario and the Detailed Scenarios.

### Regional Planning Efforts

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

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Detailed Scenarios based on that input;
- Developing draft financial projections;
- Adopting a committed transportation funding and project policy;
- Implementing a call for projects; and
- Assessing performance of the projects and beginning the performance assessment.

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); and
- Assisting in public outreach.

### Key Dates and Opportunities for Input

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

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

#### *RHNA*

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

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

#### *RTP*

Develop Financial Forecasts and Committed Funding Policy: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 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 Land Use Scenarios: May 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP screened Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

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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, costs guidelines, 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, financials, committed projects	Outreach update, project and program screening outcomes, call for projects final list to MTC, TEP strategic parameters, land use rcmmdn	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													
		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, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	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													
		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, financials, committed projects	Outreach update, project and program screening outcomes, call for projects update, TEP strategic parameters, land use	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																									
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													
		Ongoing Education and Outreach through November 2012																							
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																						
Sustainable Communities Strategy/Regional Trar																									
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											

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FY2011-2012											

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**OneBayArea**





### Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans

#### Phase 4: Plan Adoption

Milestones  
Public Engagement



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**Alameda County Transportation Commission**

**Alameda Countywide Transportation Plan  
& Transportation Expenditure Plan**

**Public Participation: Initial Findings**

Presentation to TAWG

April 14, 2011



**Public Involvement Overview**

- ▣ Purpose
- ▣ Summary by Outreach Method
  - Workshops
  - Outreach Toolkit
  - Online Questionnaire
- ▣ Key Themes by Method
- ▣ Findings Across Methods
- ▣ Projects and Programs
- ▣ Evaluation
- ▣ Next Steps

## Public Involvement Purpose

- ▣ Perform outreach for the CWTP and TEP development (more outreach in the fall)
- ▣ Perform outreach as required by MTC for the Call for Projects and Programs – and to address Title VI
- ▣ Provide information and opportunities beyond workshops – outreach toolkit
- ▣ Collect information from the public on needs, priorities and specific projects and programs
- ▣ Share this information with project sponsors who are responding to the call for projects

## Participation Summary

Method	Number of Participants
Workshops	188
Outreach Toolkit	724 <i>Completed Surveys 612</i>
Online Questionnaire	693
TOTAL	1,605*

\* Some individuals may have participated via more than one method.

## Workshop Attendance

Workshop District/Location/Date	Number of Attendees	Comment Forms Received	Evaluations Received
District 4, Oakland February 24 <sup>th</sup>	53	24	23
District 1, Fremont February 28 <sup>th</sup>	35	4	13
District 2, Hayward March 9 <sup>th</sup>	36	11	7
District 3, San Leandro March 16 <sup>th</sup>	38	9	8
District 5, Dublin March 24 <sup>th</sup>	26	2	5
<b>TOTAL</b>	<b>188</b>	<b>50</b>	<b>56</b>

## Workshop Key Themes - Overall

- ▣ Maintenance
- ▣ Access
- ▣ Equity
- ▣ Safety
- ▣ Connectivity
- ▣ Coordination



## Workshop Themes

Workshop	Maintenance	Access	Equity	Safety	Connectivity	Coordination
Oakland	X	X	X	X		
Fremont	X	X			X	X
Hayward	X		X	X	X	X
San Leandro	X	X	X	X	X	X
Dublin	X			X	X	



## Workshop Evaluation

	Excellent	Good	Fair	Poor	No Opinion	No Answer
Workshop Notification	21.%	32%	27%	16%	2%	2%
Open House and Handout Materials	27%	55%	7%	4%	2%	5%
Presentation	30%	55%	7%	0%	4%	4%
Meeting Location/ Facility	48%	45%	4%	2%	0%	2%
Small Group Discussion	45%	50%	2%	0%	0%	4%
Workshop Overall	32%	61%	2%	0%	0%	5%

## Workshop Evaluation

Method	Participants learned about workshop by*
E-Mail	43%
Friend	30%
Newspaper	25%
Website	13%
Other	13%
N/A	2%
<i>*Based on 56 submitted evaluation forms</i>	

## Public Involvement Overview

Method	Number of Participants
Workshops	188
Outreach Toolkit	724 <i>Completed Questionnaire 612</i>
Online Questionnaire	693
TOTAL	1,605

## Outreach Toolkit

County Planning Area	Share of Countywide Population*	Total Participants
North	42%	48%
Central	23%	13%
South	22%	11%
East	13%	16%
Countywide (Countywide organizations)	n/a	12%
TOTAL	100%	100%
*2009 ABAG Projections		

## Outreach Toolkit

### ▣ Group Types:

- Seniors
- Bicyclists
- Faith-based groups
- Environmental groups
- Transit riders
- Rotary
- Chamber
- Community-based organizations



## **Findings: Needs**

- ▣ Relieve street and highway congestion
- ▣ Expand transit
- ▣ Maintain existing transit
- ▣ Support commute and accessibility programs

## **Findings: Trade-Offs**

- ▣ Maintain streets, roads and highways  
(vs. expanding transit service and reliability)
- ▣ Provide more alternatives to driving  
(vs. expanding highway capacity and efficiency)
- ▣ Maintain existing transit service  
(vs. improving goods movement and freight)
- ▣ Improve transportation services for senior and people with disabilities  
(vs. expanding bicycle and pedestrian improvements)

## Findings: VMT Reduction

- ▣ Build walking and biking friendly cities
- ▣ Programs that encourage people to walk and bike



## Public Involvement Overview

Method	Number of Participants
Workshops	188
Outreach Toolkit	724 <i>Completed Questionnaire 612</i>
Online Questionnaire	693
<b>TOTAL</b>	<b>1,605</b>

## Online Questionnaire

Planning Area	Share of Countywide Population*	Percentage of Respondents
North	42%	62%
Central	23%	15%
South	22%	8%
East	13%	9%
Other	n/a	6.5%**
TOTAL	100%	100%

\*2009 ABAG Projections

\*\* Unclear or not Alameda County Resident

## Findings: Needs

- ▣ Maintain existing transit
- ▣ Repair potholes and smooth the existing roadway
- ▣ Bike improvements

## **Findings: Trade-Offs**

- ▣ Expand transit services and reliability  
(vs. maintaining streets, roads and highways )
- ▣ Provide more alternatives to driving  
(vs. expanding highway capacity and efficiency)
- ▣ Maintain existing transit services  
(vs. improving goods movement and freight)
- ▣ Expand bike and pedestrian improvements  
(vs. improving transportation services for senior and people with disabilities)

## **Findings: VMT Reduction**

- ▣ Build walking and biking friendly cities
- ▣ Add service to existing transit routes
- ▣ Increase transit service in areas that don't currently have high capacity transit

## **Findings Across Methods**

### **Transportation Needs**

#### **Overall Findings: Highways and Roads**

- ▣ Maintain existing infrastructure
- ▣ Increase safety
- ▣ Increase connectivity
- ▣ Develop complete streets



## Transportation System Management

- ▣ Expand signal timing/synchronization
- ▣ Increase ramp metering
- ▣ Develop additional signage
- ▣ Develop intelligent/adaptive intersections



## Parking and Transportation Demand Management

- ▣ Expand employer based incentives for alternatives to driving
- ▣ Expand congestion pricing
- ▣ Promote car sharing

## Public Transit

- ▣ Restore service
- ▣ Provide a transit system that is safe, accessible, maintained, clean, reliable, affordable and equitable
- ▣ Coordinate service
- ▣ Target routes



## Accessible Transportation

- ▣ Maintain existing paratransit programs
- ▣ Increase local shuttles and connections to community facilities



## **Bike and Pedestrian**

- ▣ Increase safety and signage
- ▣ Enhance connectivity on bike trails
- ▣ Improve existing infrastructure
- ▣ Provide bicycle storage/parking
- ▣ Improve crossing at major roads, including grade separations



## **Goods Movement**

- ▣ Provide for the quick and efficient movement of trucks
- ▣ Address human health impacts of truck traffic and truck idling in neighborhoods





## Other

- ▣ Develop education programs on:
  - How to use transit
  - Transit civility
  - Bike/pedestrian safety (sharing the road)
- ▣ Improved marketing about the overall transit system and how to use it
- ▣ Consistent information about transit service changes
- ▣ Case studies of other transportation/transit agency transportation demand management programs

## Projects

- ▣ Transit
  - Build BART to Livermore
  - Build Dumbarton Rail
- ▣ Highways and Roads
  - Improve 680/580 Interchange
  - Widen SR-84

## Projects

- ▣ Bike/Pedestrian
  - Complete Bay Trail
  - Complete East Bay Greenway (Oakland to San Leandro)

## Programs

- ▣ Transit
  - ECO Youth Bus Pass
  - Expanded, coordinated service
  - Station and stop amenities/improvements
  - Transit information signage
  - Shuttles
- ▣ Highways and Roads
  - Local street improvements
- ▣ Transportation System Management
  - Employer incentives for driving alternatives
  - Destination Information Signage

## Programs

- ▣ Accessible Transportation
- ▣ Bike and Pedestrian
  - Safe Routes to School
  - Bike lanes
  - Intersection safety
  - Signage



## Participant Characteristics by Method

Planning Area	Countywide*	Outreach Toolkit	Online Questionnaire
North	42%	48%	62%
Central	23%	15%	15%
South	22%	12%	8%
East	13%	16%	9%
Other**	n/a	7%	7%
*2009 ABAG Projections			
**Unclear or not Alameda County Resident			

## Participant Characteristics by Method

Ethnicity	Countywide*	Outreach Toolkit	Online Questionnaire
American Indian or Alaska Native	0.4%	0.4%	2%
Asian or Pacific Islander	33%	19%	8%
Black/African American	12%	23%	9%
White/Caucasian	36%	51%	71%
Spanish, Hispanic or Latino	22%	4%	6%
Other	3%	2%	4%
* 2009 American Community Survey			

## Participant Characteristics by Method

Household Income Level	Countywide*	Outreach Toolkit	Online Questionnaire
\$0-\$25,000	21%	24%	8%
\$25,000-\$50,000	23%	25%	17%
\$50,000-\$75,000	20%	12%	19%
\$75,000-\$100,000	14%	14%	21%
Over \$100,000	22%	25%	35%
* 2000 Census			

## Next Steps

- ▣ Refine and compile findings
- ▣ Develop project and program list
- ▣ Prepare final report for presentation at May Steering Committee Meeting



## Key Questions

- ▣ How should Alameda CTC best use the results from this phase moving forward?

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## Telephone Survey of Alameda County Voters

Presentation of survey findings

Prepared for  
Alameda County Transportation Commission (ACTC)



**EMC Research, Inc.**  
436 14th Street, Suite 820  
Oakland, CA 94612  
(510) 844-0680  
EMC #11-4391

March 24, 2011

## Methodology

2

- ▶ Telephone Survey of Alameda County Voters
- ▶ 813 completed interviews
- ▶ Overall Margin of error  $\pm$  3.4%
- ▶ Conducted March 6 - March 14, 2011
- ▶ Interviews conducted by trained, professional interviewers in English, Spanish & Cantonese
- ▶ Results weighted to reflect likely voter population distribution in November, 2012

Region	# of interviews	Margin of Error ( $\pm$ )	Weighted % of Population
Central Alameda Co.	170	7.5%	21%
East Alameda Co.	121	8.9%	15%
North Alameda Co.	376	5.1%	46%
South Alameda Co.	146	8.0%	18%

*As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.*

*Please note that due to rounding, percentages may not add up to exactly 100%*



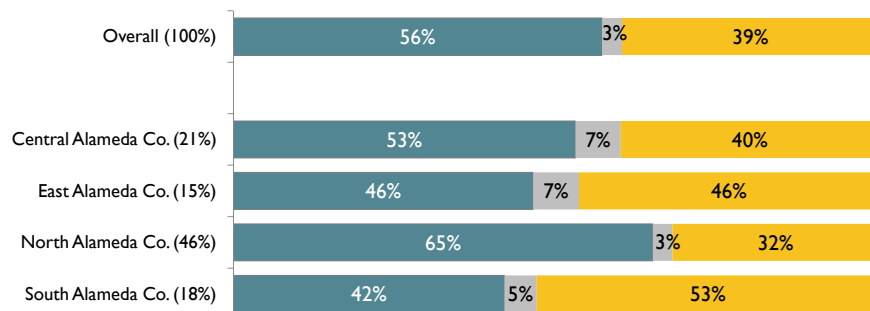
Alameda CTC Transportation Expenditure Plan Update  
Survey #1  
EMC 11-4407

## Issue Environment

### High Quality Roads & Public Transit Are Crucial

Which of the following is closer to your opinion (Q32)

- It is crucial to have high quality roads and public transit, even if it means raising taxes.
- Both / Neither / Don't Know



Alameda CTC Transportation Expenditure Plan Update  
Survey #1  
EMC 11-4407



## The Majority Agree That Streets/Roads & Public Transportation Have Gotten Worse

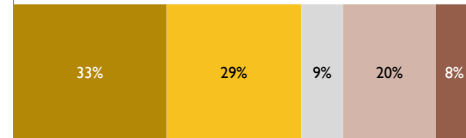
Please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements about Alameda County (Q33-44)

Strongly agree   Somewhat agree   (Don't Know/Refused)   Somewhat disagree   Strongly disagree

Q34. Our streets and roads have gotten worse over the last few years.



Q35. Our public transportation system has gotten worse over the last few years.



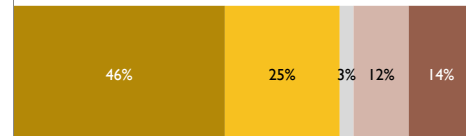
Alameda CTC Transportation Expenditure Plan Update  
Survey #1  
EMC 11-4407

## There is Support for Public Transportation

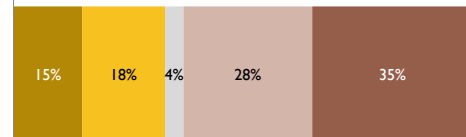
Please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements about Alameda County (Q33-44)

Strongly agree   Somewhat agree   (Don't Know/Refused)   Somewhat disagree   Strongly disagree

Q41. I would take public transportation more often if it were faster and more reliable.



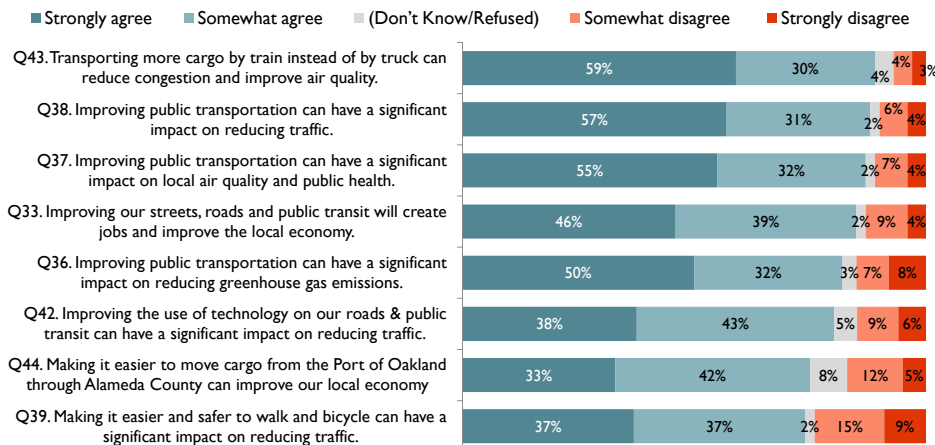
Q40. We spend too much taxpayer money on public transportation systems that few people really use.



Alameda CTC Transportation Expenditure Plan Update  
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EMC 11-4407

## Attitudes on Projects & Improvements

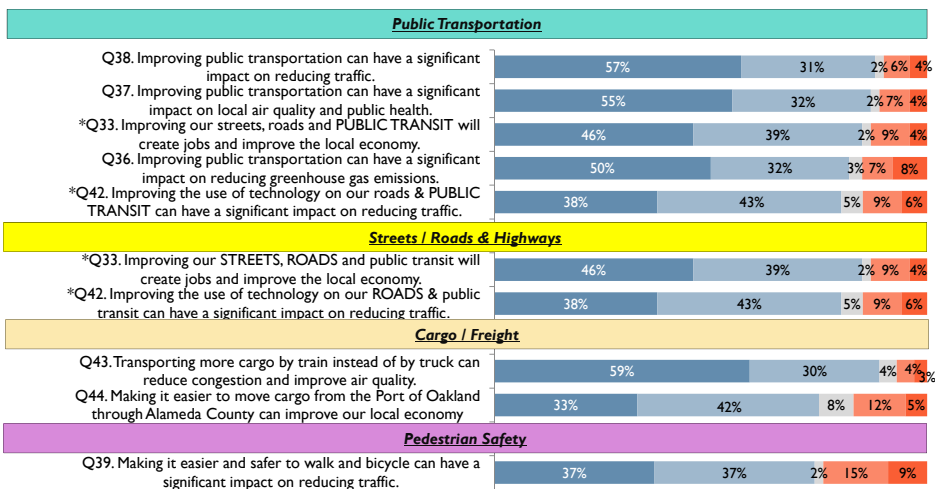
Please tell me if you strongly agree, somewhat agree, somewhat disagree, or strongly disagree with each of the following statements about Alameda County (Q33-44)



Alameda CTC Transportation Expenditure Plan Update  
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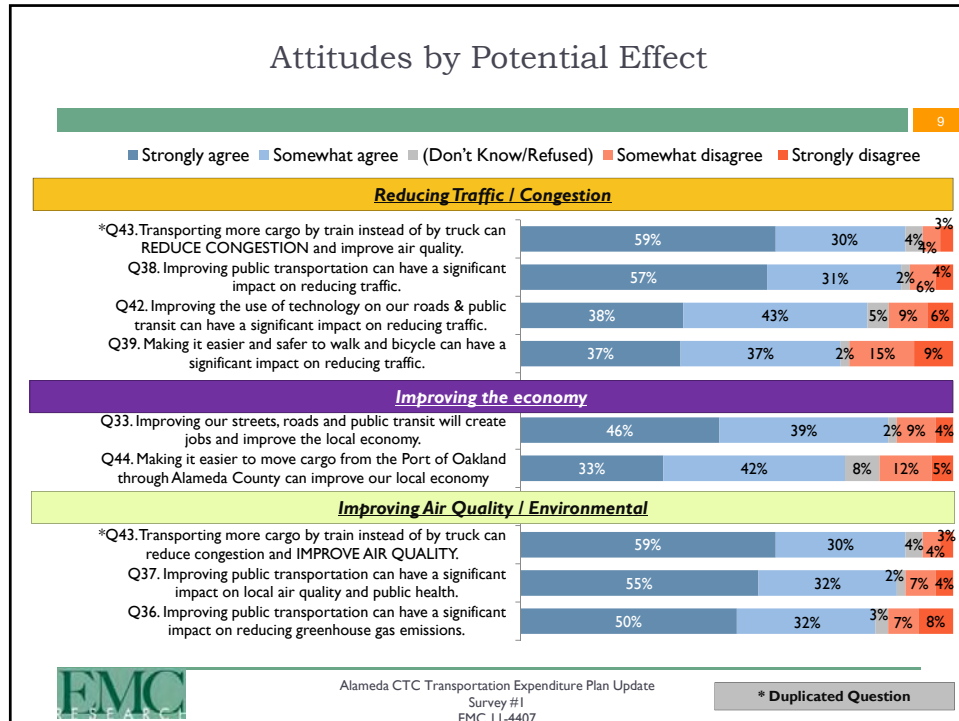
## Attitudes by Improvement Type

Legend: Strongly agree (Dark Blue), Somewhat agree (Medium Blue), (Don't Know/Refused) (Light Blue), Somewhat disagree (Orange), Strongly disagree (Red)



Alameda CTC Transportation Expenditure Plan Update  
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\* Duplicated Question

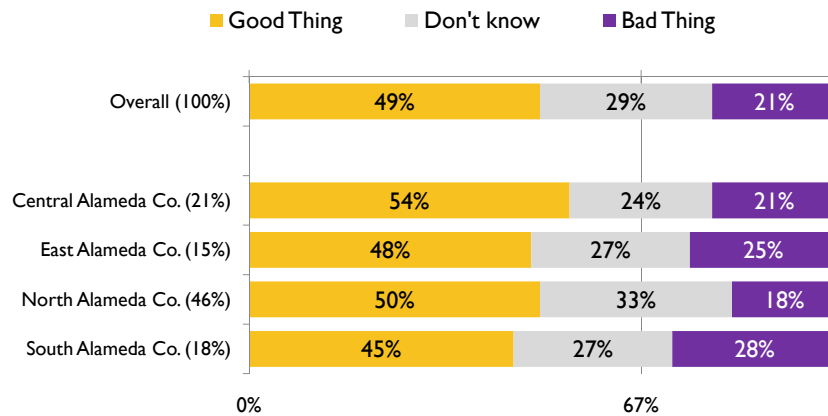


## Measure B Renewal

## A Plurality Believe Measure B Has Been a Good Thing

11

As you may know, voters in Alameda County approved Measure B in 2000, a half cent sales tax that funds road and transit projects and programs all across Alameda County. In general, would you say Measure B has been a good thing for Alameda County, or a bad thing for Alameda County? (Q6)



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## A Renewal Wins More Than Two-Thirds (72%)

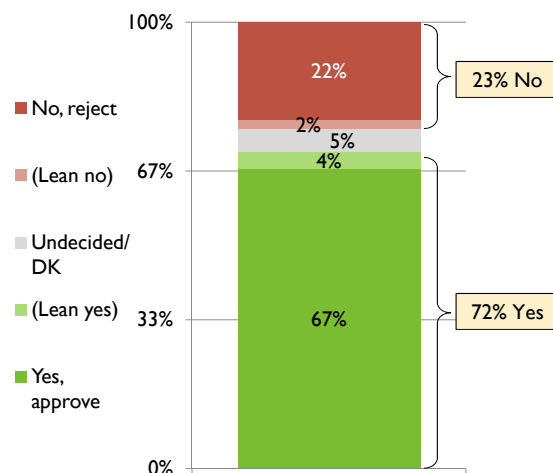
12

There may be a measure on the ballot next year in Alameda County that would

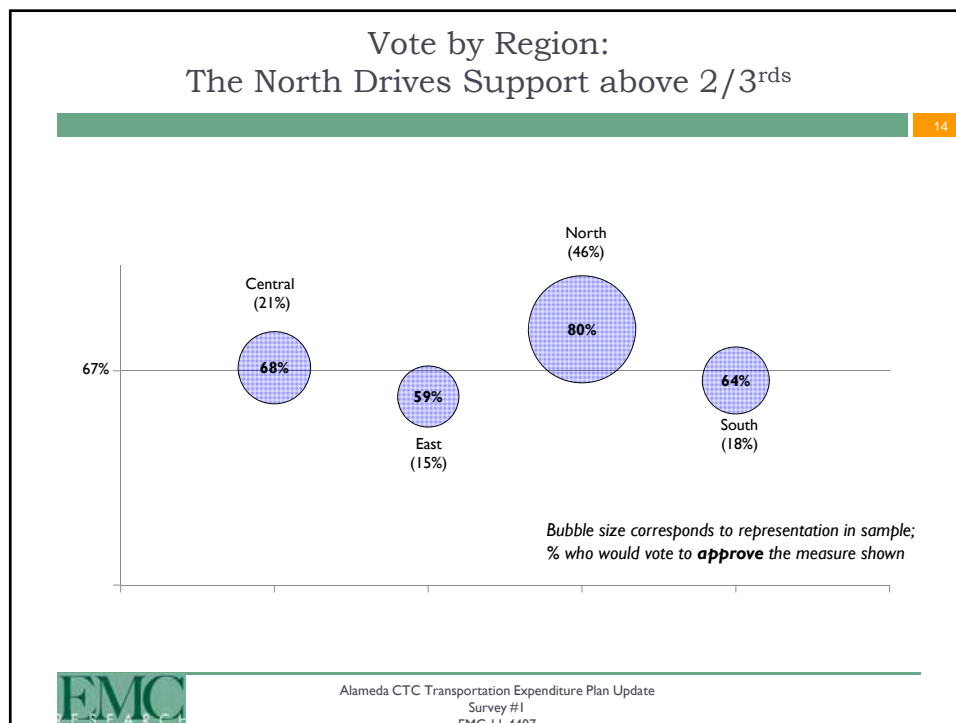
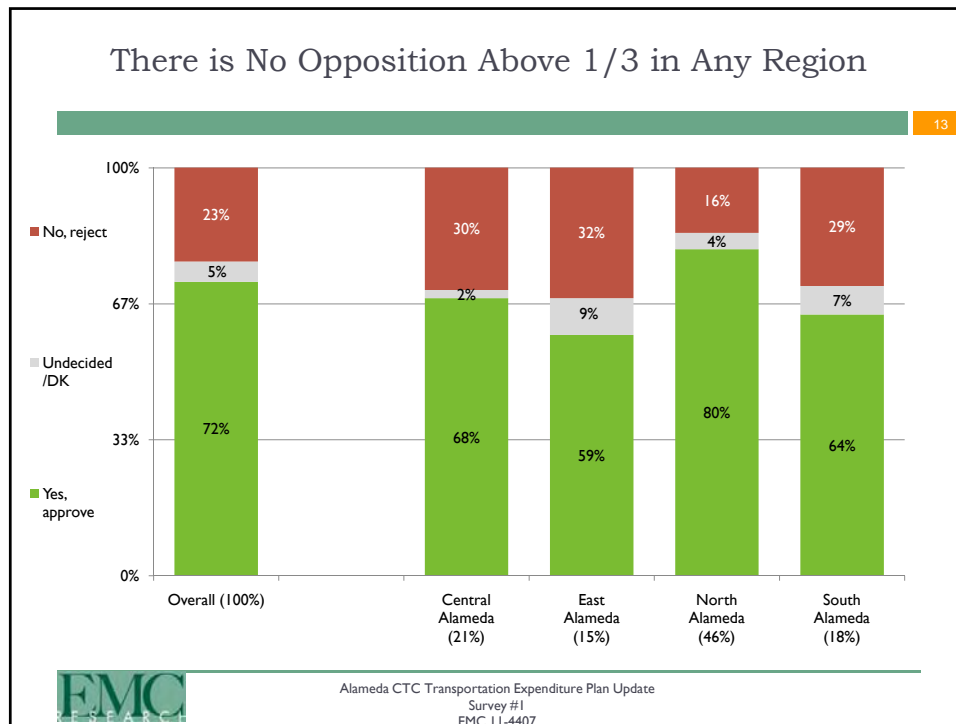
- extend the existing half cent transportation sales tax to
- address an updated plan for the county's current and future transportation needs.

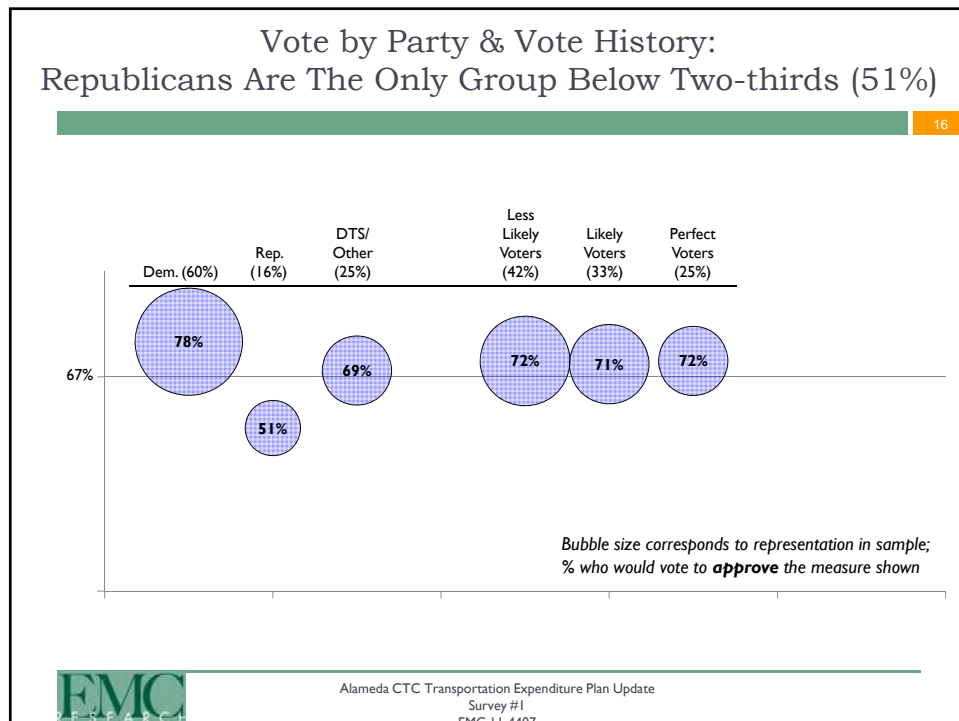
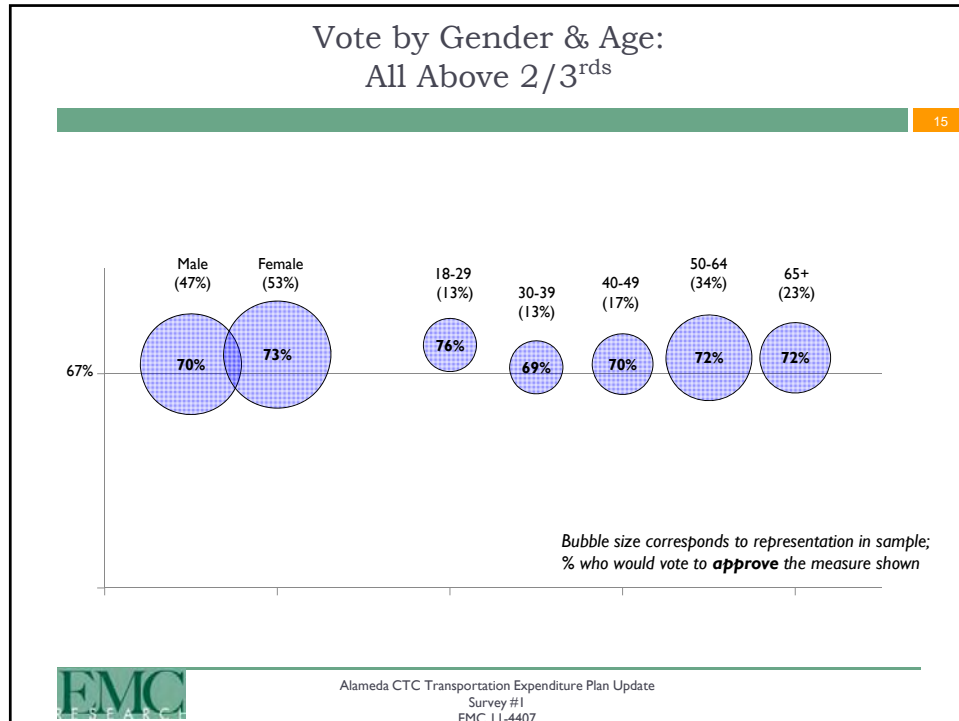
The money from this measure:

- could only be spent on the voter-approved expenditure plan
- all money from this measure would stay in Alameda County and could not be taken by the state.

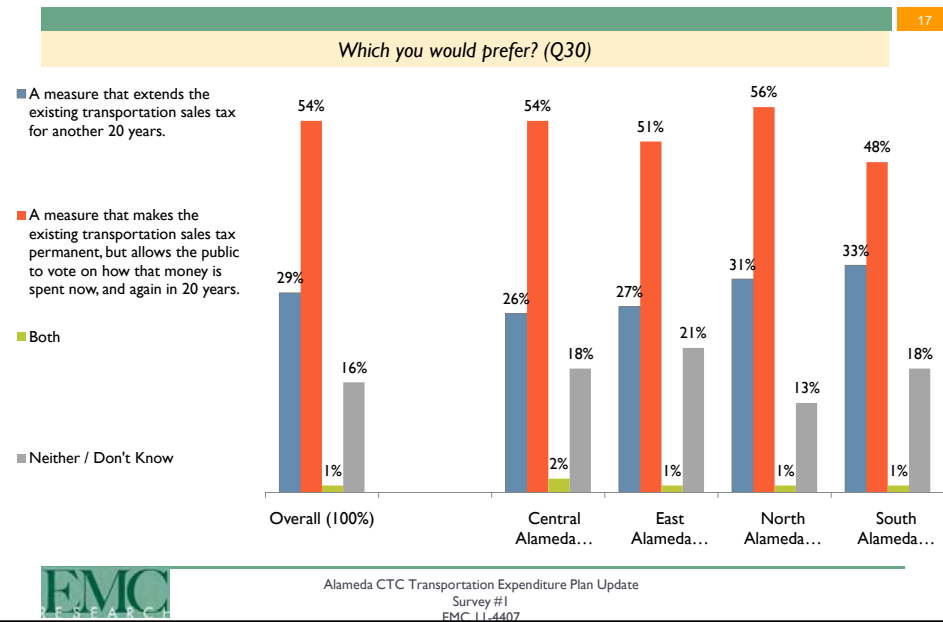


Alameda CTC Transportation Expenditure Plan Update  
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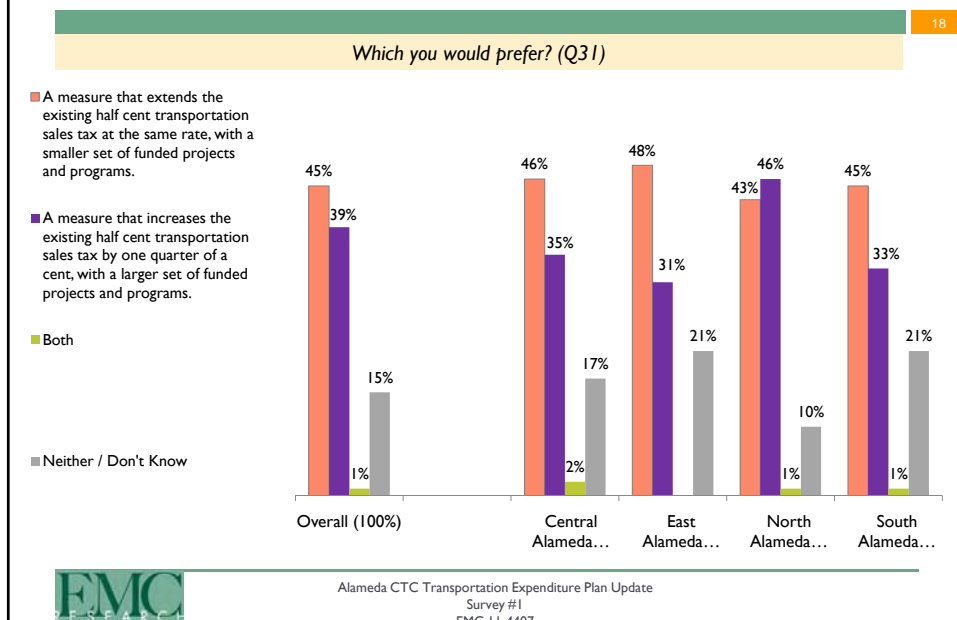




## A Majority of Voters (54%) Prefer Making the Existing Sales Tax Permanent



## 45% Prefer Extending the Existing Half Cent Sales Tax at the Same Rate

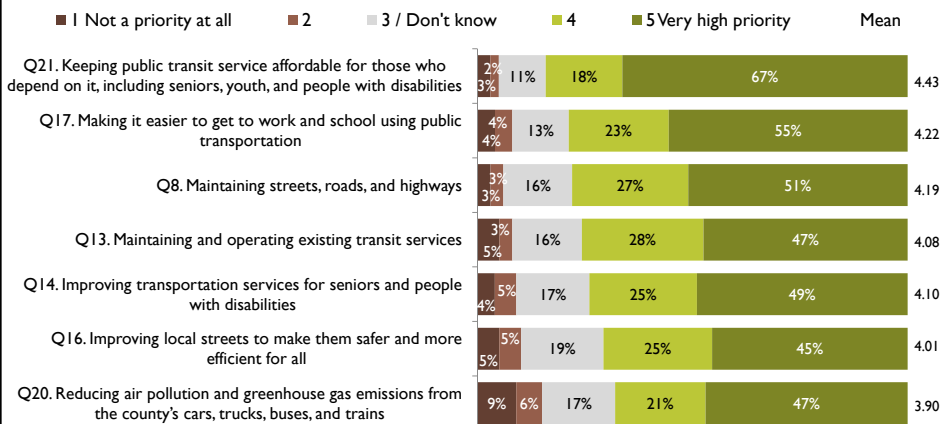


## Potential Programs & Projects

### Program Priorities (Slide 1 of 2)

20

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)

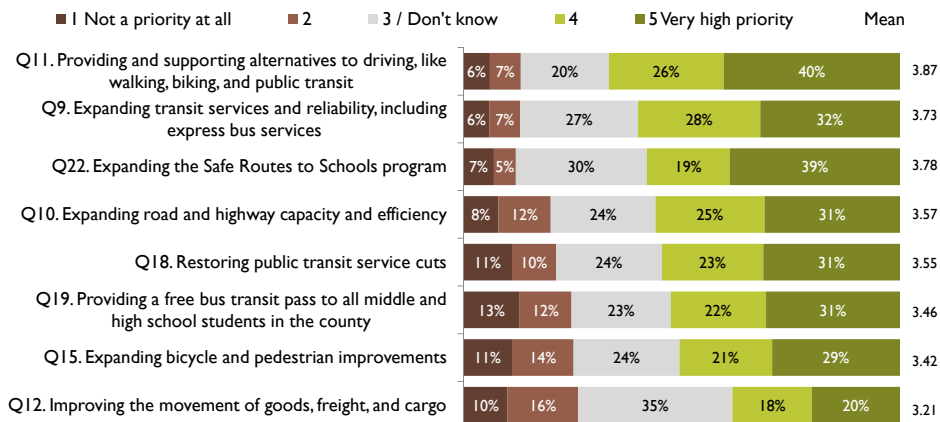


Alameda CTC Transportation Expenditure Plan Update  
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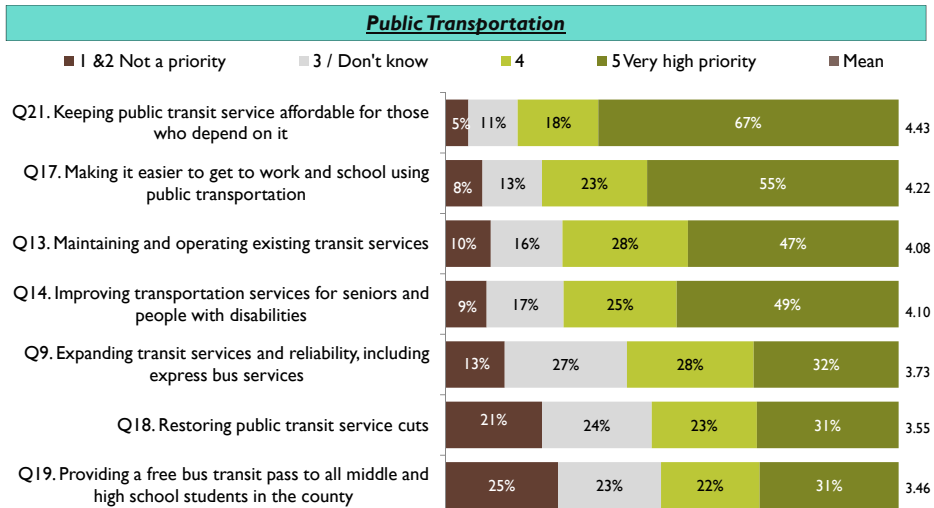
## Program Priorities (Slide 2 of 2)

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)

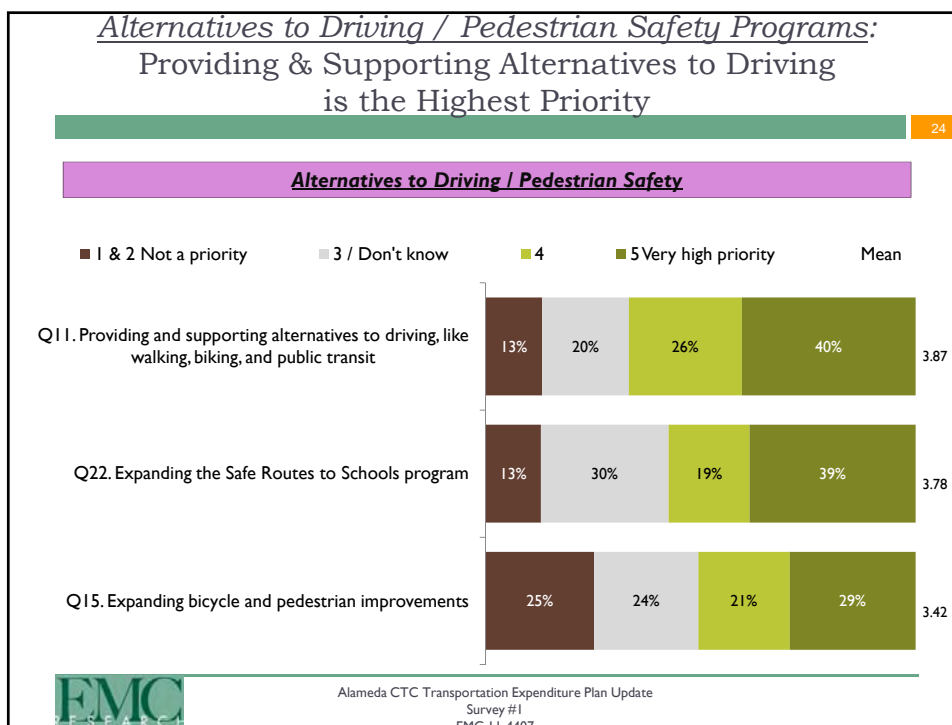
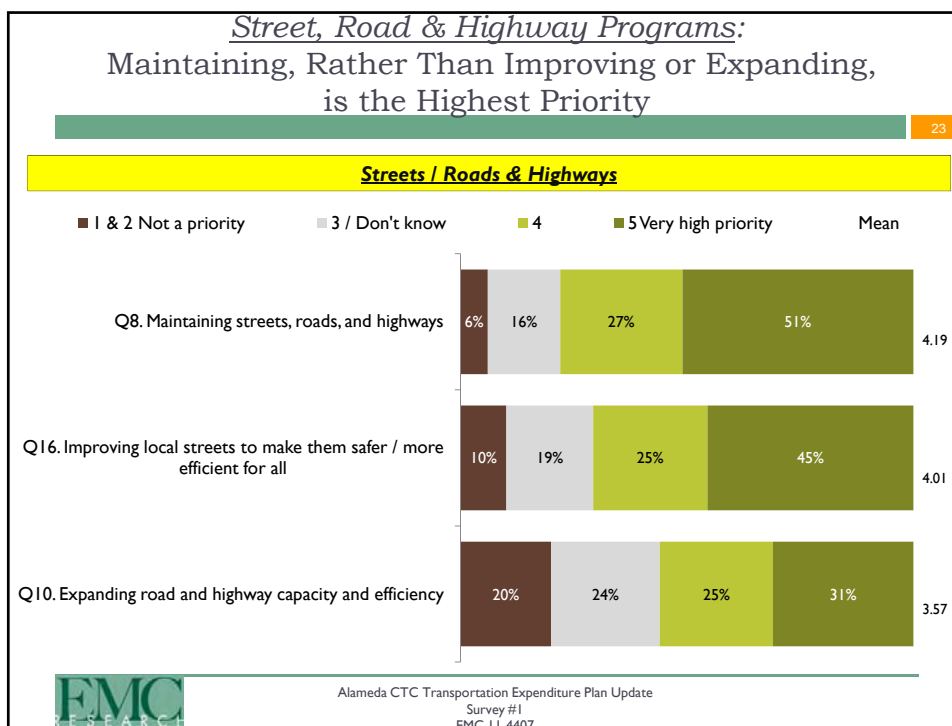


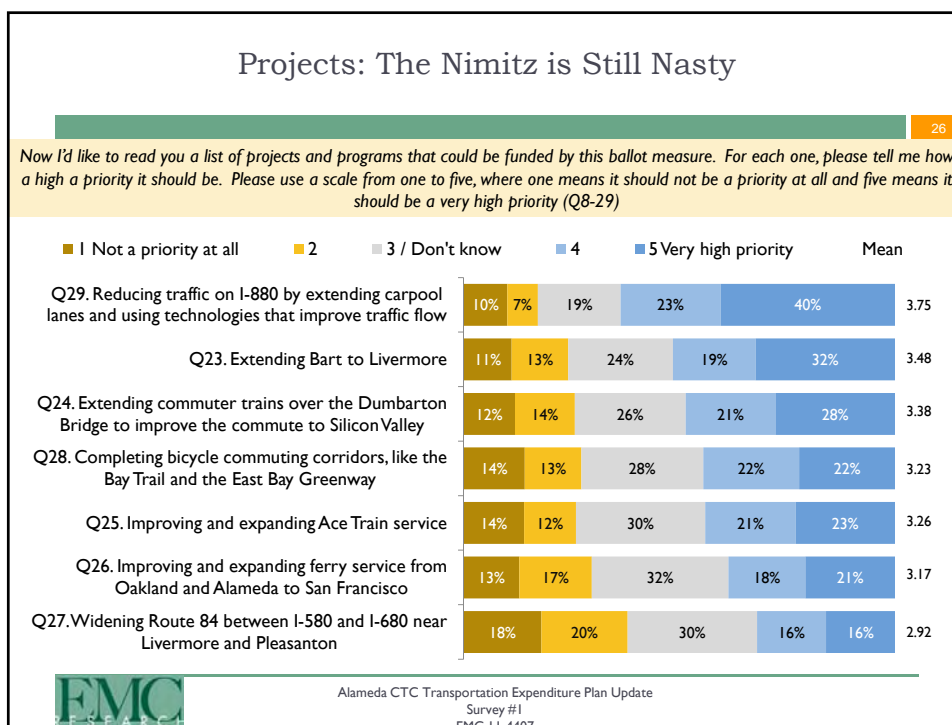
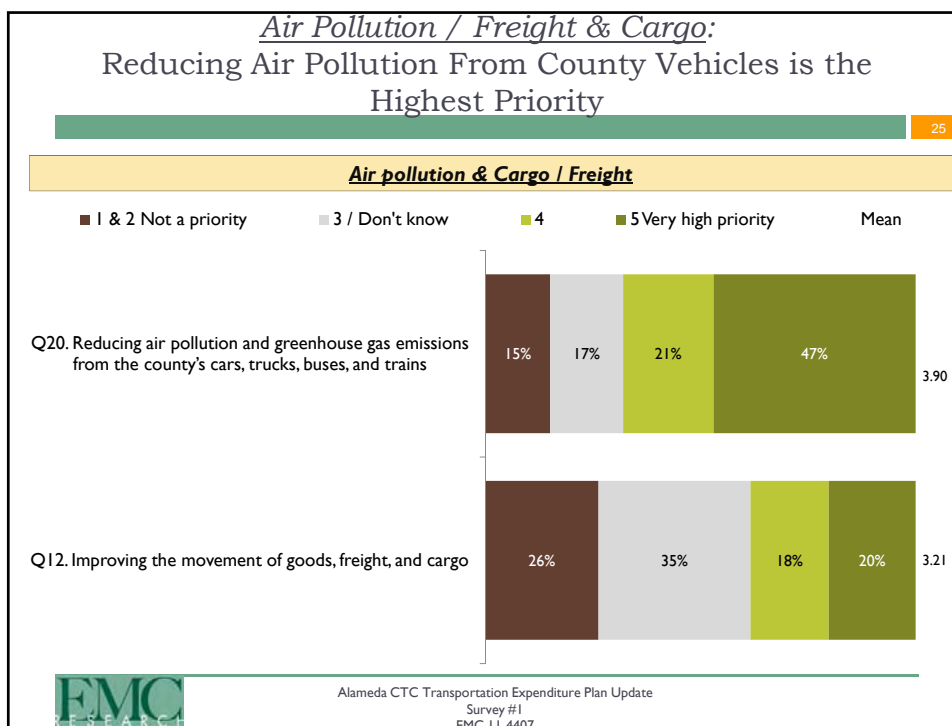
Alameda CTC Transportation Expenditure Plan Update  
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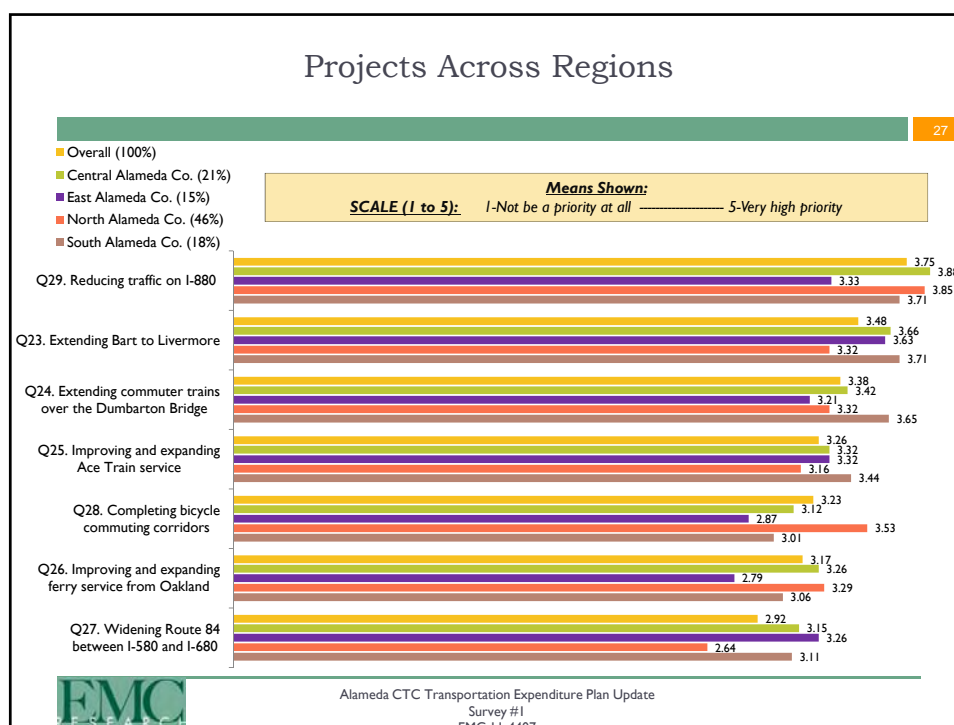
## Public Transportation Programs: Keeping Public Transit Affordable & Making it Easier to Take are the Highest Priorities



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### Projects Across Regions (alternate view)

28

**Means Shown**  
**SCALE (1 to 5):** 1-Not be a priority at all ----- 5-Very high priority

Program / Project	Overall (100%)	Central Alameda Co. (21%)	East Alameda Co. (15%)	North Alameda Co. (46%)	South Alameda Co. (18%)
Q29. Reducing traffic on I-880 by extending carpool lanes and using technologies that improve traffic flow	3.75 *	3.88 *	3.33 *	3.85 *	3.71 *
Q23. Extending Bart to Livermore	3.48 *	3.66 *	3.63 *	3.32 *	3.58 *
Q24. Extending commuter trains over the Dumbarton Bridge to improve the commute to Silicon Valley	3.38 *	3.42 *	3.21	3.32 *	3.65 *
Q25. Improving and expanding Ace Train service	3.26	3.32	3.32 *	3.16	3.44
Q28. Completing bicycle commuting corridors, like the Bay Trail and the East Bay Greenway	3.23	3.12	2.87	3.53 *	3.01
Q26. Improving and expanding ferry service from Oakland and Alameda to San Francisco	3.17	3.26	2.79	3.29	3.06
Q27. Widening Route 84 between I-580 and I-680 near Livermore and Pleasanton	2.92	3.15	3.26	2.64	3.11

Alameda CTC Transportation Expenditure Plan Update  
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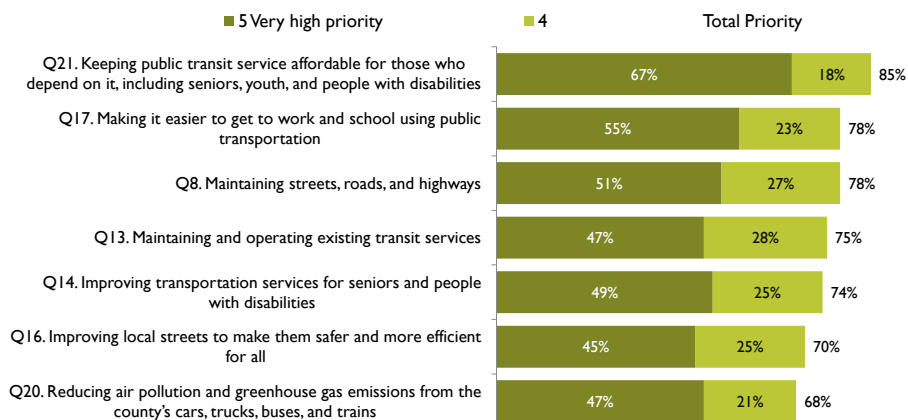
\* Indicates Top 3

## Programs & Projects: Combined Priorities

### Countywide Programs That Are a Priority For More Than 2/3<sup>rd</sup>s of Voters

30

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)



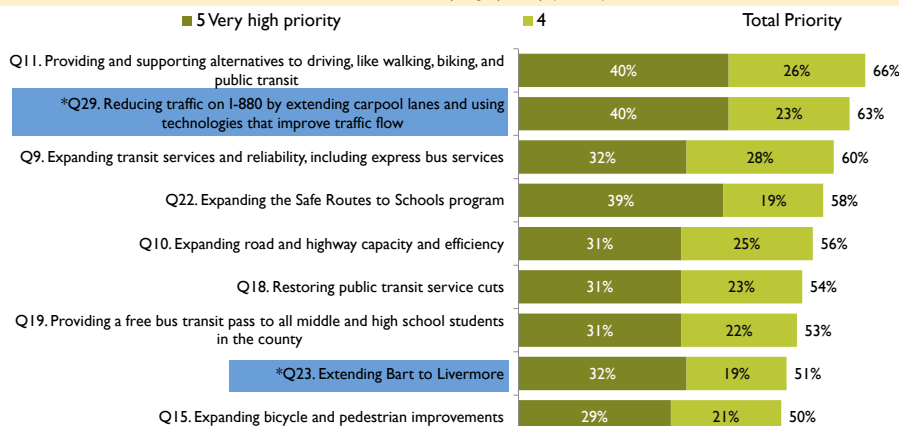
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Survey #1  
EMC 11-4407



## Lower Countywide Priorities

31

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)



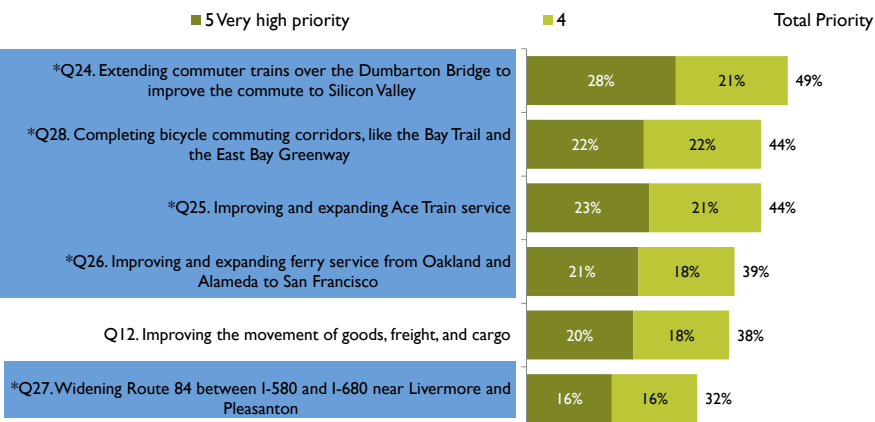
Alameda CTC Transportation Expenditure Plan Update  
Survey #1  
EMC 11-4407

\*Project

## Countywide, Most Projects Have Less Priority Than Programs

32

Now I'd like to read you a list of projects and programs that could be funded by this ballot measure. For each one, please tell me how a high a priority it should be. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority (Q8-29)



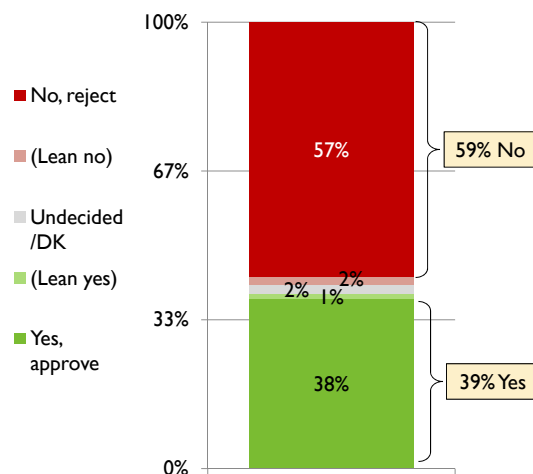
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EMC 11-4407

\*Project

## Gasoline Tax Measure

### Majority Oppose Gasoline Tax

There may be a measure on the ballot in a future election that would increase the tax on gasoline in the Bay Area by 10 cents per gallon. This measure would pay for maintenance of local streets and roads as well as improvements to public transportation, such as BART. If this measure were on the ballot today, are you likely to vote yes to approve it, or no to oppose it? (Q45)

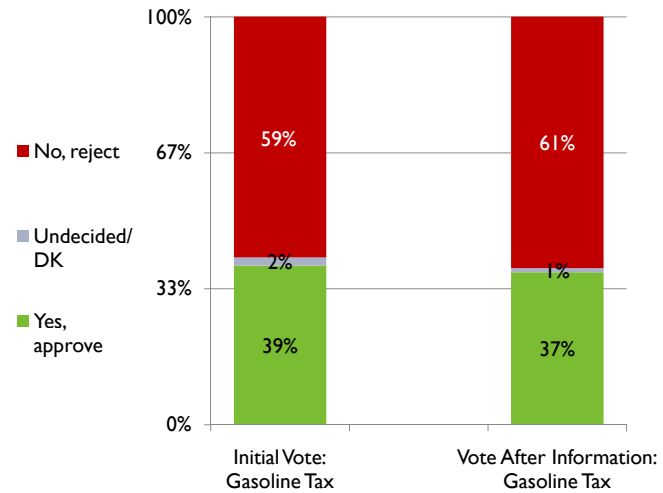


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## More Information Led to More Opposition

35

Supporters of this measure say that it makes sense to tax gasoline because it would pay for improvements that benefit everyone throughout the region, like better roads and more reliable public transit. Opponents of this measure say it will place an unfair burden on people with long commutes to work or school, and local governments should make better use of existing taxes before asking for more.



Alameda CTC Transportation Expenditure Plan Update  
Survey #1  
EMC 11-4407



March 8, 2011

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**Commission Vice Chair**  
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**AC Transit**  
Greg Harper, Director

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**City of Pleasanton**  
Jennifer Hosterman, Mayor

**City of San Leandro**  
Joyce R. Starosciak, Councilmember

**Executive Director**  
Arthur L. Dao

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street,  
Oakland, California 94607

**Subject: Comments on RTP/SCS March 11, 2011 Draft Committed Funds and Projects Policy**

Dear Mr. Heminger,

The Alameda County Transportation Commission (Alameda CTC) has reviewed the Draft Committed Funds and Projects Policy, which will be presented to the MTC Planning Committee at its meeting on March 11, 2011. We appreciate MTC's efforts in proposing two options for consideration, Environmental Certification and Construction, both of which will result in significantly fewer committed projects than the approach used in the development of T2035.


Alameda CTC would like to express its support for Option 1: Environmental Certification. As we have stated in previous venues, by the time a project has cleared the environmental phase, the project has been fully vetted with resource agencies and the community and project scopes are fully defined and evaluated. We agree that because of Senate Bill 375, projects and programs will need to be carefully assessed and implemented in ways that meet the adopted goals and targets. However, where the line is drawn for a project to be committed should be carefully considered, especially after substantive evaluation, agreement and funds have been spent in developing these important projects.

Regarding projects identified as exempt by Senate Bill 375, Alameda CTC would also like to recommend the Commission assume that a performance assessment is not required for sales tax measure projects that were passed in a ballot measure prior to December 31, 2008. These projects are voter approved and should be assumed to be committed.

We appreciate your consideration of the above. Please contact Art Dao, Executive Director of the Alameda CTC, with any questions. Mr. Dao can

be reached at 510/208-7402 via telephone or [adao@alamedactc.org](mailto:adao@alamedactc.org) via email.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Green', written in a cursive style.

MARK GREEN, Chair  
Alameda County Transportation Commission  
Mayor of Union City

Cc: Alameda County Transportation Commission  
Art Dao, Alameda CTC  
Beth Walukas, Alameda CTC  
Tess Lengyel, Alameda CTC  
Doug Kimsey, MTC  
Ashley Nguyen, MTC





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TRANSPORTATION  
COMMISSION

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Oakland, CA 94607-4700  
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TTY/TDD 510.817.5769  
FAX 510.817.5848  
E-MAIL [info@mtc.ca.gov](mailto:info@mtc.ca.gov)  
[www.mtc.ca.gov](http://www.mtc.ca.gov)

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March 29, 2011

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Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

*Art Dao*  
Art Dao, Executive Director  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

RE: Response to Comments: Comments on RTP/SCS March 11, 2011 Draft  
Committed Funds and Projects Policy

Dear Mr. *Art* Dao:

MTC staff appreciates your agency's review of the Draft Committed Funds and Projects Policy, and comments that express your support for Option 1: Environmental Certification and request to exempt sales tax projects from the project performance assessment.

As you may know, MTC staff will present the Final Committed Funds and Projects Policy for consideration and action by the MTC Planning Committee on April 8, 2011 and Commission on April 27, 2011. At this time, staff will present the Commission with both options (Option 1: Environmental Certification and Option 2: Construction), as well as the request to exempt sales tax projects. The Final Policy will reflect the Commission's action on these two outstanding issues.

We appreciate your input on the Committed Policy, and look forward to your continued participation in the development of Plan Bay Area. Please contact me at 510.817.5790 or Ashley Nguyen of my staff at 510.817.5809 if you have any other questions.

Sincerely,

Doug Kimsey  
Director, Planning

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**Commission Chair**  
Mark Green, Mayor - Union City

**Commission Vice Chair**  
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**Executive Director**  
Arthur L. Dao

March 17, 2011

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street,  
Oakland, California 94607

Dear Mr. Heminger,

**Subject: Comments on RTP/SCS Goals and Performance Targets**

The Alameda County Transportation Commission (Alameda CTC) received a presentation at its February 24<sup>th</sup> CWTP-TEP Steering Committee meeting about the RTP/SCS Goals and Performance Targets adopted by MTC Commission in January. Based on our review of the adopted performance targets, we submit the following comments and a request for information about how congestion relief will be accounted for in the performance assessment process.

At the January 14, 2011 Joint MTC Planning Committee/ABAG Administrative Committee meeting, certain modifications were made to staff's recommendations that we believe will limit the ability to evaluate certain goals that are important to the Congestion Management Agencies. The Committee revised the Transportation System Effectiveness goal of the Performance Targets from:

*Decrease average per-trip travel time for auto and transit modes by 10%*

To:

*Decrease average per-trip travel time by 10% for non-auto modes and  
Decrease automobile vehicle miles traveled per capita by 10%*

The revised and now adopted measure results in two effects that we do not believe the Commission intended. First, it does not recognize that congestion relief is a mandate of the congestion management plans and one that we are required to measure and monitor. Second, by decreasing average trip travel time for all modes instead of just transit and auto, it contradicts the Health and Safe Communities goal of *Increase average time walking or biking per person per day for transportation by 60% (for an average of 15 minutes per day).*

The Alameda CTC supports SB 375 and its goals. In Alameda County, our jurisdictions have begun implementing development patterns that reduce drive alone trips and promote transit, which result in reduced greenhouse gas emissions. However, we are concerned that by defining certain goals so specifically, we lose sight of other important needs and projects, such as high occupancy vehicle and toll lanes, that affect transportation and relieve congestion and reduce greenhouse gases by allowing traffic to flow more smoothly.

We appreciate your consideration of the above and request clarification on how the performance assessment will also inform project performance with respect to congestion relief. Please contact Arthur L. Dao, Executive Director of the Alameda CTC, with any questions. Mr. Dao can be reached at 510/208-7402 via telephone or [adao@alamedactc.org](mailto:adao@alamedactc.org) via email.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Green', written in a cursive style.

MARK GREEN, Chair  
Alameda County Transportation Commission  
Mayor of Union City

Cc: Alameda County Transportation Commission  
Arthur L. Dao, Alameda CTC  
Beth Walukas, Alameda CTC  
Tess Lengyel, Alameda CTC  
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Ashley Nguyen, MTC



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Executive Director

*Ann Flemer*  
Deputy Executive Director, Policy

*Andrew B. Fremier*  
Deputy Executive Director, Operations

April 8, 2011

APR 12 2011  
Y: .....

Mark Green, Chair  
Alameda County Transportation Commission  
1333 Broadway, Suite 220  
Oakland, CA 94612

RE: Response to Comments on Plan Bay Area (RTP/SCS) Goals and Performance Targets

Dear Chair Green:

Thank you for your letter dated March 17, 2011 requesting clarification regarding how congestion relief will be considered as part of the Plan Bay Area (SCS/RTP) project evaluation process in light of the adopted performance targets.

As discussed in your letter, the Joint MTC Planning Committee/ABAG Administration Committee expressed a preference for a performance target to reduce automobile travel over a target to reduce travel times for all modes. This led to adoption of a two-part Transportation System Effectiveness target, including a per-trip travel time reduction target for non-auto modes only and a per-capita vehicle-miles-traveled (VMT) reduction target.

However, congestion relief will play an important role in this regional transportation planning process. Targeted congestion relief efforts will often lead to reduced greenhouse gas emissions and greater economic output for the region – beneficial impacts that will be reflected in the adopted performance targets. Furthermore, MTC staff will conduct a benefit-cost analysis of individual projects and programs and provide this information, along with the targets analysis of investment scenarios, to inform the Commission's discussion of investment trade-offs. Reductions in travel time and traffic delay carry significant weight in this analysis. A similar analysis for Transportation 2035 clearly highlighted benefits of congestion relief projects, including freeway operations and the Regional Express Lanes Network.

In summary, while the adopted Transportation System Effectiveness performance targets may not directly reflect the time savings benefits of congestion relief investments, these projects still have the opportunity to perform well in the both scenario-level and project-level analyses along with the targets analysis for Plan Bay Area.

Sincerely,

Steve Heminger  
Executive Director

CC: Arthur Dao, Executive Director, Alameda CTC

SH:DV

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## Memorandum

**DATE:** April 21, 2011  
**TO:** Alameda County Transportation Commission  
**FROM:** Planning, Policy and Legislation Committee  
**SUBJECT:** Legislative Update

### Recommendations

Staff recommends approval of positions on bills as noted below.

### Summary

#### *State Update*

Budget: A final complete budget agreement could not be reached by the end of March, leaving fewer options on how to close the projected budget gap, including a potential all cuts budget, a November ballot initiative, acquiring republican votes for a legislative extension of taxes, or other yet to be determined options. During the final week of March, the Governor signed several budget trailer bills that resulted in over \$11 billion in cuts of the \$25 billion needed; however, the actual budget bill was not signed. Of the trailer bills signed, AB 105 Transportation – Gas tax swap, was included and reenacted the gas tax swap, a bit of good news for transportation.

The attached memo from Suter, Wallauch, Corbett & Associates provides summary information on the budget discussions, possible next steps and a summary of the trailer bills signed.

State Bills: Staff is evaluating bills and recommends the noted positions on the following state bills.

- **AB 153, 155, and SB 234 (Skinner, Calderon, Hancock, respectively). Expansion of sales tax collection from internet transactions.** These three bills would make changes to the Sales and Use Tax Law which imposes a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail businesses in California, or on the storage, use, or other consumption in California of purchased tangible personal property. These three bills would more broadly redefine the term retailers and would require the collection of use taxes from retailers who sold personal tangible property to people in California. According to a BOE estimate, which includes many caveats due to uncertainty about timeliness of collections and potential litigation, increased state and local revenues of \$152 million in fiscal year 2011-12 and \$317 million in FY 2012-13 could be garnered by enactment of these laws. The adopted

Alameda CTC legislative program includes language to “support legislation that protects and provides increased funding for operating, maintaining, rehabilitating, and improving transportation infrastructure, including state highways, public transit and paratransit, local streets and roads, bicycle and pedestrian facilities, and goods movement....” If these bills are enacted, Alameda CTC would receive a portion of the receipts, thereby increasing funding for transportation. Therefore, staff recommends a **SUPPORT** position on this bill.

- **AB 147 (Dickinson). Subdivisions.** This bill would expand the use of developer fees from only constructing bridges or major thoroughfares, to allow the funds to be used for other transportation facilities, including, but not limited to, pedestrian, bicycle, transit, and traffic-calming facilities. This expanded use would foster a broader range of transportation improvements, particularly in areas that are built-out or in transit oriented developments that would benefit by the proposed expanded allowable uses, as they may be more relevant to those areas. The adopted Alameda CTC legislative program states, “support efforts that encourage, fund and provide incentives and/or reduce barriers for developing around transportation centers and for encouraging the use of transit, walking and biking.” Therefore, staff recommends a **SUPPORT** position on this bill.
- **AB 1308 (Miller). Highway Users Tax: appropriations of funds.** This bill would, in any year when a budget has not been enacted by July 1, continuously appropriate all moneys, except as specified, in the Highway Users Tax Account in the Transportation Tax Fund, for transportation purposes until a budget is enacted. In past years, the delay in adoption of a budget has led to fund flow stoppages from the state to transportation projects. This bill would disallow that and would provide for the continued flow of transportation funds, despite the budget adoption status. The adopted Alameda CTC legislative program states, “Protect and increase funding for Alameda CTC projects in the State Transportation Improvement Program (STIP), the federal transportation bill and other funding sources.” Therefore, staff recommends a **SUPPORT** position on this bill.
- **SB 582 (Emmerson). Regional Commute Benefits Policy.** This bill would allow a metropolitan planning organization (MPO) and a local air quality management district which share common jurisdictional areas to jointly adopt a commute benefit ordinance requiring employers operating within the common area to offer all covered employees one of three choices as described in the bill: (1) *A pretax option:* a program, consistent with Internal Revenue Codes, allowing covered employees to elect to exclude from taxable wages employee commuting costs incurred for transit passes or vanpool charges, or bicycle commuting, up to the maximum amount allowed by federal tax law. (2) *Employer-paid benefit:* offer employees a subsidy to offset the monthly cost of commuting via transit or by vanpool. The subsidy must be equal to either the monthly cost of commuting via transit or vanpool, or seventy-five dollars (\$75), whichever is lower and adjusted annually consistent with the California Consumer Price Index. (3) *Employer-provided transit:* transportation furnished by the employer at no cost, or low cost as determined by the metropolitan planning organization, to the covered employee in a vanpool or bus, or similar multi-passenger vehicle operated by or for the employer.

The bill also allows for alternative employer-offered commuter benefits if required by an existing condition of a lease, or others that must be approved by the MPO if it determines that at least the same benefit are derived in reducing single-occupant vehicle trips as any of the above three options. This bill would apply to businesses with 20 to 50 or more employees working at least 20 hours per week. If approved, the effective bill date would be January 1, 2013, and would allow employers at least six months to comply after the ordinance is adopted. The adopted Alameda CTC legislative program includes language to, “support efforts that provide incentives for employees/employers to utilize/offer public transportation or alternatives to the auto to commute to work.” Therefore, staff recommends a **SUPPORT** position on this bill.

- **AB 392 (Alejo). Ralph M. Brown Act: posting agendas.** This bill would restrict the ability of the Alameda CTC to act on agenda items in a public meeting if a write up of the item is not included in the packet or posted on-line 72 hours prior to the meeting. According to the bill, exceptions would be allowed if it was considered an emergency item, or if it is approved by 2/3 of the members (or a majority if two-thirds are not present) and that the need for the item to be acted upon became apparent after the agenda was posted. While all efforts are made to ensure that memorandums are prepared and included in all Alameda CTC mailouts, there are times that items are not completed, due to varying circumstances, and the memorandum write up must be brought to the Commission and presented at the meeting. If this bill were approved, it could potentially delay action on important items and affect costs and/or the ability to deliver transportation projects, programs, or administrative and legislative items. The adopted Alameda CTC legislative program states, “support legislation that improves the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner ....” Therefore, staff recommends a **OPPOSE** position on this bill.

**Update on AB 1086, (Wieckowski) Transactions and use taxes: County of Alameda.** Existing law authorizes various local governmental entities, to levy transactions and use taxes for specific purposes, and requires that the combined rate of all transactions and use taxes imposed in a county may not exceed 2 percent. This bill would allow the imposition of transactions and use taxes for certain purposes in excess of the combined rate. The Alameda CTC is the sponsor of this bill. It was heard and received approval in the Assembly Local Government Committee on April 6, 2011. Assemblymember Wieckowski and Art Dao testified in support of the bill, which was successfully carried through the committee. It will next be heard in the Assembly Revenue and Taxation Committee on May 2, 2011. The bill was amended to include implementation only in Alameda County by a County agency, establishment of a sunset date, and there has been some suggestion about establishing a cap, although this has not been amended into the bill.

### ***Federal Update***

#### **FY 2011 Budget Passes**

With only a few hours to spare, a deal was struck on Friday, April 8, 2011 on the FY2011 budget, which included \$38.5 billion in cuts. The House approved the plan on Thursday, April

14, 2011, by a vote of 260 -167 and the Senate then followed up by a vote of 81-19. The bill was signed by the President on Friday, April 15, 2011. The final overall budget includes just over a trillion dollars in funding, representing a \$40 billion decrease from fiscal year 2010 levels. This includes the \$28 billion in cuts in previous continuing resolutions, as well as the final additional deal of \$28 billion in cuts that was enacted on April 15<sup>th</sup>.

The Transportation, Housing, Urban Development is funded at \$55.5 billion (an 18% or \$12.3 billion reduction from fiscal year 2010 levels).

The Department of Transportation has a reduction in funding of \$2.9 billion from fiscal year 2010 levels. High Speed Rail funding was eliminated and a rescission of \$400 million in previous year funds made. The majority of programs funded by the Highway Trust Fund remain at fiscal year 2010 levels, however, the bill contains contract authority rescissions of \$3.2 billion (\$630 million of which is comprised of old earmarks). The bill reduces funding for transit by almost one billion dollars, including cuts to the New Starts program.

Presidential Budget and Surface Transportation: President Obama released his proposed FY 2012 budget in February, which outlined the Administration's priorities for the coming year as well as the Administration's reauthorization proposal. In March, the Alameda CTC adopted a support in concept position for both the FY 2012 budget and reauthorization proposal and submitted a letter from Mayor Green to many of the members and staff that were visited during the late March 2011 legislative visit, supporting the following:

- Department of Transportation FY 2012: \$128 Billion. This proposal increases transportation funding by approximately 60% over the current FY 10 funding levels as noted below:
  - FY 10 funding level: \$76 billion
  - FY11 funding request: \$79 billion
  - FY12 funding request: \$128 billion – 60% increase over current FY 10 amounts

While the 2012 budget negotiations have not yet gotten into full swing, they will have more of the flavor of debate and call for cuts as was done for the 2011 budget.

- **Surface Transportation Bill Reauthorization Proposal:** The President proposed a \$556 billion, six-year authorization bill, representing a 60 percent increase over inflation adjusted levels of SAFETEA-LU. While a funding mechanism had not been identified for this funding level, the proposal includes:
  - \$119 billion for transit programs over six-years, doubling the commitment to transit in the prior reauthorization;
  - \$336 billion in funding for highway programs over six years, a 48 percent increase over current levels;
  - \$53 billion over six years for high speed and passenger rail systems;
  - Funding for Sustainable Communities and Innovative Infrastructure Planning;
  - \$30 billion over six years for a National Infrastructure Bank to provide loans and grants for projects of regional and national significance.



The current extension of the surface transportation bill runs through the end of the fiscal year, September 30, 2011. Both House Transportation and Infrastructure (T&I) Chairman John Mica and Senate Environment and Public Works Committee Chairwoman Barbara Boxer have indicated that they want to release bill language for a 6-year reauthorization by late spring and early summer. Additional information can be found in Attachments B and B1.

Federal Bills: Staff is evaluating bills and recommends the noted position on the following federal bill:

- **HR 1123 (Congresswoman Richardson) TIFIA Expansion Act of 2011.** This bill would expand the current Transportation Infrastructure Finance and Innovation (TIFIA) Program, which allows funding for major transportation construction projects through direct loans, loan guarantees, and lines of credit from up to 33% of eligible project costs, to up to 49% of eligible costs. The bill would also increase the available funds to support the program by \$122 million to \$375 million. The TIFIA program leverages federal funds by attracting private and other non-federal funds in a competitive program. TIFIA eligible projects include highway, transit, railroad, intermodal freight, and port access development. This program offers a way to reward self-help agencies such as ours since we could compete well under this type of program due to the amount of non-federal funds we could bring into the program as a result of locally derived funding. The adopted Alameda CTC legislative program states, “Protect and increase funding for Alameda CTC projects in the State Transportation Improvement Program (STIP), the federal transportation bill and other funding sources.” Therefore, staff recommends a **SUPPORT** position on this bill.

**Fiscal Impact**

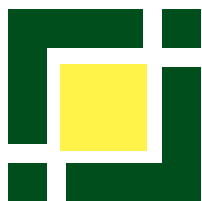
No direct fiscal impact.

**Attachments**

Attachment A: State Update

Attachments B and B1: Federal Updates

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April 18, 2011

TO: Art Dao, Executive Director  
Alameda County Transportation Commission

FR: Suter, Wallauch, Corbett & Associates

**RE: Legislative Update**

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The Legislature has recessed for their spring break leaving it relatively quiet at the Capitol. They will reconvene on April 25<sup>th</sup> with a full schedule of policy committee hearings as we approach the first hearing deadline on May 6<sup>th</sup>. Both Senate and Assembly Budget Subcommittees are also scheduled to resume their work on the hold over items for the 2011-12 budget.

**Budget Update:** Republican Senator Bob Huff said this week that there is some support in the Senate Republican Caucus for extending current tax rates legislatively for a few months until a tax-extension measure can be put on the ballot. This speck of good news was echoed by Governor Brown in a press conference addressing a need for those revenues if Public Safety Realignment is to be put into place. No doubt Republicans are asking for the fiscal equivalent of an arm-and-leg, before putting up the two votes needed for this proposal.

While this can be viewed as promising, it's not stopping anyone from taking the budget story on the road over the next few weeks. The Senate Budget Committee has scheduled three hearings outside of Sacramento. The first hearing is scheduled for April 29<sup>th</sup> in Ontario, followed by a hearing in the Bay Area on May 6, and the final hearing will be held in Fresno on May 13<sup>th</sup>. The location of the Bay Area hearing has not been selected. In addition, Assembly Speaker Perez announced his intension to take budget issues to the voters through a series of Budget Summits to be held throughout California. However, the schedule for these Budget Summits has not been announced yet.

Senator Leno started a series of Senate Budget Committee hearings examining an all cuts budget. The first hearing reviewed the cuts already enacted, and the list of ideas for an all cuts budget produced by the LAO. The second hearing was held last week in Sacramento focused on cuts to K-12 and Higher Education. Representatives from a range of schools districts spelled out the cuts already implemented and outlined the unimaginable cuts they must consider in an all cuts budget, such as reducing the school year, eliminate all sports and extracurricular programs, and eliminating bus service to students within 2.5 miles of the school.

Assembly Speaker John Perez has called discussing an all cuts budget an exercise in futility. He maintains that there is no way his caucus will agree to an all-cuts budget, and he will keep pressuring Republicans to either vote for tax extensions, or to put the question before the voters. He also sent a letter to Assembly Republican Leader Connie Conway asking Republicans to

either come up with their own proposal or join him in approving tax extensions and/or new revenues.

While locations have not been set, the Senate Budget Committee hearings on an all cuts budget are expected to tour the state. In addition, Assembly Speaker Perez announced his intension to take budget issues to the voters through a series of Budget Summits to be held throughout California.

*Keep in mind that an all cuts, or a more cuts, budget places transit operating funds at risk. In earlier proposals, the LAO pointed out that the planned increase to the sales tax on diesel fuel that will take effect on July 1, can be diverted from the State Transit Assistance (STA) program to the general fund. This portion of the diesel sales tax is not protected by Prop 22. If adopted by the Legislature, STA funding could drop from \$330 million in 2011-12 to under \$200 million.*

**Brown Act Changes:** The Alameda CTC adopted an oppose position on AB 392 at its meeting last month. In response to a chorus of complaints from counties, cities, and special districts regarding the difficulty of compliance with AB 392, the author has amended his bill. It still requires the posting of reports on an agency's website seventy-two hours prior to a public meeting, but now limits the reports only to those that are "staff generated." Unfortunately, the bill does not define "staff generated." If these reports are not posted, no action may be taken on the relevant agenda item.

AB 392 was also amended to include a requirement that any public record that "relates to an agenda item" for an open session of a regular meeting of a local government body that is distributed *less* than seventy-two hours before the meeting. That document must be made available for public inspection at a specified location or posted on the agency's website. Writings that are made available *at* public meetings must also be made available to the public during the meeting if they were presented by the local agency or its legislative body or after the meeting if they were presented by some other person. If so requested by a person with a disability, these documents must be prepared in an appropriate alternative format.

*As introduced, this bill would make it difficult for the board to take action on items in a timely manner. However, with these amendments the Board should consult with staff on whether an oppose position remains warranted.*

## MEMORANDUM

**TO:** Arthur Dao  
Alameda County Transportation Commission  
**FROM:** CJ Lake  
**RE:** Legislative Update  
**DATE:** April 19, 2011

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### **FY11 Update**

President Obama signed into law a final compromise bill that funds the federal government through September 30. The legislation (H.R. 1473) cuts about \$38.5 billion from FY10 enacted levels. About \$12 billion of the cuts were already enacted through the three most recent CR extensions. The final measure cuts spending compared with FY10 levels for 10 of the 12 annual appropriations bills, with only Defense and Military Construction-VA receiving increases.

The legislation includes a full, detailed Defense spending bill funded at \$513 billion, \$5 billion more than 2010, as well as almost \$158 billion in war funding. A lot less detail was provided for the other bills. Funds were allocated without the normal supporting tables that are usually included as a part of annual appropriations bills. As a result, all Departments are required to submit to Congress plans for how the funds will be spent within the overall categories of funding.

In the House, Republicans did need Democratic votes to pass the measure, with 59 Republicans voting against it — in some cases because it didn't include policy provisions they supported, and in other cases because they didn't believe it cut spending enough. The bill passed in the House 260-167, with 179 Republicans being joined by 81 Democrats in voting "yea." A total of 108 Democrats opposed the measure. The Alameda County delegation did not vote for the bill. However, a number of California Democrats did support the legislation including: Representatives Cardoza, Costa, Eshoo, Schiff, Speier and Thompson.

In the Senate, the final vote was 81-19, with 15 Republicans, three Democrats, and Vermont independent Bernard Sanders voting against the bill. Both Senators Boxer and Feinstein supported the legislation.

### ***Transportation***

A number of transportation programs suffered significant cuts in the FY11 continuing resolution.

- The largest cut is to high-speed rail, which received zero funding compared to \$2.5 billion in FY 2010. Additionally, the state of Florida returned \$400 million in



FY10 HSR funds that other states including California were hoping would be redistributed. Those funds were rescinded.

- The federal highway program was level funded at \$41.1 billion. However, \$2.5 billion in unobligated balances of highway contract authority was rescinded.
- An additional \$630 million in earmark funds from 1998 (TEA-21) and earlier surface transportation authorizations that remain unspent were rescinded.
- The Federal Transit Administration's formula and bus grant program was not cut and will continue at \$8.343 billion for FY 2011.
- The New Starts and Small Starts program did sustain a cut of \$400 million and is reduced from a FY 2010 level of \$2.0 billion to \$1.6 billion for FY 2011.
- TIGER Grants were cut 12% below the FY10 level of \$600 million, to \$528 million. HR 1 would have eliminated all FY11 funding for TIGER.
- Transit TIGGER Grants were cut 33% below the FY10 level of \$75 million, to \$50 million.

In addition, the bill does include \$100 million for the Sustainable Communities Initiative. This is \$50 million below FY10, but HR 1 would have eliminated funding for the program and would have prevented HUD from using any funding for sustainability. Funding for this program supports a joint initiative with the Departments of Transportation and HUD, and the EPA. The initiative provides grants to regions and communities for planning that integrates transportation and housing.

### **Surface Transportation Authorization**

The current extension of the surface transportation programs runs through the end of the fiscal year (September 30<sup>th</sup>).

With a short window to move a Transportation Reauthorization bill through Congress before the 2012 Presidential race picks up, House Transportation & Infrastructure Committee Chairman John Mica has been pressing forward to build a Committee record before he drafts his reauthorization bill.

We expect House Transportation and Infrastructure Committee staff to work towards producing a transportation reauthorization bill by the end of the month. Last week, Republicans and Democrats on the committee sat down for the first time to get a sense of Members' positions on reauthorization.

On the Senate side, Chairwoman Boxer continues to maintain that the Environment and Public Works Committee will mark up a transportation reauthorization bill by Memorial Day.

The Administration continues to say that they may (or may not) release a detailed transportation reauthorization bill this month.

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# Washington Friday Report

Volume XIII, Issue 14

April 15, 2011

## INSIDE THIS WEEK

- 1 **FY11 Endgame: Almost \$40 Billion in Cuts**
- 2 **Debt and Deficit: The President Speaks**
- 2 **FY12 Budget Resolution: The Journey Begins**

*A week that includes the enactment of the final FY11 budget, the unveiling of an Administration deficit and debt reduction plan and the passage of an FY12 House Budget Resolution based on the "Path to Prosperity" is no small week – right before the two week Easter recess, too! Read about all below.*

### FY11 Endgame: Almost \$40 Billion in Cuts

It took months of wrangling, several extensions and a near-shutdown of the federal government last Friday night, but the FY11 budget -- six months and two weeks overdue -- is done. The accomplishment is not pretty and leaves in its wake considerable damage to urban and social programs. The wreckage is not uniform, but the pain is significant and will be felt in many corners of local government throughout the U.S. The Chairman of the House Appropriations Committee, Rep. **Hal Rogers** of Kentucky, noted "Never before has any Congress made dramatic cuts such as those that are in this final legislation. The near \$40 billion reduction in non-defense spending is nearly five times larger than any other cut in history..."

The Continuing Resolution provides for \$1.055 trillion in discretionary spending for the year, a reduction of \$39.9 billion from FY10 enacted levels, a lower level than the \$61.5 billion in cuts contained in the House passed HR1.

We have gone through all of the text and summaries on the budget deal and tried to pick out the programs where we thought the information would be most useful to you. As we get more detailed analyses of the individual program areas we'll forward them to you ASAP. As you can see from the listings below, except for a few cases, the news is harsh, ranging from a 16.2 per cent cut for the Community Development Block Grant to a complete elimination for the year of the High-Speed Rail program. Most of the cuts are somewhere in-between. The House approved the plan on Thursday by a vote of 260 -167 and the Senate then followed up by a vote of 81-19. As bad as the FY11 news is, it will also be a challenge to stave off even more cuts in FY12 (see update on page 2). We picked the highlights below out selectively – please let me know if there are any particular programs for which you want additional information.

You can view the **Text** of the Continuing Resolution deal [here](#). A **Summary** of the bill can be found [here](#). A **Chart** of all of the program cuts is located [here](#). The **White House Policy Statement** can be viewed [here](#). The statement by Rep. **Norm Dicks**, Ranking Minority Member of the House Appropriations Committee can be viewed [here](#). Two documents prepared by the Office of the Speaker of the House "Myths versus Facts" and "By the Numbers" can be found respectively [here](#) and [here](#). Here are the program highlights:

### HUD

- **CDBG** is cut \$650 million from FY10, a 16.2% reduction
- The **Sustainable Communities Initiative** is funded at \$100 million, \$50 million below FY10;
- **Homeless Veterans** is funded at \$50 million, \$25 million below FY10;
- **Section 8** is funded at \$18.4 billion, \$233 million over FY10;
- **Homeless Assistance** is funded at \$1.9 billion, an increase of \$40 million over FY10;
- **Public Housing Capital** is funded at \$2.0 billion, \$456 million below FY10;
- **Public Housing Operating** is funded at \$4.6 billion, \$149 million below FY10;
- **HOPE VI** is funded at \$100 million, not eliminated as in the House bill;
- The bill includes \$400 million for housing for the **elderly** and \$150 million for housing for **disabled**;

### Transportation

- The **TIGER** program is retained at \$528 million, \$72 million less than FY10;
- **High Speed Rail** is not funded in this bill and \$400 million from FY10 is rescinded;
- **New Starts** is funded at \$1.6 billion, \$400 million below the FY10 level;
- The **Airport Improvement Program** is level funded;

### Labor –HHS-Education

- The bill includes \$2.8 billion for **job training**, \$182 million below FY10;
- The bill includes \$80 million for **Youthbuild**, down \$22.5 million from FY10;
- The bill includes \$7.5 billion for **Head Start**, \$340 million more than FY10;
- The bill provides \$4.71 billion for **Low Income Energy Assistance**, down \$390 million for FY10;
- The bill provides \$680 million for the **Community Services Block Grant**, \$20 million less than FY10;
- The bill provides \$14.5 billion to **Title I** grants to school districts;
- The bill provides \$700 million for **Race to the Top**;

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- The bill eliminates “**Striving Readers**”;
- The bill provides \$535 million for **school improvement grants**, \$10 million less than FY10;
- The bill provides \$1.08 billion for the **Corporation for National and Community Service**, a reduction of \$72 million from FY10;

#### Environment

- The bill includes \$1.525 billion for the **Clean Water Revolving Fund** and \$965 million for the **Drinking Water Revolving Fund**, down, \$997 below FY10;

#### Commerce

- **EDA** is funded at \$284 million, \$11 million more than FY10;

#### Justice

- The bill includes \$1.12 billion for **Byrne Grants**, \$276 million for **Juvenile Justice** and \$496 million for **COPS**, each down about 17% from FY10;

#### Homeland Security

- The bill provides \$2.2 billion for **State and Local Grants**, \$786 billion below FY10. Of that amount the following programs are included: **State Homeland Security Grants**: \$750 million; of which \$35 million to **Metropolitan Medical Response**; \$55 million for **Operation Stonegarden**; \$45 million for **REAL-ID**; and \$10 million for **Citizen Corps**; **UASI**: \$725 million; **Regional Catastrophic Preparedness**: \$15 million; **Public Transportation Security**: \$250 million; **Port Security**: \$250 million; **Over the Road Bus Security**: \$5 million; **Emergency Operations Centers**: \$15 million; **Training, Exercises**: \$249.5 million
- The bill provides \$405 million for **SAFER** and \$405 for **Firefighter Grants**, compared to \$420 and \$390 for FY10

#### **Debt and Deficit: The President Speaks**

In the same week as the FY11 budget deal, and one week after the release of the House Republicans “*Path to Prosperity*” **President Obama** on Wednesday, at the George Washington University (Len’s alma mater) outlined a plan to cut \$4 trillion from deficits over the next 12 years, and asking Republicans to join him in negotiations towards that goal. The president noted, ““*Any serious plan to tackle our deficit will require us to put everything on the table, and take on excess spending wherever it exists in the budget*”. The President Obama proposed spending cuts from both defense and non-defense discretionary programs, and from mandatory programs, as well as “reform” that would simplify the tax code by eliminating tax expenditures in order to lower rates while also generating revenues to help lower the deficit. The outlines of his proposal were similar to many of the suggestions made earlier this year by the Simpson-Bowles Commission he had appointed to come up with deficit and debt solutions.

Of the \$4 trillion the President seeks in deficit reduction, \$2 trillion would be derived by spending cuts and \$1 trillion from increased revenues, with the other \$1 trillion coming from reduced interest payments on the national debt. One of the more interesting aspects of his speech was the proposal for a “*debt failsafe trigger*” to require across-the-board spending cuts if debt levels don’t decline as a share of the economy.

The President made clear he did not like the “*Path to Prosperity Proposal*” for last week, especially the idea of turning Medicaid into a block grant and ending the open entitlement for Medicare, stating that its “*vision is less about reducing the deficit than it is about changing the basic social compact in America*.” He believes that the expansion of cost-saving measures already contained in last year’s health care overhaul law can accomplish the same objectives. He didn’t like it’s tax cut provisions very much either, declaring “*There’s nothing serious about a plan that claims to reduce the deficit by spending a trillion dollars on tax cuts for millionaires and billionaires*”. Finally, he dismissed the “*Path*” cuts in domestic programs such as transportation and education, stating that, “*These are the kinds of cuts that tell us we can’t afford the America that I believe in and I think you believe in*”. The **text** of the President’s speech can be viewed [here](#) and the White House **Fact Sheet** on his proposals can be viewed [here](#).

The reaction was not good from Republican leaders. House Budget Chairman **Paul Ryan** said: “... *his speech was excessively partisan, dramatically inaccurate and hopelessly inadequate to address our fiscal crisis*”. House Speaker **John Boehner** noted, “*If we’re going to resolve our differences and do something meaningful, raising taxes will not be part of it.*”, and that Republicans would continue to pursue their own budget plan. The Speaker’s comments can be viewed [here](#).

#### **FY12 Budget Resolution: The Journey Begins**

The third leg of the Washington’s week of budget drama is being played out today, as the House is expected to pass, probably along overwhelming partisan lines, the “*Path to Prosperity*” FY12 budget resolution, opposition to which was the point of reference for most of the President’s GWU speech. The budget resolution typically sets the ceilings for the funding that can be approved through the annual congressional appropriations process. This year the stakes are higher because Chairman Ryan’s budget anticipates long-term and permanent changes in programs such as Medicare and Medicaid impacting persons currently younger than 55 years old. Regarding rising costs of those programs, the Chairman said: “*If we don’t fix this before it gets out of control, shame on us,*” His plan would cut \$6.2 trillion over 10 years and reduce the top tax rate for individuals and corporations from 35 percent to 25 percent.

In the course of today’s debate a House Democratic leadership plan will be offered but is not expected to pass. It would let the 2001 and 2003 tax cuts expire at the end of 2012 for wealthy taxpayers, would freeze non-security discretionary spending for five years, and cut security spending by \$89 billion over 10 years compared to current levels, while preserving traditional Medicare and Medicaid. For your reference click [here](#) for the House Budget Committee documents and [here](#) for the Democratic alternative

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





DATE: April 18, 2011

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

**SUBJECT: Approval of Vehicle Registration Fee Program Principles**

**Recommendation**

It is recommended that the Commission approve Vehicle Registration Fee program principles. The principles will be the basis of a VRF Program Guidelines document.

**Summary**

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters on November 2, 2010, with 63% of the vote. The fee will generate about \$11 million per year by a \$10 per year vehicle registration fee. The schedule, detailed in Table A, calls for VRF Program Guidelines to be considered in May.

Based on discussions with the Department of Motor Vehicles (DMV), the collection of the \$10 per year vehicle registration fee is anticipated to begin the first week of May 2011, six months after the approval of Measure F (as detailed in the enabling legislation). DMV has indicated that individuals will begin to receive registration renewal notices that include the VRF fee in March (notices sent about 60 days before the payment due date). The first revenue is not expected to be received by the Alameda CTC from the fee until the August/September 2011 time period. The revenue is expected to arrive in monthly increments.

**Background**

The goal of the program is to sustain the County's transportation network and reduce traffic congestion and vehicle related pollution. The program included four categories of projects to achieve this, including:

- Local Road Improvement and Repair Program (60%)
- Transit for Congestion Relief (25%)
- Local Transportation Technology (10%)
- Pedestrian and Bicyclist Access and Safety Program (5%)

An equitable share of the funds will be distributed among the four planning areas of the county over successive five year cycles. Geographic equity will be measured by a formula, weighted fifty percent by population of the planning area and fifty percent of registered vehicles of the planning area. With 2010 information, the formula by planning area is:

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Planning Area 1	38.15%
Planning Area 2	25.15%
Planning Area 3	22.0%
Planning Area 4	14.7%

Staff is working with DMV on a method to obtain updated information regarding vehicle registration by planning area on a recurring basis. Department of Finance information will be used for population information.

Alameda CTC staff will track funds used in each planning area by the four categories of projects approved in the VRF Program. The overall value of the VRF Program benefits will be assigned by planning area and will be tracked relative to the formula detailed in the ballot measure (50% population/50% vehicles registered). Overall geographic equity, based on the formula detailed in the ballot measure, is required to be achieved when measured over successive five (5) year cycles. Though it is not required to attain the planning area geographic equity measured by each specific program (Local Road Improvement and Repair, Transit for Congestion Relief, Local Transportation Technology, and Pedestrian and Bicyclist Access and Safety Programs), it will be considered a goal to maintain.

Programmatic categories are identified with funding targets, defined as a percentage of overall funds over a period of time to address allocation of funds to multi-year programs for a given purpose. For the programming of the funds, it is proposed that the Alameda CTC Board would adopt a Strategic Plan and Implementation Plan on an annual basis.

#### Strategic Plan

The Alameda CTC Board each year shall adopt a multi-year Strategic Plan. The Strategic Plan will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The percentage allocation of Fee revenues to each category will be the target funding levels, as identified in the Expenditure Plan (the language approved with the ballot measure).

#### Implementation Plan

In addition to the 5 year Strategic plan the Alameda CTC Board will adopt a shorter term implementation plan that will include the approval of specific projects to be programmed. Projects will be approved within the eligible categories based on projected funding that will be received. Based on the actual revenue received each year, funding adjustments will be made to ensure geographic equity by planning area will be met over the 5 year window as well as to ensure funding targets for each programmatic category as identified in the Expenditure Plan are met. Variances from projected to actual will identified and will need to be considered in future updates of the Strategic Plan.

The ballot measure language specifies that “A sponsors costs shall be reimbursed for expenditures incurred on an approved project.” Based on the ballot measure language, staff is working with legal counsel to determine options for the program reimbursement structure. Staff proposes an expenditure deadline of two (2) years to expend the funds.

#### Initial Costs/Administration

Certain initial costs as well as ongoing administrative costs are allowed for in the program. It is estimated that approximately \$1.5 million of expenses were incurred to initiate the VRF program. Approximately \$900,000 is allowed to be reimbursed prior to the application of the 5%

administration cap, and the remaining \$600,000 that will be applied within the 5% administration fee, though an amortization of multiple years is allowed. These costs will be included in the Strategic Plan and Implementation Plan.

#### Ongoing Implementation of the Program

The collection of the \$10 per year vehicle registration fee is anticipated to begin the first week of May 2011. The first revenue is not expected to be received by the Alameda CTC from the fee until the August/September 2011 time period. The revenue is expected to arrive in monthly increments. Depending on the implementation schedule of projects, there is a scenario where there may be more requests for funds than cash available to disburse. In the event reimbursement requests are greater than available funds, available funds will be reimbursed to project sponsors based on the percentage each sponsor's project bears to Alameda CTC's overall approved VRF program until such time full funding is available.

#### **Fiscal Impact**

The VRF funds included in this funding program are anticipated to be available in FY 2011/12 and will be accounted for in the FY 2011/12 budget. Costs associated with the creation and administration of the Alameda CTC's VRF program will be included in the assumptions for the 2011/12 budget.

#### **Attachments**

Attachment A - Proposed Schedule for Measure F – VRF Program

Attachment B – Additional Program Details

Attachment C - Alameda County Transportation Improvement Measure Expenditure Plan

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**Proposed Schedule for Measure F – VRF Program**

<b>Date</b>	<b>Activity</b>
<b>April 2011</b>	Program Principles to Committees/ Board
<b>May 2011</b>	Final Program Guidelines to Committees/ Board
<b>June 2011</b>	Release Call for Projects
<b>July 2011</b>	Draft Program to Committees/Board
<b>September 2011</b>	Final Program to Committees/Board
<b>Fall 2011</b>	Execute Agreements



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## Additional Program Details

Page 1 of 4

### Local Road Improvement and Repair Program (60%)

This program would provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It would also incorporate the “complete streets” practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Projects eligible could include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

#### Approach

Capital projects providing street repaving and rehabilitation are proposed to be priority projects for the Local Road Improvement and Repair Program category. Within a project’s primary scope of the street repaving and rehabilitation projects, staff also anticipates scope associated with curbs, gutters, drains, sidewalks, traffic signals, bicycle improvements, pedestrian improvements and transit service. Projects that address regionally significant routes are proposed to be given some prioritization. Proposed projects will be required to submit material supporting the overall pavement condition and the analysis of the proposed facility from the jurisdictions current pavement management system. Additional programming capacity can be combined with Local Road Improvement and Repair Program eligible components of projects funded from other VRF Program categories (Transit for Congestion Relief Program, Local Transportation Technology Program, Pedestrian and Bicyclist Access and Safety Program) if appropriate. The Local Road Improvement and Repair Program projects will be assigned to a planning area and are proposed to be tracked on the planning area level relative to the formula detailed in the ballot measure (50% population/50% vehicles registered). The programming assigned to the Local Road Improvement and Repair Program by planning area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

The PPC recommended that the Local Road Category be structured with a portion administered as a pass through program as well as a discretionary portion with project selection made by the Alameda CTC Board. The recommendation also included the option to defer programming discretionary funds for a period of time to increase the amount available to program and reimburse funds to project sponsors.

**Transit for Congestion Relief Program (25%)**

This program would seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and areawide congestion and air pollution. Projects eligible could include:

- Transit service expansion and preservation to provide congestion relief, such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways
- Employer or school-sponsored transit passes, such as an “EcoPass Program”
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles
- Passenger rail station access and capacity improvements

**Approach**

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priority projects for the Transit for Congestion Relief Program category. Projects that address regionally significant transit issues are proposed to be given some prioritization.

Additional programming capacity can be combined with Transit for Congestion Relief Program eligible components of projects funded from other VRF Program categories (Local Road Improvement and Repair Program, Local Transportation Technology Program, Pedestrian and Bicyclist Access and Safety Program) if appropriate. The Transit for Congestion Relief Program projects will be assigned to a planning area and are proposed to be tracked on the planning area level relative to the formula detailed in the ballot measure (50% population/50% vehicles registered). The programming assigned to the Transit for Congestion Relief Program by planning area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

**Local Transportation Technology Program (10%)**

This program would continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Projects eligible could include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology, such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems, and advanced traveler information systems
- Infrastructure for alternative vehicle fuels, such as electric and hybrid vehicle plug-in stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling

**Approach**

The operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program” are the proposed priority for these funds. This is also proposed to use the first programming capacity available from the overall VRF Program. The initial programming proposed for the Local Transportation Technology Program will exceed the 10% program share in year one of the VRF Program. The programming made available in future years of the VRF program to the Local Transportation Technology Program will be reduced to account for the advance of programming to this category. If programming capacity remains after addressing ongoing operation and maintenance costs of existing corridor operations, the program will be opened to other eligible project categories. Additional programming capacity can be combined with Local Transportation Technology Program eligible components of projects funded from other VRF Program categories (Local Road Improvement and Repair Program, Transit for Congestion Relief Program, Pedestrian and Bicyclist Access and Safety Program) if appropriate. Based on current operation and maintenance levels of the existing corridor programs, planning area 1 is projected to require more funding than their proportional share of the funding, with planning areas three (3) and four (4) less funding than proportional share. The programming assigned to the Local Transportation Technology Program by planning area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.

**Pedestrian and Bicyclist Access and Safety Program (5%)**

This program would seek to improve the safety of bicyclists and pedestrians by reducing the conflicts with motor vehicles and to reduce congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It would also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Projects eligible could include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicyclist and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors

**Approach**

In general, the Pedestrian and Bicyclist Access and Safety Program is anticipated to provide about \$500,000 per year. The eligible project types for this category are similar to the eligibility for the Transportation Fund for Clean Air Program Manager Funds, the TDA Article 3 funds, and the Measure B Bicycle/Pedestrian Discretionary Program. It is proposed that calls for projects for the Pedestrian and Bicyclist Access and Safety Program category of the VRF program be coordinated with the aforementioned funding programs. Based on the amount of funds available on an annual basis, staff proposes that a call for projects be conducted every other year, using two years of programming capacity (i.e. about \$1 million available for a call for projects). Additional programming capacity can be combined with Pedestrian and Bicyclist Access and Safety Program eligible components of projects funded from other VRF Program categories (Local Road Improvement and Repair Program, Transit for Congestion Relief Program, and Local Transportation Technology Program) if appropriate. Specific “projects” identified in bike and pedestrian plans will be given priority in project selection. The programming assigned to the Pedestrian and Bicyclist Access and Safety Program by planning area will be considered with programming for all four program categories when overall VRF Program geographic equity is evaluated.



## ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT MEASURE EXPENDITURE PLAN

### A. Purpose of the Expenditure Plan

The Alameda County Vehicle Registration Fee Expenditure Plan (Plan) will guide the annual expenditures of the funds generated by a \$10 per year vehicle registration fee (Fee), if approved by voters in the November 2010 election. Alameda County has very significant unfunded transportation needs, and this Fee would provide funding to meet some of those needs. It is expected that this Fee will generate approximately \$11 million per year.

The goal of this Plan is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The Fee would be a key part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit for County residents. The Fee will fund programs that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The Plan would have the following specific elements:

- All of the money raised by the Fee would be used exclusively for transportation in Alameda County.
- None of the funds raised, outside of the costs incurred by the Department of Motor Vehicle to collect the Fee, can be taken by the State.
- Projects and programs included in the Expenditure Plan must have a relationship or benefit to the owner's of motor vehicles paying the Fee.
- Help fund roadway repairs and maintenance that make roads in Alameda County safer for motorists, bicyclists and pedestrians.
- Provide investments that will help create a smarter, more efficient transportation system.
- Establish a reliable source of funding to help fund critical and essential local transportation programs.
- Provide matching funds for funding made available from state general obligation bonds.
- Maintain and improve the County's transportation network while maintaining geographic equity, over successive five year cycles.

### B. Statutory Authorization and Requirements

The opportunity for a Countywide transportation agency to place this Fee before the voters was authorized in 2009 by the passage of Senate Bill 83, authored by Senator Loni Hancock (Oakland). The Alameda County Congestion Management Agency (Agency) shall place a transportation measure (Measure) on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Alameda County. A majority vote of the electorate is required to adopt this Fee.

The statute requires that the Fee collected be used only to pay for programs and projects that bear a relationship or benefit to the owners of motor vehicles paying the Fee and be consistent with a Regional Transportation Plan. The Fee will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County occurring on or after six-months following the November 2, 2010 election, where the Measure was approved by the voters, for an unlimited period, unless otherwise terminated by the voters of Alameda County. To implement this Fee, the statute requires the governing board of the Agency to adopt an Expenditure Plan. The statute also requires the ballot Measure resolution be approved by majority vote of the Agency members at a noticed public hearing.

### C. Programmatic Expenditures

The Plan identifies four types of programs that will receive funds generated by the Fee. Below are descriptions of each program and the percentage in parentheses of the annual revenue that will be allocated to each program after deducting for the Agency's administrative costs.

#### Local Road Improvement and Repair Program (60%)

This program would provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It also would incorporate the "complete streets" practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Projects eligible could include:

- Street repaving and rehabilitation, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Bus stop improvements, including bus pads, turnouts and striping
- Improvements to roadways at rail crossings, including grade separations and safety protection devices
- Improvements to roadways with truck or transit routing

#### Transit for Congestion Relief Program (25%)

This program would seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and improve access to schools and jobs. The goal of this program is to decrease automobile usage and thereby reduce both localized and area-wide congestion and air pollution. Projects eligible could include:

- Transit service expansion and preservation to provide congestion relief such as express bus service in congested areas
- Development and implementation of transit priority treatments on local roadways
- Employer or school-sponsored transit passes such as an "EcoPass Program"
- Park-and-ride facility improvements
- Increased usage of clean transit vehicles
- Increased usage of low floor transit vehicles

- Passenger rail station access and capacity improvements

#### Local Transportation Technology Program (10%)

This program would continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. Projects eligible could include:

- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the “Smart Corridors Program”, traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advance signal technology for walking and bicycling

#### Pedestrian and Bicyclist Access and Safety Program (5%)

This program would seek to improve the safety of bicyclists and pedestrians by reducing the conflicts with motor vehicles and to reduce congestion in areas such as schools, downtowns, transit hubs and other high activity locations. It also would seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and to reduce occasional congestion that may occur with incidents. Projects eligible could include:

- Improved access and safety to schools, such as “Safe Routes to Schools Programs”, “Greenways to Schools Programs”, and other improvements (including crosswalk, sidewalk, lighting and signal improvements) for students, parents and teachers
- Improved access and safety to activity centers (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved access and safety to transit hubs (such as crosswalk, sidewalk, lighting and signal improvements)
- Improved bicycle and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to congested highway corridors

### **D. Governing Board and Organizational Structure**

#### **1. Agency Responsible for Administering Proceeds of Fee**

The Agency, pursuant to California Government Code Section 65089.20, shall place a majority vote ballot measure before the voters to authorize a \$10 per year increase in the motor vehicle registration fee. If so approved, the Agency will collect and administer the Fee in accordance with the Plan.

The Agency and the Alameda County Transportation Improvement Authority (Authority) have approved a merger of the two agencies into a new Alameda County Transportation Commission (Alameda CTC), which would have members from all the jurisdictions that

currently are represented on the Agency’s Board. The Agency and the Authority expect to delegate all of their powers, assets and liabilities to Alameda CTC. Upon such delegation, the Fee would be collected and administered by the Alameda CTC pursuant to the Plan. All references to “Agency” include reference to Alameda CTC.

#### **2. Contract with Department**

The Agency shall contract with the Department of Motor Vehicles to collect the fee imposed pursuant to California Government Code section 65089.20 upon the registration or renewal of registration of a motor vehicle registered in the County, except those vehicles that are expressly exempted under this code from the payment of registration fees, pursuant to California Vehicle Code section 9250.4, as approved by the voters of Alameda County.

#### **3. Annual Budget Financial Projections**

The Annual Budget, adopted by the Agency each year, will project the expected Fee revenue, other anticipated funds and planned expenditures for administration and programs.

#### **4. Annual Report**

The Agency shall draft an Annual Report, which shall be made available to the public and will include the following:

- Revenues collected
- Expenditures by programs, including distribution of funds within each program and in each planning area of the County, and administrative costs
- Accomplishments and benefits realized by the programs
- Proposed projects for funding in each program

Before adopting the Annual Report, the Agency will hold a public meeting and will address public comments in the Annual Report.

#### **5. Use of Proceeds**

The proceeds of the Fee governed by this ordinance shall be used solely for the programs and purposes set forth in the Plan and for the administration thereof. The Agency will administer the proceeds of the Fee to carry out the mission described in the Plan. An equitable share of the funds will be distributed among the four geographical sub-areas of the county over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area (as published by the California Department of Finance) and fifty percent of registered vehicles of the sub-area (as determined by the California Department of Motor Vehicles). The definition of the sub-areas may change from time to time. A sponsor’s costs shall be reimbursed for expenditures incurred on an approved project. Pursuant to California Government Code Section 65089.20, not more than five percent of the Fee shall be used for administrative costs associated with the programs and projects, including the amendment of the Plan.

Pursuant to California Vehicle Code Section 9250.4,

the initial setup and programming costs identified by the Department of Motor Vehicles (Department) to collect the Fee upon registration or renewal of registration of a motor vehicle shall be paid by the Agency from the Fee. Any direct contract payment with the Department by the Agency shall be repaid, with no restriction on the funds, to the Agency as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit specified in California Government Code Section 65089.20(d).

The costs of placing the Measure authorizing imposition of the Fee on the ballot, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Fee, advanced by the Agency, shall be paid from the proceeds of this Fee, and shall not be counted towards the five percent limit on administrative costs. The costs of preparing the Plan, advanced by the Agency, shall be paid from the proceeds of the Fee subject to the five percent limit on administrative costs. At the discretion of the Agency, these costs may be amortized over a period of years.

The proceeds of the Fee shall be spent only inside the limits of Alameda County. None of the proceeds, outside of the costs incurred by the Department of Motor Vehicles to collect the fee, shall be taken by the State.

#### **6. Duration of Fee**

The Fee, if so approved, would be imposed annually unless repealed.

#### **7. Severability**

If any provision of this Plan or the application thereof to any person or circumstance is held invalid, the remainder of this Plan and the application thereof to other persons or circumstances shall not be affected. If any proposed expenditure based on this Plan is held invalid, those funds shall be redistributed to other expenditures in accordance with the Expenditure Plan.

#### **8. Amendments to the Plan**

It is expected that the Plan will be amended from time to time. Amendment to the Plan shall be approved by a two-thirds vote of the Agency Board. All jurisdictions within the County with representatives on Agency will be given a minimum of 45 days notice and opportunity to comment on any proposed Plan amendment prior to its adoption.

#### **9. Option to Bond**

The Agency shall be authorized to issue bonds for the purposes of implementing the Plan. The bonds will be paid with the proceeds of the Fee. The costs associated with bonding will be borne only by programs in the Plan utilizing the bond proceeds. The costs and risks associated with bonding will be presented in the Agency's Annual Budget and will be subject to public comment before approving a bond sale.

#### **10. Statute of Limitations**

Any suit, action or proceeding in any court against the Agency, or against any officer of the Agency, to prevent

or enjoin the collection under this ordinance, of any Fee or any amount of Fee required to be collected must be brought within 120 days of the approval of the imposition of the Fee by the voters of Alameda County.

#### **11. Effective Date**

The Measure shall take effect at the close of the polls on the day of election at which the Fee is adopted by a majority of the electors voting on the Measure.

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## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Acceptance of Semi-Annual Measure B Capital Projects Status Update and Approval of Funding Plans for Select Projects

### Recommendations

It is recommended that the Commission approve the following actions:

1. Acceptance of the Semi-Annual Measure B Capital Projects Status Update for six (6) remaining active projects from the 1986 Measure B Expenditure Plan and all of the capital projects included in the 2000 Measure B Expenditure Plan; and
2. Approval of the funding plans included in the attached project delivery summaries for select capital projects being implemented primarily by the Alameda County Transportation Commission.

### Summary

The Semi-Annual Capital Projects Status Update provides information related to a total of 41 capital projects, including six projects remaining from the 1986 Measure B Expenditure Plan; and 35 from the 2000 Measure B Expenditure Plan. The six projects from the 1986 Measure B, identified by an "MB" in the project number, represent the remaining capital projects from the earlier Measure B that are still active. The 2000 Measure B Expenditure Plan included commitments of Measure B funding for 27 capital projects and studies, identified by "ACTIA" in the project number. Some of these 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 ACTIA Measure B projects are currently split into 35 projects. The 41 projects (ACTA plus ACTIA) are divided into four (4) categories: Mass Transit, Highway, Local Streets and Roads, and Bicycle and Pedestrian.

A brief overview of the 41 projects is as follows:

- Eleven (11) projects and studies in the mass transit category, 17 in the highway category, 12 in local streets and roads, and one in the bicycle and pedestrian category.
- Two projects are programmatic in nature:



- Altamont Commuter Express Rail project (ACTIA 1), sponsored by the Alameda County Congestion Management Agency (ACCMA) in cooperation with the operator of the ACE service, the San Joaquin Regional Rail Commission (SJRRRC). The full funding and environmental clearance deadlines are not applicable to this project because the Measure B funds will be expended on a list of small projects, over time. The ACCMA and SJRRRC cooperatively determine the discrete projects that use the Measure B funding; and
- Emerging Projects (ACTIA 27), individual projects sponsored by various agencies. Individual subprojects are adopted into the Measure B Capital Projects Program by action of the Commission. To date, three subprojects have been approved:
  - Vasco Road Safety Improvements (ACTIA 27A), sponsored by County of Alameda;
  - I-80 Integrated Corridor Mobility Project/San Pablo Avenue Arterial and Transit Improvement Project (ACTIA 27B), sponsored by the ACCMA; and
  - I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project (ACTIA 27C), sponsored by the ACCMA.
- Four projects are considered as “Study Only” (i.e.: no Measure B funding for construction phase identified):
  - I-880/Broadway-Jackson Interchange Improvement (ACTIA 10), co-sponsored with the City of Alameda;
  - I-680/I-880 Cross Connector Studies (ACTIA 22), sponsored by the ACCMA;
  - I-580 Corridor/BART to Livermore Studies (ACTIA 26), co-sponsored by BART and ACCMA; and
  - Central Alameda County Freeway System Operational Analysis (MB 240), co-sponsored with the ACCMA.
- Two projects have their construction schedules tied to the delivery schedule of larger non-Measure B funded projects:
  - I-580 Westbound Auxiliary Lane (Airway Boulevard to Fallon Road) (ACTIA 14B), sponsored by the ACCMA. This project will be delivered as a component of a larger project, the I-580 Westbound High Occupancy Vehicle (HOV) lanes, which is funded by Regional Measure 2 and State Corridor Mobility Improvement Account (CMIA) funds; and
  - Phase 2 of the Westgate Parkway Extension (ACTIA 18B), sponsored by the City of San Leandro. The construction of a useable segment of this project was completed in

2006. The last segment is being evaluated and coordinated with the larger project to reconstruct the I-880/Davis Street interchange.

- With the exception of the Studies discussed above, the status of the remaining 2000 Measure B projects is summarized as follows:
  - Twelve (12) projects have been completed, including the I-238 Widening project, which is the second largest Measure B funded highway project.
  - Ten (10) projects are currently under construction, including the BART Warm Springs Extension and the Oakland Airport Connector which are capital projects with two of the largest Measure B commitments in the 2000 Measure B program.
  - Five projects are scheduled to begin construction in 2011, one in 2012, and two in 2013.
  - Two projects have construction timelines to be determined: the Iron Horse Transit Route Project in Dublin, and the Dumbarton Rail Corridor project.
- The 2000 Measure B Expenditure Plan included deadlines for establishing of Full Funding Plans and Environmental Clearance for capital projects. The Commission has approved the following extensions currently in effect:
  - The Dumbarton Rail Corridor project (ACTIA 25) received extensions for both the Full Funding Plan requirement and the Environmental Clearance requirement to March 31, 2013;
  - The Telegraph Avenue Corridor Bus Rapid Transit (ACTIA 7A, also known as East Bay BRT) received an extension for the Environmental Clearance requirement to March 31, 2012; and
  - The Route 92/Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15) received an extension for the Environmental Clearance requirement to June 30, 2011;

The remaining commitments of Measure B funding to capital projects from the 1986 Measure B are included in the current balance in the Authority's ACTA balances of more than \$190 million.

The current estimated cost of the 2000 Measure B capital program is \$3.8 billion and the current Measure B funding commitment for all of the projects is \$756 million (2010/2011 dollars), or approximately 20% of the total cost of the program. To date, the Commission has allocated more than \$606 million of Measure B funding to the projects in the capital program.

The recommended actions include approval of project funding plans for certain on-going projects for which the Commission is the primary implementing agency. The funding plans are included the project delivery summary for each of the projects in Attachment A.

**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 (one 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 six projects are still active or have remaining commitments of Measure B funding from the 1986 Measure B:

- I-880/Route 92 Interchange Project (MB175);
- I-880/Mission Boulevard (Route 262) Phase 1B/2 Project (MB196);
- I-880 to Mission Boulevard East-West Connector Project (MB226);
- Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
- Central Alameda County Freeway System Operational Analysis (MB240); and
- 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 35 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. Through taking measured risks and aggressively

pursuing a variety of funding opportunities, and working in close partnership with project sponsors, as well as with state and regional funding agencies, the Commission has brought nearly two-thirds (63%) of the capital projects into the construction phase in less than one-half of Measure B's 20-year term. 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 environment 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.

#### Remaining 1986 Measure B (ACTA) Capital Projects and 2000 Measure B (ACTIA) Capital Projects

Table 1 summarizes all of the capital projects, i.e. the remaining 1986 Measure B projects and all of the 2000 Measure B projects, and provides the amount of funding from non-Measure B sources that contribute to the projects. The non-Measure B sources contribute almost \$3.6 billion to the programs. These sources do not escalate and can be vulnerable in the current fiscal climate. However, project readiness and expedient project delivery have been shown to be effective in maintaining the funds with each project.

Over the history of the 2000 Measure B, the annual revenues increased each year from the beginning of collection on April 1, 2002 until FY 2008-09. In FY 2008-09, the revenues were down 14% from the previous budget, and then dropped another 12% in FY 2009-10. The revenue projections for FY 2010-11 were recently increased to slightly higher than the FY 2008-09 level with future revenues expected to increase annually by four percent for subsequent years. The revenue forecast represents a constraint on the cumulative amount of Measure B funds that can be committed to the capital projects.

The Authority confirms commitments of Measure B funds to the capital projects annually in the Strategic Plan Update process. The project balance is adjusted at the beginning of each fiscal year using a project escalation factor, or PEF, which is based on a variety of cost indices. Given the significant down turn in projected revenue, in combination with the variations in the cost indices, the PEF for the FY 2010-11 Strategic Plan was set at 1.0 and is assumed to be 1.0 through FY 2011-12. This scenario accommodates the expected allocations to deliver the projects. The rate of draw down from the Measure B capital projects balance will accelerate due to several large projects recently entering the construction phase, or preparing to enter the construction phase. The first segment of the Warm Springs Extension project (ACTIA 2), the subway portion, is now under construction and the second portion is expected to break ground in mid-2011. The construction contract for the BART Oakland Connector project (ACTIA 3) was awarded in late 2010; and the construction contract for the northerly segment of the Route 84 Expressway project (ACTIA 24), currently in the design phase, is expected to be awarded by the end of 2011 with construction work beginning in early 2012. Construction of the Route 238/Mission-Foothill-Jackson Corridor Improvement project (MB238), being administered by the City of Hayward, is also underway.

The funding for the commitments to the 1986 Measure B projects is currently in the Commission's ACTA balances, and therefore available when needed. The current revenue and expenditure projections for the 2000 Measure B program show the cumulative expenditures exceeding the cumulative revenues within a couple of years, depending on the timing of project delivery and the availability of non-Measure B funding for the remaining projects. The need for the Authority to use some type of debt financing is being assessed regularly by the staff and project controls team as project delivery uncertainties are reduced.

#### Project Schedules

Currently, of the 41 projects, twelve projects totaling \$146.4 million in Measure B commitments are complete. Current project schedules show five projects will be completed in 2011, two in 2012, and three in 2013. The eight remaining projects with established timeframes for construction are expected to be completed between 2014 and 2017, about five years before the end of the sales tax collection period. Five other projects do not have scheduled construction dates at this time.

At the halfway point of the twenty-year tax collection period, or March 2012, all but five 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. Also, at the halfway point of the Measure, 17 of 34 projects will have completed construction, and the remaining 12 projects with scheduled dates will be completed before 2017. Table 2 summarizes the construction time frame for each project, grouped by the starting year of construction.

#### Completed Projects

To date, the Authority has "completed" twelve projects with more than \$146 million of Measure B funds for a total cost of \$255.6 million. For the purpose of this update, a project is considered completed once the facility is open to the public in its final configuration and the final Measure B costs can be reasonably estimated. Additionally, the projects currently under construction represent improvements worth \$2.4 billion, including \$518.5 million of Measure B funds. Table 2 summarizes the Measure B Capital projects by year of construction and demonstrates that the promise to the voters is not only being kept, but before the mid-point of the sales tax collection period in 2012, only five projects from the 2000 Measure B, other than the "Study Only" projects, will not be under construction.

Two of the capital projects from the 2000 Measure B program reached significant milestones related to public access during September 2010. A ribbon cutting ceremony was held for the I-580 Interchange Project in Castro Valley (ACTIA 12) to mark the opening of the facility to public traffic; and another ceremony was held to acknowledge the launch of the new Express Lane along southbound I-680 over the Sunol Grade (ACTIA 8). The tolling operations along the new Express Lane facility began the morning of Monday, September 20, 2010.



Projects in the Pipeline to Construction

As shown in Table 2, six projects will begin during 2011, two in 2012, and two more in 2013. The status of each of these projects, as well as the four “Study Only” projects and three projects with undetermined construction dates, is discussed below.

Projects to Begin Construction between 2011 and 2013

- BART Warm Springs Extension (WSX) – Phase 2 (ACTIA 2)  
The first phase of the WSX project, the Central Park Subway construction began in September 2009 and completion is expected in 2013. Preliminary engineering for the second phase - Line, Track, Stations and Systems (LTSS) contract - was completed in Fall 2009. The timing of the availability of the funds from state sources needed to be addressed prior to initiation of the Phase 2 construction, and the funding is now in place. BART issued a Request for Proposals (RFP) to the list of pre-qualified design-build contractors in September 2010 and received proposals in January 2011. Review of the proposals has been underway since the receipt of the proposals and the contract is expected to be awarded within a few months. Revenue service is scheduled to begin in late 2014.
- Telegraph Avenue/ International Boulevard/E. 14<sup>th</sup> Street Bus Rapid Transit (BRT) – (Project 7A) -- AC Transit, the project sponsor, has been pursuing environmental approval of a Bus Rapid Transit project since early 2003. A three-year environmental clearance time extension (to March 31, 2012) was granted by the ACTIA Board in March 2009. This project is very complex with numerous environmental, jurisdictional and funding/cost issues.

The Policy Steering Committee approved a condensed schedule for adoption of the Locally Preferred Alternative (LPA) by April 2010. The new schedule included public outreach and workshops within each of the local jurisdictions. All three jurisdictions, Berkeley, Oakland and San Leandro have made presentations on the LPA to their planning commissions and adoption of an LPA by the AC Transit Board occurred in June 2010.

In late 2009, AC Transit requested diversion of \$35 million of Congestion Mitigation Air Quality (CMAQ) funds from the BRT project to cover transit operations deficits. While the MTC authorized the diversion, the FTA declared the CMAQ funds ineligible for operating purposes. The CMAQ funds, however, are no longer eligible for project use. The diversion of the capital funds required a reassessment of the funding plan. In early 2010, the Federal Transit Administration (FTA) awarded the project the first \$15 million in Small Starts funding for the design phase; the funds will be available for use after AC Transit has secured a Record of Decision (ROD) for the project.

The Alameda County Congestion Management Agency (ACCMA) has initiated a corridor level study with the local jurisdictions to address broader transportation and land use goals that are beyond the scope of the Bus Rapid Transit project. The ACCMA was denied an initial grant request from the state to advance these activities requiring an alternative funding source to be identified. The ACCMA is in the process of identifying an alternative source.

- I-580 Auxiliary Lane Projects (Westbound I-580, Airway Boulevard to Fallon Road) (ACTIA 14B) -- The project has been incorporated into the ACCMA's I-580 Westbound

HOV Lane project, which will be constructed in two segments. The western segment of the project includes the ACTIA Auxiliary Lane project. Environmental clearance was complete in October 2009. Final design is expected to be completed in Spring 2011 and construction will begin in Summer 2011.

- Route 92 Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15) -- This project is being developed by the City of Hayward in deliverable segments, with Phase 1 being the West A Street and Whitesell Drive Extensions to be delivered with ACTIA funds and Phase 2 being the Route 92/Clawiter Road – Whitesell Drive Interchange to be delivered with other funds. At the request of the City of Hayward, the Commission recently approved a three-month extension to the environmental clearance deadline. The extended deadline is June 30, 2011. Final design is expected to be complete in 2013 and construction will begin thereafter. Environmental studies for the Phase 2 project will commence, once funds are available from the Local Alternative Transportation Improvement Program (LATIP). The LATIP has been approved by the California Transportation Commission, and will provide for receipt of funds from sale of the State-owned right associated with the Route 238 Hayward Bypass.

On September 25, 2009, staff received a letter from the City of Hayward describing the issues that have arisen with the proposed alignment for the West A Street Extension between Hesperian Boulevard and Corsair Boulevard. The issue relates to a reclassification of the Hayward Executive Airport by the Federal Aviation Administration, which results in the length of the safety area at the end of the runway being extended from 300 feet to 1,000 feet, which would affect the proposed West A Street Extension. The proposed Whitesell Drive

Extension would remain as originally planned. The City of Hayward has reviewed alternative alignments for the West A Street Extension, including a Tunnel Alternative and a Realigned Surface Alternative. The City has determined both proposed alternatives to be infeasible, but has identified other improvement options, in lieu of the West A Street Extension, that may meet the project objectives and accommodate vehicles seeking access to the Hayward industrial area. The ACTIA Board approved the revised project scope in June 2010.

- Westgate Extension to Davis Street – Phase 2 (ACTIA 18B) -- The City of San Leandro is implementing the project in two stages. Construction of Stage 1, the southerly portion of Westgate Parkway extension to Williams Street, is complete. Stage 2 is currently in the design phase. Stage 2 will improve traffic operations on Davis Street by adding a lane of traffic in each direction on Davis Street, between the proposed southbound I-880 off-ramp and Timothy Street and improve the Timothy/Warden Street and Davis Street intersection, including all transitions on the approaches. Stage 2 will also provide a safe pedestrian access across Davis Street with a proposed elevated pedestrian bridge. Preliminary design of pedestrian bridge is underway and the City will request public input once preliminary design is complete.
- E. 14<sup>th</sup> Street/Hesperian Boulevard/150<sup>th</sup> Street Improvements (ACTIA 19) -- This project, sponsored by the City of San Leandro, will construct improvements including adding turn lanes, constructing bus stop pockets and reconfiguring lanes. Environmental clearance was

completed in November 2005. Design and property acquisition is currently underway, with construction anticipated to begin during 2011.

- Route 84 Expressway (ACTIA 24) -- This project, co-sponsored by the City of Livermore, is being delivered by ACTIA using consultant support. The project will widen Route 84 from two lanes to four and six lanes between Ruby Hill Drive and Jack London Boulevard. Environmental Clearance was completed on August 5, 2008, and the US Fish and Wildlife Service issued the Biological Opinion on February 1, 2008.

Design for the Route 84 Expressway project is nearing completion and right-of-way acquisition has been initiated. The long-lead task is utility relocation and efforts are underway to finalize the relocation of the electric transmission lines with PG&E.

Funding for the project includes 2000 Measure B, local funds from the Tri-Valley Transportation Council (TVTC), and recently secured \$20 million of state bond funding from the Corridor Mobility Improvement Account (CMIA). The baseline agreement for the CMIA funding was approved by the California Transportation Commission (CTC) in September 2010. The project has been split into two segments. The construction contract for the first segment is expected to be awarded by the end of 2011 with construction work beginning in early 2012. The second segment is scheduled to be ready for construction during 2013.

- I-80 Integrated Corridor Mobility (ACTIA 27B) -- The San Pablo Avenue Transit and Arterial Operations Improvements project in Alameda and Contra Costa counties is an integral component of the I-80 Integrated Corridor Mobility project. The corridor management project consists of multiple systems and strategies that collectively will address the traffic challenges in the I-80 corridor, both on the freeway and along major arterials. The ACTIA funded project will provide project development funds for the arterial and transit improvements along San Pablo Avenue. Project development is ongoing and construction is anticipated to begin during 2011.
- I-880 North Operational Improvements (ACTIA 27C)
- I-880/Mission Boulevard (Route 262) Interchange Phase 1B/2 (MB196) -- This project includes a portion of the interchange project (Phase 1B) combined with the Warren Avenue Grade Separation project and the relocation of railroad facilities within the project limits. The Santa Clara Valley Transportation Authority (VTA) is implementing the project which is currently in the design phase.

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 submitting an application to the CTC for additional state bond funds from the Corridor Mobility Improvement Account (CMIA). Construction of the combined project is scheduled for the late 2011/early 2012 timeframe.

- I-880 to Mission Boulevard East-West Connector (MB226) -- The Authority is implementing this project in cooperation with the cities of Union City and Fremont. The Final Environmental Impact Report was certified on May 28, 2009 and the project was approved by the ACTA Board on June 25, 2009. Final design is proceeding and construction is anticipated to begin during 2012.

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. AB 1462 was enacted in September 2008, making this project eligible to receive funds generated by the state of state-owned right-of-way associated with the State Route 84 Historic Parkway.

The proposed alignment passes under UPRR at two locations and under BART at one location. The segment of the project which includes all three crossings also contains a portion of the redirected flood control facility. The railroad and BART crossings will most likely require shooflies (i.e. temporary track detours around the work zone) which can be costly and potentially have their own environmental and right-of-way impacts. No major schedule impacts have been identified at this time.

#### Projects to Begin Construction after 2013

- Oakland Downtown Streetscape Improvement (ACTIA 4) -- The streetscape improvements along Broadway, Telegraph Avenue and Washington Street in downtown Oakland will replace existing sidewalks, curbs and gutters and add pedestrian amenities. The reconfiguration and enlargement of Latham Square includes street widening and undergrounding utilities. A small portion of the project has been completed, but the majority of the work has been delayed due to the discovery of deteriorated sub-sidewalk basement conditions beneath or adjacent to the proposed work areas. The City of Oakland is addressing the private property issues and the project is expected to resume during 2014.
- Iron Horse Transit Route (ACTIA 9) -- The environmental document for this project, a Mitigated Negative Declaration, was certified by the Dublin City Council in Spring 2007. The City Council, at its hearing approving the FY 2007-08 Capital Improvement Program, tentatively extended the next phases of the project beyond FY 2010-11 in order to better coincide with anticipated funding availability. The Authority approved revised project limits and scope at their May 2010 meeting. A timeframe for construction has not been determined at this point.
- Dumbarton Rail Corridor (DRC) (ACTIA 25) -- The project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. New cost updates for the project released in September 2009 show that the funding shortfall for delivery of the full Dumbarton Rail Corridor project has increased to approximately \$400 million. Though a phased project approach has been recommended to deliver the project, it would not fully address the funding issues.

The Commission recently approved extensions to the Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. The publication of the Draft EIS/EIR is on hold, pending direction from the Policy Advisory Committee (PAC) on how to address the funding shortfall. In December 2009, the PAC requested that staff reevaluate the project scope and update ridership projections. The initial findings from the reevaluation and projections were presented to the PAC at their May 2010 meeting. The PAC is also looking at the potential for funding interim bus operations to enhance ridership on the Dumbarton Bridge and is 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.

- Castro Valley Local Area Traffic Circulation Improvement (MB241) -- This project is being implemented by the Alameda County Public Works Agency and consists of a traffic circulation study in the Castro Valley area to identify problem areas and to determine a range of improvements and alternatives to address the problems. The County presented conceptual alternatives in the area of Norbridge Avenue, Strobridge Avenue, Castro Valley Boulevard and the I-580 westbound Strobridge off-ramp to the Castro Valley Municipal Advisory Council in September 2009 with an update in June 2010. Outreach to the public and local businesses also occurred during June 2010. The County is working with Caltrans to determine the requirements to implement the project on the Caltrans facilities. The final study will incorporate the Caltrans comments. There is no timeframe for construction established at this time.

#### Projects Included as "Study Only"

- I-880 Broadway/Jackson Street Interchange (ACTIA 10) -- This project is a study to identify improvements between I-880, I-980 and local streets including access to and from the Posey/Webster Tubes into Alameda. The Project Study Report has been approved by Caltrans, clearing the way to proceed into the Preliminary Engineering/Environmental Document (PE/Env) phase. The Commission recently allocated Measure B funds for the PE/Env phase.

In order to build project consensus among the various stakeholders and to develop an alternative to move forward into the environmental phase, the Authority engaged a consultant to act as a dedicated project manager.

- I-680/I-880 Cross Connector Studies (ACTIA 22) -- In 2001, the Santa Clara Valley Transportation Authority (SCVTA) led a study to investigate alternatives for potential I-680/I-880 cross connections along six corridors: three in Alameda County and three in Santa Clara. The final report was completed in June 2005, and identified a program of improvements in each County. In mid-2006, the Alameda County Congestion Management Agency (ACCMA) selected a consultant to explore improvements within Alameda County between I-680 and I-880. The ACCMA consultant is currently working with the Commission and the City of Fremont to develop a Project Study Report (PSR) for the Mission Boulevard/Warm Springs Corridor. The PSR is scheduled for completion during 2011.



- I-580 Corridor/BART to Livermore Studies (ACTIA 26) -- This project involves studies to evaluate improvements in the I-580 Corridor including highway, rail/transit or other parallel route improvements and right-of-way preservation for future rail corridor. Measure B funds are targeted for right-of-way preservation west of the Fallon Road/El Charro Road interchange and to undertake additional studies to determine the rail alignment in that area. In November 2009, BART released a program level Draft EIR that evaluated different alignments for the BART extension to Livermore, with the goal of gaining consensus on a BART Extension project. The comment period on the Draft EIR closed in January 2010 and the Final Program EIR was certified on July 1, 2010. The Commission recently allocated Measure B funds for BART to proceed with an early implementation plan consisting of analysis and studies related to the current alignment.
- Central Alameda County Freeway System Operational Analysis (MB240) -- This project is being implemented by the Alameda Congestion Management Agency (ACCMa), and consists of an Operational Analysis (completed in late 2007) and selected Project Study Reports (PSR's) for projects in Central Alameda County identified during the analysis. The ACCMA will proceed to complete the PSRs separately for several selected projects on the approved prioritized LATIP project list beginning in 2011.

The project included the development of a LATIP, which is a prioritized list of congestion relief transportation projects in the same corridors that would have benefited from the original SR 238 Hayward Bypass project and that could be constructed in the next five to ten years. The LATIP was approved by the CTC, and is required to program the proceeds from the sales of the right-of-way that was preserved for the Hayward Bypass project.

### General

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 being available 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.

### Role of the Transportation Sales Tax

As previously noted, the local contributions to transportation improvements have been playing an increasingly important role. 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.

For both measures, the largest single recipient of sales tax funds was capital projects, however the shift in percentages between the first and second Measure B expenditure plans, reflects the changing priorities for the County. For the second Measure B (ACTIA), funding for capital projects decreased as a percentage of the total revenues, while contributions to transit and paratransit services and local streets and roads increased. In the second measure, funding for bicycle and pedestrian improvements and transit center development was also added. Funding for transit capital projects also increased substantially in the 2000 Measure B 2000 from 26 percent of the capital expenditures in 1986 to 52 percent of the capital expenditures.

While implementation is still occurring on a handful of ACTA projects, the remaining six active projects are all expected to be completed by the end of 2014. Delivery of the ACTIA projects has occurred at a more rapid pace:

- At eight years into the collection of the 2000 Measure B sales tax, twelve of the capital projects from the 2000 Measure B have been completed;
- An additional ten projects are in construction and another five are expected to go to construction during 2011; and
- Three of the projects provide study money only and each of these projects is underway as well.

While the funding landscape has been constantly changing in recent years, assuming our matching funds are available:

- Another five projects are expected to be in construction by the end of 2011;
- By 2013, all projects are anticipated to be completed or in construction with the exception of the delayed work for the Oakland Downtown Streetscape Improvement (ACTIA 4) which is expected to resume in 2014, and the Iron Horse Transit Route (ACTIA 9), and the Dumbarton Rail Corridor (ACTIA 25), which have construction timelines to be determined; and
- Completion of all of these projects is anticipated by 2017, which is five years before the expiration of the sales tax measure.

Although ACTIA has had success in project delivery for the 2000 program, there are still projects that we have not been able to fully deliver due to cost increases and funding shortfalls, for example the Dumbarton Corridor Rail project. New transit investments within the county continue to be identified such as the BART Livermore Extension, but funding sources have not been identified and/or secured. In addition, with the changing legislative landscape, new challenges to transportation planning and infrastructure provision are arising. The initiation of the update of the Alameda Countywide Transportation Plan (CWTP) in 2010 provides a unique opportunity to coordinate the update the CWTP with incorporating new mandates and integrating a new vision for transportation investment into a potential 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 action.

**Attachments**

Attachment A – Project Delivery Plans (including Funding Plans for Approval)

Attachment B – 1986 and 2000 Measure B Capital Projects Summary of Fund Sources

Attachment C – 1986 and 2000 Measure B Capital Projects Summar

## Project Delivery Summary

### BART Warm Springs Extension (Stage 1 – Central Park Subway Contract) ACTIA Project No. 2

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:

Stage 1 – Central Park Subway Contract									
Project Phase	Schedule	2007	2008	2009	2010	2011	2012	2013	2014
PS&E	10/06 - 12/08								
ROW	11/06 - 02/09								
CON	09/09 - 03/13								

#### Funding Plan:

Project Component s	Total Costs (\$ x 1,000)	Funding (\$ x 1,000)					
		ACTIA (2000 MB)	CMA TIP	TCRP	RM2	BART SFO	Total Funding
SCOPE	0	0	0	0	0	0	0
PE/ENV	6,550	0	2,163	6,550	0	0	8,713
PS&E	38,228	0	0	36,065	0	0	36,065
ROWSUP	6,000	0	0	0	6,000	0	6,000
ROWCAP	77,018	36,700	0	40,318	0	0	77,018
UTIL	14,000	0	0	14,000	0	0	14,000
CONSUP	38,578	11,966	0	664	25,948	0	38,578
CONCAP	164,839	50,043	0	2,836	111,960	0	164,839
CLOSEOUT	0	0	0	0	0	0	0
CONTING	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>\$345,213</b>	<b>\$98,709</b>	<b>\$2,163</b>	<b>\$100,433</b>	<b>\$143,908</b>	<b>0</b>	<b>\$345,213</b>

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) ACTIA Project No. 2**

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:

<b>Stage 2 – Line, Track, Stations and Systems Contract</b>									
<b>Project Phase</b>	<b>Schedule</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
PE/ENV	01/02 - 09/09								
ROW	11/06 - 06/10								
UTIL	11/06 - 06/10								
CON	06/11 - 06/14								

### Funding Plan:

<b>Project Components</b>	<b>Total Costs (\$ x 1,000)</b>	<b>Funding (\$ x 1,000)</b>								
		<b>ACTIA (2000 MB)</b>	<b>TCRP</b>	<b>RM1</b>	<b>RM2</b>	<b>AB1171</b>	<b>Prop 1B</b>	<b>SLPP</b>	<b>Bart Contribution</b>	<b>Total Funding</b>
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	65,493	15,723	0	13,860	5,550	5,610	6,600	16,170	1,980	<b>65,493</b>
CONCAP	357,210	106,888	0	70,140	26,542	28,390	33,400	81,830	10,020	<b>357,210</b>
CLOSEOUT	0	0	0	0	0	0	0	0	0	0
CONTING	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>\$422,703</b>	<b>\$184,620</b>	<b>\$3,500</b>	<b>\$84,000</b>	<b>\$32,092</b>	<b>\$34,000</b>	<b>\$40,000</b>	<b>\$98,000</b>	<b>\$12,000</b>	<b>\$422,703</b>





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

# Project Delivery Summary

## **I-680 Sunol Express Lanes ACTIA Project No. 8**

The project involves converting High Occupancy Vehicle (HOV) lanes, also known as "carpool" lanes, to High Occupancy Toll (HOT) lanes, also known as "express" lanes, along the I-680 corridor in the area of the Sunol Grade. The conversion requires additional roadway width and installing tolling equipment throughout the corridor.

### Project Schedule:

Project Phase	Schedule	2007	2008	2009	2010	2011	2012	2013	2014
Scoping	02/04 - 06/05								
PE/ENV/PS&E	10/04 - 03/08								
ROW	01/13 - 09/16								
Electric Toll System	12/08 - 09-10								
CON	11/08 - 12/11						(Landscape to follow)		

### Funding Plan:

Project Component s	Total Costs (\$ x 1,000)	Funding (\$ x 1,000)								
		VPPL	HP21 Demo	STIP RIP	STIP PPM	TCRP (LONP)	ACTIA (2000 MB)	CMA TIP	Local (Santa Clara)	Total Funding
SCOPE	0	0	0	0	0	0	0	0	0	0
PE/ENV/ PS&E	8,400	1,643	2,400	0	29	0	3,512	662	155	8,400
ROWSUP	0	0	0	0	0	0	0	0	0	0
ROWCAP	0	0	0	0	0	0	0	0	0	0
UTILSUP	0	0	0	0	0	0	0	0	0	0
UTILCAP	0	0	0	0	0	0	0	0	0	0
CONSUP	13,526	1,089	0.1	1,817	61	0	10,021	538	0	13,526
CONCAP	27,228	733	0	6,183	0	12,000	467	0	7,845	27,228
CLOSEOUT	0	0	0	0	0	0	0	0	0	0
CONTING	0	0	0	0	0	0	0	0	0	0
TOTAL	\$49,154	\$3,464	\$2,400	\$8,000	\$90	\$12,000	\$14,000	\$1,200	\$8,000	\$49,154








# **Project Delivery Summary**

## **Route 84 Expressway (Northern segment – north of Concannon Boulevard to Jack London Boulevard) ACTIA Project No. 24**

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:

<b>Northern Segment – north of Concannon Boulevard to Jack London Boulevard</b>									
<b>Project Phase</b>	<b>Schedule</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
PE/ENV	01/05 - 08/08								
PS&E	08/07 - 06/11								
ROW	03/08 - 05/11								
UTIL	04/11 - 05/11								
CON	11/11 - 07/13								

### Funding Plan:






<b>Project Components</b>	<b>Total Costs (\$ x 1,000)</b>	<b>Funding (\$ x 1,000)</b>				
		<b>I-BOND CMIA</b>	<b>ACTIA (2000 MB)</b>	<b>TVTC</b>	<b>TBD</b>	<b>Total Funding</b>
SCOPE	0	0	0	0	0	0
PE/ENV	996	0	996	0	0	996
PS&E	4,398	0	4,198	0	200	4,398
ROWSUP	1,002	0	1,002	0	0	1,002
ROWCAP	2,460	0	2,460	0	0	2,460
UTILSUP	84	0	84	0	0	84
UTILCAP	148	0	148	0	0	148
CONSUP	4,400	2,100	2,140	0	160	4,400
CONCAP	35,586	6,300	28,206	0	1,080	35,586
CLOSEOUT	150	0	150	0	0	150
CONTING	1,055	0	55	0	1,000	1,055
<b>TOTAL</b>	<b>\$50,278</b>	<b>\$8,400</b>	<b>\$39,438</b>	<b>\$0</b>	<b>\$2,440</b>	<b>\$50,278</b>

# **Project Delivery Summary**

## **Route 84 Expressway (Southern segment – south of Ruby Hills Drive to north of Concannon Boulevard) ACTIA Project No. 24**

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:

<b>Southern Segment – south of Ruby Hills Drive to north of Concannon Boulevard</b>									
<b>Project Phase</b>	<b>Schedule</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>
PE/ENV	01/05 - 08/08								
PS&E	08/07 - 07/13								
ROW	03/08 - 06/13								
UTIL	02/12 - 06/13								
CON	10/13 - 10/15								

### Funding Plan:

<b>Project Components</b>	<b>Total Costs (\$ x 1,000)</b>	<b>Funding (\$ x 1,000)</b>				
		<b>I-BOND CMIA</b>	<b>ACTIA (2000 MB)</b>	<b>TVTC</b>	<b>TBD</b>	<b>Total Funding</b>
SCOPE	0	0	0	0	0	0
PE/ENV	1,494	0	1,494	0	0	1,494
PS&E	6,597	0	6,297	0	300	6,597
ROWSUP	1,503	0	1,503	0	0	1,503
ROWCAP	3,643	0	3,643	0	0	3,643
UTILSUP	126	0	126	0	0	126
UTILCAP	15,094	0	11,594	0	3,500	15,094
CONSUP	6,350	2,900	3,210	0	240	6,350
CONCAP	49,473	8,700	29,153	10,000	1,620	49,473
CLOSEOUT	0	0	0	0	0	0
CONTING	1,500	0	0	0	1,500	1,500
<b>TOTAL</b>	<b>\$85,781</b>	<b>\$11,600</b>	<b>\$57,021</b>	<b>\$10,000</b>	<b>\$7,160</b>	<b>\$85,781</b>

# Project Delivery Summary

## East-West Connector Project ACTIA Project No. MB 226

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:

Line, Track, Stations and Systems Contract									
Project Phase	Schedule*	2007	2008	2009	2010	2011	2012	2013	2014
PS&E	10/06 - 12/08								
ROW	11/06 - 02/09								
CON	09/09 - 03/13								

### 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	TBD	Total Funding
SCOPE	0	0	0	0	0	0	0
PE/ENV	5,357	0	5,357	0	0	0	5,357
PS&E	9,368	0	9,370	0	0	0	9,370
ROWSUP	1,000	0	1,000	0	0	0	1,000
ROWCAP	16,517	0	16,517	0	0	0	16,517
UTILSUP	201	0	200	0	0	0	200
UTILCAP	1,500	0	1,500	0	0	0	1,500
CONSUP	14,900	0	8,000	0	0	6,900	14,900
CONCAP	136,000	9,300	46,825	8,600	2,500	68,775	136,000
CLOSEOUT	150	0	0	0	0	150	150
CONTING	5,000	0	0	0	0	5,000	5,000
<b>TOTAL</b>	<b>\$189,993</b>	<b>\$9,300</b>	<b>\$88,770</b>	<b>\$8,600</b>	<b>\$2,500</b>	<b>\$80,825</b>	<b>\$189,995</b>

**Table 1 - 1986 and 2000 Measure B Capital Projects  
Summary of Fund Sources**

**Attachment B**

ACTIA Project No.	Project Name	Project Type	Project Funding Sources (\$ x million)							Total Funding (All Sources)
			1986 Measure B	2000 Measure B	Federal	State	Regional	Local	Other	
ACTIA 1	Altamont Commuter Express Rail	Mass Transit	0.0	13.2	5.5	84.1	0.0	59.0	243.9	405.7
ACTIA 2	BART Warm Springs Extension	Mass Transit	0.0	224.4	0.0	299.4	321.0	49.2	0.0	894.0
ACTIA 3	BART Oakland Airport Connector	Mass Transit	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.2
ACTIA 4	Downtown Oakland Streetscape Improvement	Bicycle and Pedestrian	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.9
ACTIA 5	Fruitvale Transit Village	Mass Transit	0.0	4.4	0.0	7.7	0.0	1.4	0.0	13.5
ACTIA 6	Union City Intermodal Station	Mass Transit	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	Mass Transit	0.0	10.4	95.1	52.7	50.2	0.0	24.2	232.6
ACTIA 7B	San Pablo Corridor Rapid Bus	Mass Transit	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.8
ACTIA 7C	Telegraph Avenue Corridor Rapid Bus	Mass Transit	0.0	11.2	0.0	8.9	6.7	0.0	0.0	26.8
ACTIA 8 <sup>1</sup>	I-680 Sunol Express Lanes	Highway	0.0	35.2	5.4	8.0	0.0	8.0	0.0	56.6
ACTIA 9	Iron Horse Transit Route	Mass Transit	0.0	6.3	0.0	0.0	0.0	4.9	0.0	11.2
ACTIA 10	I-880/Broadway-Jackson Interchange Improvement	Highway	0.0	8.1	0.0	6.0	0.0	0.0	135.2	149.4
ACTIA 11	I-880/Washington Avenue Interchange Improvement	Highway	0.0	1.3	0.5	0.0	0.0	1.4	0.0	3.2
ACTIA 12 <sup>2</sup>	I-580 /Castro Valley Interchanges Improvements	Highway	15.0	11.5	1.9	4.8	0.0	0.0	0.0	33.2
ACTIA 13 <sup>3</sup>	Lewelling/East Lewelling Boulevard Widening	Local Streets and Roads	0.0	13.1	0.0	4.3	0.0	13.9	0.0	31.3
ACTIA 14A	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Highway	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5
ACTIA 14B	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	Highway	0.0	2.7	0.0	0.0	0.0	2.4	0.0	5.1
ACTIA 14C <sup>4</sup>	I-580 EB Auxiliary Lane (El Charro Road to Airway Boulevard)	Highway	0.0	7.7	0.0	0.0	0.0	0.0	0.0	7.7
ACTIA 15	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Highway	0.0	27.0	0.0	0.0	0.0	0.0	0.0	27.0
ACTIA 16	Oakland Local Streets Rehabilitation	Local Streets and Roads	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3
ACTIA 17A	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1	Local Streets and Roads	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.7
ACTIA 17B <sup>3</sup>	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 2	Local Streets and Roads	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7
ACTIA 18A	Westgate Parkway Extension - Stage 1	Local Streets and Roads	0.0	7.9	0.0	0.0	0.0	0.0	0.0	7.9
ACTIA 18B	Westgate Parkway Extension	Local Streets and Roads	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.7
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	Local Streets and Roads	0.0	1.0	0.0	0.0	0.0	2.1	0.0	3.1
ACTIA 20	Newark Local Streets Rehabilitation	Local Streets and Roads	0.0	1.4	0.0	0.0	0.0	4.1	0.0	5.5
ACTIA 21	I-238 Widening	Highway	0.0	81.0	18.3	29.2	0.0	3.3	0.0	131.8

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.

<sup>1</sup>Total Project Funding amount shown includes southbound Express Lane costs plus \$20M of Measure B remaining for northbound.

<sup>2</sup>ACTIA 12 includes 1986 Measure B funding from MB 239.

<sup>3</sup>A portion of the scope from ACTIA 17B was incorporated into ACTIA 13.

<sup>4</sup>2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.

**Table 1 - 1986 and 2000 Measure B Capital Projects  
Summary of Fund Sources**

ACTIA Project No.	Project Name	Project Type	Project Funding Sources (\$ x million)						Total Funding (All Sources)	
			1986 Measure B	2000 Measure B	Federal	State	Regional	Local		Other
ACTIA 22	I-680/I-880 Cross Connector Studies	Highway	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	Highway	0.0	26.5	11.3	68.0	0.0	48.6	0.0	154.4
ACTIA 24	Route 84 Expressway	Highway	0.0	96.5	0.0	20.0	0.0	10.0	9.6	136.1
ACTIA 25	Dumbarton Rail Corridor	Mass Transit	0.0	19.4	0.0	39.0	134.9	108.0	399.4	700.7
ACTIA 26	I-580 Corridor/BART to Livermore Studies ROW Preservation	Mass Transit	0.0	11.8	0.0	1.8	1.2	0.0	0.0	14.8
ACTIA 27	Emerging Projects	-	0.0	6.3	0.0	0.0	0.0	0.0	0.0	6.3
ACTIA 27A	Vasco Road Safety Improvements	Local Streets and Roads	0.0	1.5	4.7	12.2	0.0	4.0	0.0	22.4
ACTIA 27B	I-80 Integrated Corridor Mobility Project	Highway	0.0	1.8	3.2	77.7	0.0	11.4	0.0	94.1
ACTIA 27C	I-880 North Safety and Operational Improvements at 23rd/ 29th Avenues	Highway	0.0	0.8	1.8	85.0	10.0	0.9	3.3	101.7
MB175	I-880/Route 92 Interchange	Highway	9.6	0.0	0.0	0.0	235.0	0.0	0.0	244.6
MB196	I-880/Route 262 Mission Boulevard Interchange - Phase 1B/2	Highway	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2
MB226	I-880 to Mission Boulevard East-West Connector	Local Streets and Roads	88.8	0.0	0.0	9.3	0.0	11.1	80.8	190.0
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	Local Streets and Roads	80.0	0.0	0.0	0.0	0.0	11.5	6.5	98.0
MB239	I-580/Redwood Road Interchange (Included in ACTIA 12)	Highway	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MB240	Central Alameda County Freeway System Operational Analysis	Highway	5.0	0.0	0.0	0.0	0.0	0.7	0.0	5.7
MB241	Castro Valley Local Area Traffic Circulation Improvement	Local Streets and Roads	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
1986 AND 2000 MEASURE B PROJECTS TOTAL			\$ 206.9	\$ 756.2	\$ 302.6	\$ 970.0	\$ 905.2	\$ 433.6	\$ 960.2	\$ 4,534.7

Table 2 - 1986 and 2000 Measure B Capital Projects Summary

Completed Projects	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 5	Fruitvale Transit Village	Mass Transit	Complete	October 2002	March 2004	4.4	13.5
ACTIA 7B	San Pablo Corridor Rapid Bus	Mass Transit	Complete	March 2008	December 2009	2.8	2.8
ACTIA 7C	Telegraph Avenue Corridor Rapid Bus	Mass Transit	Complete	June 2005	December 2009	11.2	26.8
ACTIA 11	I-880/Washington Avenue Interchange Improvement	Highway	Complete	April 2009	May 2010	1.3	3.2
ACTIA 12 <sup>2</sup>	I-580/Castro Valley Interchanges Improvements	Highway	Complete	June 2008	September 2010	11.5	33.2
ACTIA 14A	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Highway	Complete	March 2009	December 2009	2.5	2.5
ACTIA 16	Oakland Local Streets Rehabilitation	Local Streets and Roads	Complete	July 2004	December 2006	5.3	5.3
ACTIA 17A	Hesperian/Lewelling Boulevard Intersection Improvement - Stage 1	Local Streets and Roads	Complete	October 2003	June 2004	0.6	0.7
ACTIA 18A	Westgate Parkway Extension - Stage 1	Local Streets and Roads	Complete	June 2004	October 2006	7.9	7.9
ACTIA 20	Newark Local Streets Rehabilitation	Local Streets and Roads	Complete	June 2003	February 2006	1.4	5.5
ACTIA 21 <sup>4</sup>	I-238 Widening	Highway	Complete	September 2006	October 2009	81.0	131.8
ACTIA 27A	Vasco Road Safety Improvements	Local Streets and Roads	Complete	January 2005	June 2009	1.5	22.4
MB239 <sup>2</sup>	I-580/Redwood Road Interchange	Highway	Complete	June 2008	October 2010	15.0	0.0
SUBTOTAL (13 Completed Projects)						\$ 146.4	\$ 255.6
Currently in Construction	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 1	Altamont Commuter Express Rail	Mass Transit	Construction	June 2003	TBD	13.2	405.7
ACTIA 2	BART Warm Springs Extension	Mass Transit	Construction	September 2009	June 2014	224.4	894.0
ACTIA 3	BART Oakland Airport Connector	Mass Transit	Construction	February 2010	June 2013	89.1	484.2
ACTIA 4 – Phase 4A, 4B, 4C, Phase 4D complete	Downtown Oakland Streetscape Improvement	Bicycle and Pedestrian	Construction on hold	September 2007	June 2015	6.4	14.9
ACTIA 6	Union City Intermodal Station	Mass Transit	Construction	June 2007	March 2011	12.6	47.0
ACTIA 8 <sup>3</sup>	I-580 Sunol Express Lanes	Highway	Construction	October 2008	December 2011	35.2	49.2
ACTIA 13/17B	Lewelling/East Lewelling Boulevard Widening and Hesperian Boulevard/Lewelling Boulevard Intersection Improvement	Local Streets and Roads	Construction	July 2009	December 2011	13.8	32.0
ACTIA 14C <sup>4</sup>	I-580 EB Auxiliary Lane (El Charro Road to Airway Boulevard)	Highway	Construction	January 2009	May 2011	7.7	7.7
ACTIA 23	Isabel Avenue - Route 84/I-580 Interchange	Highway	Construction	January 2009	April 2012	26.5	154.4
MB175 <sup>5</sup>	I-880/Route 92 Interchange	Highway	Construction	October 2007	September 2011	9.6	244.6
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	Local Streets and Roads	Construction	August 2010	December 2012	80.0	98.0
SUBTOTAL (12 Projects in Construction)						\$ 518.5	\$ 2,431.7

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.

<sup>1</sup> Project are considered complete once the facility is open to the public in its final configuration and the final Measure B costs can be reasonably estimated.

<sup>2</sup> Project costs for MB 239 included with ACTIA 12.

<sup>3</sup> Total Project Funding amount shown includes southbound Express Lane costs plus \$20M of Measure B remaining for northbound.

<sup>4</sup> 2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.

<sup>5</sup> Project was part of the Route 880 (Nimitz) Widening Project and was segmented to accelerate project delivery.



**Table 2 - 1986 and 2000 Measure B Capital Projects Summary**

Construction to Begin in 2011	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 14B	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	Highway	Design	September 2011	June 2014	2.7	5.1
ACTIA 18B	Westgate Parkway Extension	Local Streets and Roads	Design	May 2011	September 2014	2.7	2.7
ACTIA 19	East 14th Street/Hesperian Boulevard/150th Street Intersection Improvement	Local Streets and Roads	Design and Right-of-Way	July 2011	April 2013	1.0	3.1
ACTIA 24	Route 84 Expressway	Highway	Design	November 2011	October 2015	96.5	136.1
ACTIA 27B	I-80 Integrated Corridor Mobility	Highway	Design	September 2011	May 2013	1.8	94.1
MB196 <sup>5</sup>	I-880/Route 262 Mission Boulevard Interchange - Phase 1B/2	Highway	Design and Right-of-Way	November 2011	October 2014	3.5	152.2
SUBTOTAL (6 Projects to Begin Construction in 2011)						\$ 108.2	\$ 393.3

Construction to Begin in 2012-2013	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 7A	Telegraph Avenue Corridor Bus Rapid Transit	Mass Transit	Environmental	January 2013	September 2016	10.4	232.6
ACTIA 15	Route 92/Clawitter - Whitesell Interchange and Reliever Route	Highway	Design	July 2013	January 2015	27.0	27.0
ACTIA 27C	I-880 North Safety and Operational Improvements at 23rd/29th Avenues	Highway	Design	October 2012	October 2014	0.8	101.7
MB226	I-880 to Mission Boulevard East-West Connector	Local Streets and Roads	Design and Right-of-Way	May 2012	December 2014	88.8	190.0
SUBTOTAL (2 Projects to Begin Construction in 2012 and 2 Projects to Begin Construction in 2013)						\$ 127.0	\$ 551.3

Project Studies, Undetermined Construction Schedules, and Emerging Project	Project Name	Project Type	Current Project Phase	Construction Start Date	Construction Completion Date	(\$ x million)	
						Measure B Commitment	Total Funding (All Sources)
ACTIA 9	Iron Horse Transit Route	Mass Transit	Design	TBD	TBD	6.3	11.2
ACTIA 10	I-880/Broadway-Jackson Interchange Improvement	Highway	Scoping	N/A	N/A	8.1	149.4
ACTIA 22	I-580/I-880 Cross Connector Studies	Highway	Scoping	N/A	N/A	1.2	2.5
ACTIA 25	Dumbarton Rail Corridor	Mass Transit	Environmental	TBD	TBD	19.4	700.7
ACTIA 26	I-580 Corridor/BART to Livermore Studies	Mass Transit	Environmental	N/A	N/A	11.8	14.8
ACTIA 27	Emerging Projects	-	-	N/A	N/A	6.3	6.3
MB240	Central Alameda County Freeway System Operational Analysis	Highway	Scoping	N/A	N/A	5.0	5.7
MB241	Castro Valley Local Area Traffic Circulation Improvement	Local Streets and Roads	Preliminary Engineering	TBD	TBD	5.0	5.0
SUBTOTAL (5 Project Studies, 2 Undetermined Construction Schedules, and 1 Undefined Project)						\$ 63.1	\$ 895.6

Note: List only includes active projects from the 1986 Measure B Expenditure Plan.

<sup>1</sup> Project are considered complete once the facility is open to the public in its final configuration and the final Measure B costs can be reasonably estimated.

<sup>2</sup> Project costs for MB 239 included with ACTIA 12.

<sup>3</sup> Total Project Funding amount shown includes southbound Express Lane costs plus \$20M of Measure B remaining for northbound.

<sup>4</sup> 2000 Measure B funding for ACTIA 14C exchanged for State funds. Measure B funds made available for ACTIA 21.

<sup>5</sup> Project was part of the Route 880 (Nimitz) Widening Project and was segmented to accelerate project delivery.

Table 2 - 1986 and 2000 Measure B Capital Projects Summary

Project Type	# of Projects	Summary of Projects	(\$ x million)	
			Total Measure B Commitment	Total Funding (All Sources)
Mass Transit	11	ACTIA 1, ACTIA 2, ACTIA 3, ACTIA 5, ACTIA 6, ACTIA 7A, ACTIA 7B, ACTIA 7C, ACTIA 9, ACTIA 25, ACTIA 26	405.6	2,833.3
Highway	17	ACTIA 8, ACTIA 10, ACTIA 11, ACTIA 12, ACTIA 14A, ACTIA 14B, ACTIA 14C, ACTIA 15, ACTIA 21, ACTIA 22, ACTIA 23, ACTIA 24, ACTIA 27B, ACTIA 27C, MB175, MB196, MB239, MB240	336.9	1,300.4
Local Streets and Roads	12	ACTIA 13, ACTIA 16, ACTIA 17A, ACTIA 17B, ACTIA 18A, ACTIA 18B, ACTIA 19, ACTIA 20, ACTIA 27A, MB226, MB238, MB241	208.0	372.6
Bicycle and Pedestrian	1	ACTIA 4	6.4	14.9
Emerging	1	ACTIA 27	6.3	6.3
GRAND TOTAL			\$ 963.1	\$ 4,527.4

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## Memorandum

**DATE:** April 18, 2011

**TO:** Alameda County Transportation Committee

**FROM:** Programs and Projects Committee

**SUBJECT:** Acceptance of Semi-Annual ACCMA Capital Projects Status Update and Approval of Funding Plans

### Recommendations

It is recommended that the Commission accept the Semi-Annual Capital Projects Status Update for major projects sponsored by the ACCMA, now the Commission, and approve the project funding plans and project delivery schedules in Attachment A.

### Summary

Under agreements and in partnership with the California Transportation Commission (CTC) and Caltrans, the Alameda CTC is implementing the design and construction of several major freeway congestion relief projects funded with the State Proposition 1B Infrastructure Bonds approved by the voters in 2006. The CTC programmed \$323.7 million from the Corridor Mobility Improvement Account (CMIA) of the I-Bond Program to the Alameda CTC for specific projects on Interstates 80, 580, and 880. The CTC also programmed an additional \$73 million from the Trade Corridor Improvement Fund (TCIF) of the I-Bond Program to improve operations and safety at the I-880/23<sup>rd</sup> and 29<sup>th</sup> Avenues Interchange in Oakland.

This memorandum provides a status update on 13 active Alameda CTC projects (formerly ACCMA sponsored projects). Of these projects, one is categorized as “Study Only” since funding for the construction phase has not been identified at this time. The current phase and estimated construction schedule of each of the active projects are summarized on the following page in **Table 1**. The Background section of this memorandum includes additional information regarding each of the projects including status update and issues regarding project delivery. Project delivery schedules and project funding plans are illustrated in **Attachment A** at the end of the update.

**Table 1: Project Schedule Summary Table**

<i>Project No.</i>	<i>Project Title</i>	<i>Current Phase</i>	<i>Construction Schedule</i>
410.0	I-880 North Safety and Operational Improvements Project at 23rd/29th Avenues	Design	Aug 2012 - Oct 2014
430.0	I-880 Southbound HOV Lane Extension Project – North Segment	Design	Aug 2012 – Aug 2014
430.0	I-880 Southbound HOV Lane Extension Project – South Segment	Design	Apr 2012 – May 2015
491.0	I-80 Integrated Corridor Mobility (ICM) Project	Design	--
491.1	<i>I-80 ICM Package #1 - Software Procurement (Phase 2)</i>	<i>Design</i>	<i>Mar2012 – Apr 2015</i>
491.2	<i>I-80 ICM Package #2 - Specialty Material Procurement</i>	<i>Design</i>	<i>Oct 2012 – Apr 2014</i>
491.3	<i>I-80 ICM Package #3 - Traffic Operations System (TOS)</i>	<i>Advertisement</i>	<i>Apr 2011 – May 2012</i>
491.4	<i>I-80 ICM Package #4 - Adaptive Ramp Metering (ARM)</i>	<i>Design</i>	<i>May 2012 – Dec 2013</i>
491.5	<i>I-80 ICM Package #5 - Active Traffic Management (ATM)</i>	<i>Design</i>	<i>May 2012 – Apr 2014</i>
491.6	<i>I-80 ICM Package #6 – San Pablo Corridor Arterial &amp; Transit Improvement</i>	<i>Advertisement</i>	<i>May 2011 – Dec 2013</i>
491.7	<i>I-80 ICM Package #7</i>	<i>Design</i>	<i>TBD</i>
420.0	I-580 Eastbound HOV Lane Project	Complete	Complete
424.0	I-580 Westbound HOV Lane Project, West Segment	Design	Jun 2012 – Jun 2014
424.0	I-580 Westbound HOV Lane Project, East Segment	Design	May 2012 – May 2014
424.1	I-580 Westbound Express (HOT) Lane Project	Scoping	Sep 2013 – Mar 2014
420.5	I-580 Eastbound Aux Lane Project	PE / Environmental	Aug 2012 – Aug 2014
420.4	I-580 Eastbound Express (HOT) Lane Project	PE / Environmental	Aug 2012 – Aug 2014
210 / 372	I-680 Express (HOT) Lane Project: Civil, System Integration, Landscape and Mitigation Contracts	Construction	Nov 2008 – Dec 2011
265.0	I-80 Gilman Interchange Improvements	Scoping	Study Only
440.0	Webster Street SMART Corridor Project	Design	Apr 2011 – Dec 2013

Since the last status update in November 2010, the following milestones have been achieved:

- I-80 ICM Project - The CTC voted funds for both Package #3 TOS and Package #6 San Pablo Project, in January 2011. A Request for Bids was released for Project #3 TOS on March 1, 2011.
- I-580 San Leandro Soundwalls - Construction on the project was completed November 2010. The contract was accepted by the Alameda CTC Board in January 2011.
- I-580 Eastbound HOV Lane - A ribbon cutting for the remaining portion of the Eastbound HOV lane between Hacienda and Airway was held on November 10, 2010 with contract completion in March 2011.

## Background

**I-880 North Safety and Operational Improvements at 23rd/29th Avenues (Project No. 410.0)** – This project will construct operational and safety improvements on Interstate 880 at the existing overcrossings of 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue in the City of Oakland. Improvements include replacing three freeway overcrossing structures and multiple improvements to the northbound on and off ramps, as well as the freeway mainline. The Final Project Report and Environmental Document were approved by Caltrans in April 2010. A consultant team has been selected to prepare the civil and structural design packages for the project. The 35% PS&E design package was submitted to Caltrans for review on February 22, 2011 and Bridge Type Selection was approved by Caltrans on March 31, 2011. Additional funding of \$ 1.5 million; a combination of Measure B (\$750,000) and CMA TIP funds (\$750,000) was approved by the Alameda CTC Board in December 2010 to fund completion of final design and Right of Way (ROW) acquisition activities.

This project is funded with \$73 million from the TCIF of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B November 2006. The current estimated total project cost is \$95 million.

## Key Project Issues

- Project funding shortfall – The project funding shortfall has been reduced to \$1.6 million with the programming of additional funds by the Alameda CTC in December 2010. A plan to address the remaining shortfall is under consideration. Staff is reviewing items that can be adjusted or re-scoped while maintaining project delivery.
- Project delivery schedule – As this project is funded with a substantial amount of the State Proposition 1B bond funds, the CTC and Caltrans, consistent with State statutes, require that the project construction contract must be awarded by December 31, 2013. This project involves the complex acquisition of a few right-of-way parcels and potential relocation of major utilities that would require protracted negotiations with property owners and utility companies. These long-lead time project activities posed a major risk to the project schedule, and could put the state funds in jeopardy.



**I-880 Southbound HOV Lane Extension (Hegenberger to Marina) (Project No. 430.0)** –

This project will widen southbound I-880 from Hegenberger Road to Marina Boulevard to extend the existing SB HOV by approximately three miles. The project includes reconstructing the overcrossing structures on I-880 at Davis Street and Marina Boulevard and widening the Union Pacific Railroad (UPRR) – San Leandro Creek Overhead structure. The Environmental Document was approved in February 2010 and the Project Report in March 2010. The project will be constructed in two segments, with two construction contracts. The first contract will cover the southern segment of the project which includes the Davis Street and Marina Boulevard overcrossings. The second construction contract will cover the northern segment which includes the UPRR – San Leandro Creek Bridge. The roadway and Structures PS&E is at 95% for the south segment. The roadway PS&E is at 95% for the north segment, but the north segment structures PS&E is at 35% because of the inclusion of unforeseen seismic retrofit work. Final design of the south segment is expected to be completed in late 2011 and construction is scheduled to begin by early 2012. Final design of the north segment is expected to be completed in early 2012 and construction is scheduled to begin by summer 2012.

At the request of the City of San Leandro, the Alameda CTC is also managing the preparation of a Combined Project Study Report/Project Report (PSR/PR) for modifications of the Marina Boulevard Interchange. Alameda CTC staff is also coordinating with the City of San Leandro regarding additional improvements at the Davis Street Interchange.

This project is funded with \$94.6 million from the Proposition 1B CMIA funds. The CTC requires that the construction contracts for this project must be awarded by December 31, 2013.

**Key Project issues**

- Right of Way – eminent domain proceeding will be required for at least one parcel. Alameda CTC and Caltrans staff is initiating this process and the schedule is not expected to be impacted.
- Seismic Retrofit of Union Pacific Railroad/San Leandro Creek Bridge – The project was scoped without additional seismic retrofit of the UPRR / San Leandro Creek Bridge. During the period between project approval and bridge type selection the design criteria for seismic retrofit were revised. Based on the revised criteria, additional retrofit of the structure is required. Alameda CTC design team is working with Caltrans to finalize the retrofit strategy and to reduce the fiscal impact of this additional work currently estimated at \$4.17 million. A seismic retrofit selection meeting was held with Caltrans in April 2011 to finalize the retrofit strategy. At this meeting all stakeholders agreed to a retrofit strategy and bridge design may now proceed.
- I-880/Marina Boulevard Interchange Design impacts on project delivery – Staff is working with Caltrans to complete the PSR/PR. However, Caltrans was not funded to provide oversight for this document in this fiscal year. An agreement to reimburse Caltrans for oversight is being prepared.

**I-80 Integrated Corridor Mobility (ICM) Project (Project No. 491.0)** – This project will install Adaptive Ramp Metering (ARM) and new Active Traffic Management System (ATMS)

features along Interstate 80 in Alameda and Contra Costa Counties. It will also upgrade ATMS elements along the San Pablo Avenue Corridor.

The project will employ state-of-the-practice intelligent transportation system (ITS) tools to improve safety, mobility, and trip reliability for all users. Main project components will be Incident Management, Adaptive Ramp Metering (ARM), Traffic & Transit Information, Improvements to San Pablo Avenue (SR 123) & Arterials and Integration of Freeway & Local Arterial Operations.

The project is funded with \$55.3 million from the statewide Proposition 1B Corridor Mobility Improvements Account (CMIA) funds and \$21.4 million from the Proposition 1B Traffic Lights Synchronization Program (TLSP) funds, for a total of \$76.7 million for construction capital and support. The current estimated total cost of the project is \$94.055 million.

The project is currently planned to be delivered via seven construction contracts with varying schedules. The environmental clearance for the major elements of the project is being obtained. In January 2011, the CTC allocated over \$23 million in State bond funds for the implementation of Project #3 Traffic Operation System (TOS) and Project #6 San Pablo Corridor Arterial & Transit Improvements.

A design engineering budget shortfall of about \$1 million was created by about 4 years of project delays and scope adjustments. Additional project funding of \$1 million was approved by the Alameda CTC Board in December 2010 using the CMA TIP Exchange Program and ACTIA Measure B Congestion Relief Emergent Funds (CREF), on a 50-50 basis.

Under an agreement with Caltrans, the Alameda CTC is responsible for the construction administration and management of the Projects #1, #2, #3, and #6. A request for proposal for construction management services was issued on November 30, 2010. Proposals were received on January 13, 2011 and following the CTC's funding allocation, interviews were conducted the week of February 2, 2011. S&C Engineers has been selected by an independent selection panel to provide construction management services to the Alameda CTC for the I-80 ICM Project's #3 and #6.

The California Environmental Quality Act (CEQA) document was approved in November 2010 and the National Environmental Policy Act (NEPA) document approval is anticipated in April 2011.

A Request for Bids was released for Project #3 TOS on March 1, 2011. A Request for Bids for Project #6 San Pablo Corridor Arterial & Transit Improvement is scheduled for release in April 2011. RFP's for Projects #1 and #2 and a Request for Bids for projects #4 and #5 are all anticipated to be released in mid 2012. Funding for AC Transit's Project #7 has been deferred and construction is TBD.

### **Key Project issues**

- Project Environmental Clearance – It was determined that a Biological Assessment is required and submittal to Fish and Wildlife Service for a Biological Opinion through the Formal Process will be necessary. This will extend the approval of the environmental

document to July 2011. Release of the Draft Environmental Document is scheduled for April 2011.

**I-580 Eastbound HOV Lane Project (Project Number 420.0)** – The Eastbound High Occupancy Vehicle (HOV) Lane Project is complete and provides an eastbound HOV lane from Hacienda Drive in Pleasanton to the Greenville overcrossing in Livermore. The first segment, from Airway Boulevard to the Greenville overcrossing, was opened to traffic on October 2, 2009 and the construction contract was accepted on February 2, 2010. Construction of the second segment began on August 2009 and the HOV lane from Airway and First Street was opened on July 18, 2010. The last portion between Hacienda and Airway opened on November 10, 2010. Caltrans is in the process of construction closeout.

**I-580 Westbound HOV Lane Project (Project No. 424.0)** – The Westbound HOV lane project provides a westbound HOV lane from the Greenville overcrossing in Livermore to the Foothill Boulevard overcrossing in Pleasanton. The project will be constructed in three segments with three construction contracts: an east segment, a west segment and the widening of the eastbound bridges. The scope to rehabilitate the existing pavement was added to the project in January 2010 and the design consultant has revised the plans to add the rehabilitation. Hardcopy / appraisal maps have been approved by Caltrans. The PS&E for the west segment is currently 100% complete and has been submitted to Caltrans for review. The PS&E for east segment is 95% complete. The widening of the bridges in the eastbound direction will be combined with the Eastbound Auxiliary Lane Project. Final design is expected to be completed fall 2011.

#### **Key Project issues**

- Potential Schedule Delay – Right of Way condemnation could delay the schedule. Appraisal maps have been approved and appraisal letters have been sent to property owners.

**I-580 Westbound Express (HOT) Lane (Project No. 424.1)** - The Westbound Express (HOT) Lane project would provide a westbound express (HOT) lane from the Greenville overcrossing in Livermore to the San Ramon Road/Foothill Boulevard overcrossing in Pleasanton. Caltrans approved the modeling and traffic operations methodology recommendations and the travel demand forecast. The Cost/Revenue and Operations Analysis is underway and scheduled to be completed in June 2011. An RFP to prepare a Project Study Report (PSR) was released in March 2011.

#### **Project issues**

- Project Funding – the project is not fully funded:
  - Funding for the construction of the Westbound Express (HOT) Lane Project has not been identified. The current estimated funding shortfall is \$12.1 million. Funding has been obtained for scoping, environmental clearance and final design activities.
  - Current design and construction cost estimate assumes utilization of existing pavement with little to no additional widening and no additional right of way.
  - Project scope not yet determined. An RFP to prepare a Caltrans Project Study Report (PSR) was released in March 2011.
- Project Review – Caltrans is continuing to review project documents in the absence of an approved cooperative agreement. The project is included in the Caltrans District 4 FY

2010/11 Work Plan for PID documents and a request to prepare a cooperative agreement has been submitted to Caltrans. A draft Cooperative Agreement Report has also been prepared and submitted to Caltrans for review. Caltrans was not funded to provide oversight for non-SHOPP Project Initiation Documents in this fiscal year. An agreement to reimburse Caltrans for oversight is being prepared.

### **I-580 Eastbound Auxiliary (AUX) Lane Project (Project Number 420.5)**

The engineering consultant retained by the Alameda CTC is preparing the PS&E for I-580 Eastbound Auxiliary (AUX) lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore. The project schedule has been revised as the result of combining the AUX lane project with the I-580 Eastbound Express (HOT) Lane Project. Approval of the AUX lanes final design package is now expected in March 2012.

#### **Key Project issues**

- Project Delays -- the schedule for the Eastbound Auxiliary (AUX) lanes has been impacted by the decision to add the Eastbound Express (HOT) Lane in to the project scope. The amended Biological Opinion, Environmental Document, Project Report and PS&E documents will need to be revisited to accommodate express (HOT) lanes.
- Project Scope – Several scope items were removed from the I-580 Eastbound HOV lane project during construction. These items were added to the AUX lanes project. Project scope has been revised to accommodate the future conversion to an express (HOT) lane.

**I-580 Eastbound Express (HOT) Lane (Project No. 420.4)** – Preliminary engineering and preparation of the environmental document began in July 2008. A revalidation of the I-580 Eastbound HOV Lane Project environmental document was approved to allow conversion to a single express high occupancy toll (HOT) lane. The Alameda CTC is preparing an environmental document for the construction of a double express (HOT) lane in the eastbound direction. All environmental technical reports have been completed and have been submitted to Caltrans for review; however these documents assume no additional pavement widening. It has since been determined that additional widening will be required and this will involve the revision of the technical reports. The I-580 Eastbound Express (HOT) Lane project will be combined with the Eastbound AUX Lane project as described above.

Two design workshops were held to define the parameters of the Dynamic Pricing Algorithm and to coordinate the civil elements of the System Integrator work with those of the HOV and the AUX lanes project. Staff is in the process of preparing a Request for Proposals (RFP) for a Systems Manager contract for the project.

#### **Key Project issues**

- The Alameda CTC and Caltrans only recently came to an agreement on the project scope. The previously approved single express (HOT) lane project scope could accommodate the Caltrans shoulder and lane width standards. However, the originally proposed double express (HOT) lane project scope did not accommodate the Caltrans standards.
- The project will implement the double express (HOT) lane project with standard left shoulder and lane widths from Hacienda to Greenville except for the portion between El Charro Road

and Isabel Avenue. This option will require changes to the Auxiliary Lane Project, including additional widening. This option will delay construction of the auxiliary lane project.

- This option will also require further environmental review including additional widening studies and a new Amended Biological Opinion (BO) prior to Project Approval. Preparation of a BO will result in a schedule delay currently estimated to delay approval of the environmental document (ED) by one year and will result in additional mitigation requirements. Impacts of additional widening will be addressed with the I-580 Eastbound ED. Some revisions to the I-580 Eastbound Express (HOT) document may be required for traffic related impacts (air quality, noise, etc.).
- Potential funding shortfall and schedule delays – additional funding of \$8.5 million will be needed. The project will be delayed up to one year. Alameda CTC Staff are investigating potential fund sources and project approval and design tasks are being prepared concurrently to minimize schedule delays.

**I-680 Express (HOT) Lane Project (Project Nos. 210.0/372.0)** – The express (HOT) lane opened for operations on September 20, 2010. The project widened southbound I-680 to accommodate the existing HOV Lane and the Express Lane (HOT) from SR 84 in Alameda County to SR 237 in Santa Clara County. The project was split into six contracts: three roadway contracts, one landscape contract, an environmental mitigation contract and a system integrator contract. The three roadway contracts under Caltrans oversight are completed. The system integrator contract underwent acceptance testing. Completion of the site acceptance testing occurred February 2011. Construction closeout activities have been extended until December 2011. At the Alameda CTC February PPC meeting the board approved a contract time extension for S&C Engineers Construction Management to December 2011 to coincide with the construction closeout date and to provide construction closeout support to Caltrans. The environmental mitigation contract has been suspended through winter, a Landscape contract is planned. Completion of these follow-up contracts is scheduled for winter 2011.

**I-80 Gilman Interchange Improvements (Project No. 265.0)** - The proposed project will reconfigure the I-80/Gilman interchange located in northwest Berkeley, near its boundary with the City of Albany. The reconfiguration is needed to address congestion, operations and safety issues on the most congested freeway segment in the Bay Area. Capacity constraint and vehicular safety due to the current stop sign controlled ramps are serious issues at this interchange. The project design will also provide adequate pedestrian, bicycle and public transit movements through the interchange area. The proposed reconfiguration is likely a dual roundabout, with a roundabout on each side of the interchange with a connecting segment.

The project is at project development stage. A consultant firm has been selected to develop a Project Study Report. While work on the PSR was anticipated to begin in November 2010, the project is on hold pending resolution of payment to Caltrans for project review.

**Webster Street SMART Corridor in Alameda (Project No. 440.0)** – In partnership with the City of Alameda, AC Transit and Caltrans, the Alameda CTC is implementing the Webster Street SMART Corridor project. The purpose of this project is to improve traffic, transit operations and safety. The project includes traffic signal installation, modifications, and timing

coordination for the corridor. The project also implements Transit Signal Priority System (TSP) for AC Transit, Emergency Vehicle Preemption (EVP) for the fire department, Closed Circuit TV cameras and real-time speed and volume detection equipment allowing remote monitoring and sharing of data in real-time. A series of electronic Trail Blazer Signs (TBS) accessible to the City and Caltrans would allow implementation of a Traffic Incident Management (TIM) system through the Webster/Posey Tubes connecting the City of Alameda with the City of Oakland where the area trauma center is located.

The project communications costs are minimized through implementation of a robust wireless system. Staff is working on utilizing existing links between fire, police, and public works departments for further cost reductions and allowing access to all emergency responders. The funding for this project has been provided through a variety of local, regional, and federal sources totaling \$1.6 million, including a \$340,000 Federal Earmark, \$90,000 Federal Stimulus funds from Department of Energy, \$830,000 in TFCA funds, and \$278,000 from MTC. The design for this project has been completed and construction advertisement is pending an authorization to proceed (E-76) from Caltrans. It is estimated that the construction would begin by April 2011.

**Key Project issues**

- Project Funding Shortfall – Additional funds are being sought for the unfunded portion of this project including implementation of a local Transportation Management Center (TMC) in the City of Alameda that would connect City departments (Public Works, Fire, Police) with Caltrans, CHP, Alameda County and Coastguard.
- Schedule – Delay due to additional environmental work required by the authorization to proceed (E-76) process.

**Fiscal Impact**

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

**Attachment**

Attachment A: Project Delivery Summaries – I-Bond and Express Lane Project Delivery Schedules and Project Funding Plans.



# ATTACHMENT A – I-BOND AND EXPRESS LANE PROJECT DELIVERY SCHEDULES & PROJECT FUNDING PLANS

***I-880 North Safety and Operational Improvements at 23rd/29th Avenues (PN 410.0)*** - Operational and safety improvements on Interstate 880 at the existing overcrossings of 29<sup>th</sup> Avenue and 23<sup>rd</sup> Avenue in the City of Oakland.

## Project Schedule

Project Phase	Schedule*	2007	2008	2009	2010	2011	2012	2013	2014
PE/ENV	11/07 - 04/10								
PS&E	04/10 - 04/12								
Right of Way	05/10 - 02/12								
Adv. / Award Period	03/12 - 09/12								
Construction	10/12 - 10/14								

## Project Funding Plan

Project Components	Total Costs (\$ x1,000)	Funding (\$ x 1,000)							
		MTC RM2	State STIP	State SHOP	State TCIF	Federal Earmark	ACCMA TIP	Measure B	Shortfall
Scoping / PA/ED	\$5,690.1	\$4,100.0	\$0	\$0	\$0	\$188.6	\$592.2	\$750.0	\$59.3
PS&E	\$8,275.7	\$3,810.0	\$2,000.0	\$0	\$0	\$1,598.4	\$104.5	\$0	\$762.8
R/W Support	\$460.0	\$336.0	\$0	\$44.0	\$0	\$0	\$60.0	\$0	\$20.0
R/W Capital	\$2,935.0	\$340.0	\$0	\$2,595.0	\$0	\$0	\$0	\$0	\$0
Utilities Support	\$50.0	\$0	\$0	\$0	\$0	\$0	\$50.0	\$0	\$0
Utilities Capital	\$1,835.0	\$235.0	\$0	\$1,600.0	\$0	\$0	\$0	\$0	\$0
Construction Support	\$9,400.0	\$1,179.0	\$0	\$5,761.0	\$2,400.0	\$0	\$60.0	\$0	\$0
Construction Capital	\$68,784.0	\$0	\$0	\$0	\$68,784.0	\$0	\$0	\$0	\$0
Contingency	\$4,239.3	\$0	\$0	\$0	\$1,816.0	\$0	\$6.3	\$0	\$2,417.0
<b>Total</b>	<b>\$101,669.1</b>	<b>\$10,000.0</b>	<b>\$2,000.0</b>	<b>\$10,000.0</b>	<b>\$73,000.0</b>	<b>\$1,787.0</b>	<b>\$873.0</b>	<b>\$750.0</b>	<b>\$3,259.1</b>

***I-880 Southbound HOV Lane Project (PN 430.0)*** – Widening of southbound I-880 from Hegenberger Road to Marina Boulevard for approximately three miles and reconstruction of the overcrossing structures on I-880 at Davis Street, Marina Boulevard and widening the Union Pacific Railroad (UPRR) – San Leandro Creek Overhead structure.

## Project Schedule

### ***North Segment ( Hegenberger Rd to Davis Street ) Project Schedule***

Project Phase	Schedule	2007	2008	2009	2010	2011	2012	2013	2014
Scoping	01/07 - 12/07								
PE/ENV	04/08 - 02/10								
PS&E	04/08 - 04/12								
Right of Way	04/08 - 02/12								
Adv. / Award Period	04/12 - 08/12								
Construction	08/12 - 08/14								

### ***South Segment ( Davis St. to Marina Blvd. ) Project Schedule***

Project Phase	Schedule	2007	2008	2009	2010	2011	2012	2013	2014
Scoping	01/07 - 12/07								
PE/ENV	04/08 - 02/10								
PS&E	10/08 - 11/11								
Right of Way	03/09 - 10/11								
Adv. / Award Period	11/11 – 04/12								
Construction	04/12 - 05/15								

## Project Funding Plan

Project Components	Total Costs (\$ x1, 000)	Funding (\$ x 1,000)						
		Fed STP	FED CMAQ	CMA TIP	San Leandro – Davis St.	San Leandro – Marina	CMIA	Shortfall
Scoping / PAED	\$4,116.8	\$0	\$2,634.9	\$971.3	\$0	\$510.6	\$0	\$0
PS&E	\$10,460.4	\$198.0	\$4,146.1	\$5,016.0	\$145.7	\$165.2	\$0	\$789.4
R/W Support	\$713.7	\$0	\$0	\$713.7	\$0	\$0	\$0	\$0
R/W Capital	\$350.0	\$0	\$0	\$350.0	\$0	\$0	\$0	\$0
Utilities Support	\$25.0	\$0	\$0	\$25.0	\$0	\$0	\$0	\$0
Utilities Capital	\$500.0	\$0	\$0	\$250.0	\$250.0	\$0	\$0	\$0
Construction Support	\$10,600.0	\$0	\$0	\$0	\$0	\$0	\$10,600.0	\$0
DSDC	\$925.0	\$0	\$0	\$0	\$600.0	\$325.0	\$0	\$0
Construction Capital	\$91,232.5	\$0	\$0	\$0	\$153.3	\$3,999.2	\$83,700.0	\$3,380.0
Contingency	\$3,750.0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,750.0
<b>Total</b>	<b>\$122,673.4</b>	<b>\$198.0</b>	<b>\$6,781.0</b>	<b>\$7,326.0</b>	<b>\$1,149.0</b>	<b>\$5,000.0</b>	<b>\$94,300.0</b>	<b>\$7,919.4</b>

***I-80 Integrated Corridor Mobility (ICM) Project (491.0-491.7)*** – Installation of Adaptive Ramp Metering (ARM) and new Active Traffic Management System (ATMS) features along Interstate 80 in Alameda and Contra Costa Counties. It will also upgrade ATMS elements along the San Pablo Avenue Corridor.

### Project Schedule

Project Phase	Schedule	2007	2008	2009	2010	2011	2012	2013	2014
Scoping	01/07 - 12/07								
PE/ENV	07/07 - 05/11								
PS&E	09/09 - 08/11								
Right of Way	10/09 - 08/11								
Construction	03/11 - 01/15								

### Project Funding Plan

Project Components	Total Costs (\$ x 1, 000)	Funding (\$ x 1,000)											
		CMAQ	Caltrans: STIP	CMA: TIP	CCTA Measure J	CCTA Measure B	BAAQM D TFCA	WCCTAC	ACTC PPM	CMIA	TLSP	AC Transit	Total
Project Scoping	\$251.0	\$0	\$251.0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$251.0
PA/ED	\$6,713.4	\$2,078.4	\$699.9	\$966.6	\$2,212.9	\$645.3	\$104.1	\$6.0	0	\$0	\$0	\$0	\$6,713.4
PS&E	\$6,240.6	\$1,164.6	\$3.1	\$113.4	\$2,513.1	\$1,154.7	\$1,050.9	\$41.0	\$200.0	\$0	\$0	\$0	\$6,240.6
Right of Way	\$150.0	\$0	\$0	\$0	\$150.0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150.0
Construction Support	\$15,624.0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,200.0	\$7,424.0	\$0	\$15,624.0
Construction Capital	\$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

***I-580 Westbound HOV Lane Project (PN 424.0)*** – Construction of a westbound HOV lane from the Greenville overcrossing in Livermore to the Foothill Boulevard overcrossing in Pleasanton.

## Project Schedule

### *West Segment Project Schedule*

Project Phase	Schedule*	2007	2008	2009	2010	2011	2012	2013	2014
PE/ENV	07/07 - 10/09								
PS&E	06/08 - 11/11								
Right of Way	04/08 - 04/12								
Adv. / Award Period	12/11 - 06/12								
Construction	06/12 - 06/14								

### *East Segment Project Schedule*

Project Phase	Schedule*	2007	2008	2009	2010	2011	2012	2013	2014
PE/ENV	07/08 - 08/11								
PS&E	06/08 - 12/11								
Right of Way	04/08 - 02/12								
Adv. / Award Period	12/11 - 03/12								
Construction	05/12 - 05/14								

## Project Funding Plan

Project Components	Total Costs (\$ x1,000)	Funding (\$ x 1,000)								
		Caltrans PPM	I-BOND CMIA	RM2	Others: LONP	Others: Local Fed	SHOPP	Others: Local Measure B	Other Local Livermore	TVTC
PID	\$701.8	\$57.0	\$0	\$644.8	\$0	\$0	\$0	\$0	\$0	\$0
PA/ED	\$7,399.4	\$0	\$0	\$7,399.4	\$0	\$0	\$0	\$0	\$0	\$0
PS&E	\$5,345.5	\$4	\$0	\$3,385.8	\$0	\$250.0	\$0	\$409.3	\$300.0	\$1,000.0
Right of Way	\$2,630.0	\$0	\$0	\$2,630.0	\$0	\$0	\$0	\$0	\$0	\$0
Construction Support	\$15,140.7	\$0	\$13,265.0	\$1,645.0	\$0	\$0	\$0	\$230.7	\$0	\$0
Construction Capital	\$139,934.0	\$0	\$88,435.0	\$188.0	\$14,365.0	\$0	\$33,400.0	\$2,046.0	\$1,500.0	\$0
Total	\$171,151.4	\$57.4	\$101,700.0	\$15,893.0	\$14,365.0	\$250.0	\$33,400.0	\$2,686.0	\$1,800.0	\$1,000.0

***I-580 Westbound Express (HOT) Lane Project (PN 424.1)***- Construction of a westbound express (HOT) lane from the Greenville overcrossing in Livermore to the San Ramon Road/Foothill Boulevard overcrossing in Pleasanton.

### Project Schedule

Project Phase	Schedule*	2010	2011	2012	2013	2014
Scoping / PSR	02/11 - 11/11					
PE/ENV	11/11 - 10/12					
PS&E	06/12 - 06/13					
Right of Way	06/12 - 06/13					
Adv. / Award Period	06/13 - 09/13					
Construction	09/13 - 03/14					
System Maintenance	06/12 - 03/14					
System Integration	02/13 - 03/14					

### Project Funding Plan

Project Components	Total Costs (\$ x1, 000)	Total Costs (\$ x1, 000)			
		TVTC	IMD	Shortfall	Total Funding
Planning/ Scoping	\$1,250.0	\$700.0	\$550.0	\$0	\$1,250.0
PA/ED	\$450.0	\$0	\$450.0	\$0	\$450.0
PS&E	\$300.0	\$300.0	\$0	\$0	\$300.0
System Integrator	\$6,000.0	\$0	\$0	\$6,000.0	\$6,000.0
Right of Way / Utilities	\$200.0	\$200.0	\$0	\$0	\$200.0
Construction Support	\$900.0	\$900.0	\$0	\$0	\$900.0
Construction Capital	\$7,400.0	\$1,300.0	\$0	\$6,100.0	\$7,400.0
Total	\$16,500.0	\$3,400.0	\$1,000.0	\$12,100.0	\$16,500.0



**Combined I-580 Eastbound Express (HOT) Lane Project / Eastbound Auxiliary (AUX) Lane**

**(PN 420.4, 420.5)-** Construction of a double express (HOT) lane project with standard left shoulder and lane widths from Hacienda to Greenville except for the portion between El Charro Road and Isabel Avenue and construction of an auxiliary lane between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore.

**Combined Project Schedule**

Project Phase	Schedule	2007	2008	2009	2010	2011	2012	2013	2014
PE/ENV	11/07 - 09/11								
PS&E	12/09 - 03/12								
Right of Way	09/11 - 03/12								
Adv. / Award Period	04/12 - 08/12								
Construction	08/12 - 04/14								

**Combined Project Funding Plan**

Project Components	Total Costs (\$ x1, 000)	Funding (\$ x 1,000)							Total Funding
		TVTC	CMIA	RM2	I-580 Corridor - EB HOV	ARRA	Fed	Shortfall	
PE/ENV	\$3,604.4	\$918.1	\$0	\$2,686.2	0	0	0	\$0	\$3,604.4
PS&E	\$725.0	\$343.7	\$0	\$733.8	0	\$120.4	\$225.0	\$880.0	\$725.0
System Integrator	\$7,667.6	\$288.2	\$0	0	0	\$7,379.6	\$0	\$0	\$7,667.6
Right of Way	\$900.0	\$0	\$0	\$700.0	0	\$0	\$0	\$200.0	\$900.0
Construction Support	\$4,295.0	\$0	\$2,535.0	\$965.0	0	\$0	\$0	\$795.0	\$4,295.0
Construction Capital	\$38,717.0	\$0	\$19,028.0	\$8,075.0	\$4,989.0	\$0	\$0	\$6,625.0	\$38,717.0
Operations & Maintenance	\$1,450.0	\$1,450.0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,450.0
Total	\$58,937.0	\$3,000.0	\$21,563.0	\$13,160.0	\$4,989.0	\$7,500.0	\$225.0	\$8,500.0	\$58,937.0



***I-680 Express (HOT) Lane Project (PN 210 / 372)*** - Widening of southbound Interstate 680 from State Route (SR) 84 in Alameda County to SR 237 in Santa Clara County, to accommodate the existing HOV Lane and the Express (HOT) Lane.

### Project Schedule

Project Phase	Schedule	2007	2008	2009	2010	2011	2012	2013	2014
PE/ENV/PS&E	02/04 - 03/08								
Right of Way	05/07 - 06/08								
Electronic Toll System	12/08 - 09/10								
Construction	11/08 - 12/11*								

### Project Funding Plan

Project Components	Total Costs (\$ x1, 000)	Funding (\$ x 1,000)								
		VPPL	HP21 Demo	STIP RIP	STIP PPM	TCRP (LONP)	ACTIA (2000 Measure B)	CMA TIP	Local (Santa Clara)	Total Funding
PE/ENV/PS&E	\$8,399.6	\$1,642.6	\$2,399.9	\$0	\$28.6	\$0	\$3,512.0	\$661.8	\$154.7	\$8,399.6
Construction Support	\$13,525.7	\$1,088.2	\$1	\$1,816.6	\$61.4	\$0	\$10,021.2	\$538.2	\$0	\$13,525.7
Construction Capital	\$27,228.3	\$732.8	\$0	\$6,183.4	\$0	\$12,000.0	\$466.8	\$0	\$7,845.3	\$27,228.3
Total	\$49,153.6	\$3,463.6	\$2,400.0	\$8,000.0	\$90.0	\$12,000.0	\$14,000.0	\$1,200.0	\$8,000.0	\$49,153.6

***Webster Street SMART Corridor Project (PN 440.0)*** – Implementation of an Intelligent Transportation System (ITS) or SMART Corridor to improve safety and operations of transit and vehicular modes along the Webster Street corridor between the intersections of Central Avenue in Alameda and Harrison Street / 7th Street intersection in Oakland.

### Project Schedule

Project Phase	Schedule	2007	2008	2009	2010	2011	2012	2013	2014
PS&E	07/09 - 08/10								
Listing Period	03/11 - 04/11								
Construction	04/11 - 12/13								

### Project Funding Plan (Partial)

Project Components	Total Costs (\$ x1,000)	Funding (\$ x 1,000)						
		2007 TFCA	2008 TFCA	Fed Earmark	2009 TFCA	MTC 1	Energy Block Grant	MTC2
PA/ED / E-76	\$93.4	\$0	\$0	\$1.5	\$91.9	\$0	\$0	\$0
PS&E	\$486.8	\$100.0	\$370.8	\$0	\$16.0	\$0	\$0	\$0
Construction Support	\$144.0	\$0	\$49.2	\$0	\$94.8	\$0	\$0	\$0
Construction Capital	\$903.8	\$0	\$0	\$338.5	\$197.3	\$92.0	\$90.0	\$186.0
Total	\$1,628.0	\$100.0	\$420.0	340.0	\$400.0	\$92.0	\$90.0	\$186.0



# *Certificate of Leadership*

Presented to

*Alameda County Transportation Commission*

In Recognition of Your Support and Commitment to the Success of  
The District 4 Calmentor Program

Presented on this 7th day of April 2011

A handwritten signature in dark ink, appearing to read 'Bijan Sartipi', is written over a horizontal line.

Bijan Sartipi, District 4 Director  
California Department of Transportation

A handwritten signature in dark ink, appearing to read 'Dan McElhinney', is written over a horizontal line.

Dan McElhinney, Chief Deputy District 4 Director  
California Department of Transportation

A handwritten signature in dark ink, appearing to read 'Curtis Linskov', is written over a horizontal line.

Curtis Linskov, Chairperson  
District 4 Calmentor Program

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