



COMMISSION MEETING NOTICE

Thursday, April 25, 2013 2:00 P.M.

1333 Broadway, Suite 300

Oakland, California 94612

(see map on last page of agenda)

Scott Haggerty
Rebecca Kaplan

Chair
Vice Chair

Arthur L. Dao
Vanessa Lee

Executive Director
Clerk of the Commission

Commission Chair

Scott Haggerty, Supervisor-District 1

Commission Vice Chair

Rebecca Kaplan, Councilmember,
City of Oakland

AC Transit

Elsa Ortiz, Director

Alameda County

Supervisors

Richard Valle – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

BART

Thomas Blalock, Director

City of Alameda

Marilyn Ezy Ashcraft, Vice Mayor

City of Albany

Peggy Thomsen, Mayor

City of Berkeley

Laurie Capitelli, Councilmember

City of Dublin

Tim Sbranti, Mayor

City of Emeryville

Ruth Atkin, Councilmember

City of Fremont

Suzanne Chan, Councilmember

City of Hayward

Marvin Peixoto, Councilmember

City of Livermore

John Marchand, Mayor

City of Newark

Luis Freitas, Councilmember

City of Oakland

Larry Reid, Vice Mayor

City of Piedmont

John Chiang, Mayor

City of Pleasanton

Jerry Thorne, Mayor

City of San Leandro

Michael Gregory, Vice Mayor

City Of Union City

Carol Dutra-Vernaci, Mayor

Executive Director

Arthur L. Dao

AGENDA

Copies of individual Agenda items are available online at:

www.alamedactc.org

1 Pledge of Allegiance

2 Roll Call

3 Public Comment

Members of the public may address the Commission 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 Report

5 Executive Director Report

6 Approval of Consent Calendar

- 6A. [Minutes of March 28, 2013 – Page 1](#) A
- 6B. [I-580 Corridor High Occupancy Vehicle \(HOV\) Lane Projects Status Update – Page 5](#) I
- 6C. [I-580 Express \(HOT\) Lane Projects Status Update – Page 17](#) I
- 6D. [I-580 Express \(HOT\) Lanes Work Plan – Page 31](#) I
- 6E. [Congestion Management Program \(CMP\): Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments – Page 53](#) I
- 6F. [Approval of 2013 Alameda CTC Retreat Outcomes for Planning Studies Prioritization, Outreach Approach and Implementation Timeline – Page 61](#) A

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- 6G. [Approval of Strategic Planning and Programming Policy for Integration with the 2013 Congestion Management Program \(CMP\) Update and 2014 State Transportation Improvement Plan \(STIP\) Development Process – Page 71](#) A
- 6H. [California Transportation Commission \(CTC\) March 2013 Meeting Summary – Page 83](#) I
- 6I. [Approval for Continuation of Countywide Bicycle Safety Education Program – Page 85](#) A
- 6J. [Draft Vehicle Registration Fee \(VRF\) FY 2013/14 Allocation Plan – Page 101](#) I
- 6K. [Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program Summary of Applications Received– Page 121](#) I
- 6L. [Approval of Draft FY 2013/14 Measure B Capital Program Allocation Plan Update and Assumptions – Page 125](#) A
- 6M. [Downtown Oakland Streetscape Improvements \(ACTC Project No.604.0\) Approval of Time Extension for Project Specific Funding Agreement No.2003-02 \(Amendment No. 2\) Between the Alameda CTC and the City of Oakland – Page 155](#) A
- 6N. [Westgate Parkway Extension Project \(ACTIA 18B\) - Allocation of 2000 Measure B Capital Funding – Page 159](#) A
- 6O. [I-880/Mission Boulevard \(Route 262\) Interchange Completion Project \(ACTA MB196\) - Approval of Amendment to Professional Services Agreement \(A99-003\) with PB Americas for Right of Way Closeout Activities and Design Service During Construction – Page 161](#) A
- 6P. [Approval of the Alameda CTC Investment Policy– Page 165](#) A
- 6Q. [Approval of the Creation of an Alameda CTC Other Postemployment Benefits Trust through the California Employers’ Retiree Benefit Trust and Delegate the Authority to Request Disbursements from that Trust – Page 179](#) A
- 6R. [Approval of Advisory Committee Appointments– Page 193](#) A

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

- 7A. [Bicycle and Pedestrian Advisory Committee- Midori Tabata, Chair](#) I
– Page 205
- 7B. [Citizens Advisory Committee – Barry Ferrier, Chair](#) – Page 207 I

- 7C. [Citizens Watchdog Committee – James Paxson](#), Chair – Page 209 I
- 7D. [Paratransit Advisory and Planning Committee](#) – Sylvia Stadmire, Chair I
– Page 211

8 Planning, Policy and Legislation Committee Action Items

- 8A. [Approval of Legislative Positions and Update](#) – Page 227 I/A
- 8B. Plan Bay Area Presentation* I

9 Programs and Projects Committee Action Items

- 9A. [FY 2012-13 Coordinated Funding Program: Summary of Applications Received](#) – Page 237 I
- 9B. [Alameda CTC Semi-Annual Programs Status Update](#) – Page 243 I
- 9C. [Alameda CTC Semi-Annual Capital Projects Status Update](#) – Page 265 I

10 Member Reports (Verbal)**11 Adjournment-Next Meeting- May 23, 2013****Key: A- Action Item; I – Information Item**

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

(*) Materials will be distributed at the meeting.

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

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*May 2013 Meeting Schedule:**Some dates are tentative.**Persons interested in attending should check dates with Alameda CTC staff.*

Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	May 7, 2013	1333 Broadway, Suite 300
I-580 Policy Advisory Committee (PAC)	9:15 am	May 13, 2013	1333 Broadway, Suite 300
I-680 Sunol Smart Carpool Lane Joint Powers Authority Committee (JPA)	9:00 am	May 13, 2013	1333 Broadway, Suite 300
Planning, Policy and Legislation Committee (PPLC)	10:00 am	May 13, 2013	1333 Broadway, Suite 300
Programs and Projects Committee (PPC)	11:30 pm	May 13, 2013	1333 Broadway, Suite 300
Finance and Administration Committee (FAC)	1:00 pm	May 13, 2013	1333 Broadway, Suite 300
Alameda CTC Commission Meeting	2:00 pm	May 25, 2013	1333 Broadway, Suite 300



**ALAMEDA COUNTY TRANSPORTATION COMMISSION
MINUTES OF MARCH 28, 2013
OAKLAND, CALIFORNIA**

1. Call to Order/Pledge of Allegiance

Vice Chair Kaplan called the meeting to order at 2:00pm.

2. Roll Call

Lee conducted the roll call. A quorum was confirmed.

3. Public Comment

There were no public comments.

4. Chair/Vice Chair Report

There was no Chair or Vice Chair Report.

5. Executive Director Report

Art Dao stated that he, Tess Lengyel and Chair Haggerty would be in Washington DC, the second week of April, meeting with delegation to discuss the Alameda CTC legislative agenda for the upcoming year. He stated that he attended several meetings including the City Manager meeting, a meeting with Contra Costa Transportation Authority and Solano Transportation Authority, and Caltrans Director regarding MAP 21. He concluded by reminding the Commissioners that the Form 700 were due by the end of the week.

6. Approval of Consent Calendar

6A. Minutes of February 28, 2013

6B. I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Status Update

6C. I-580 Express (HOT) Lane Projects Status Update

6D. I-580 Express (HOT) Lane System Integration Status Update

6E. Congestion Management Program: Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments

6F. Approval of Policy Framework for Planning, Programming and Monitoring at Alameda CTC

6G. Approval of the Final Alameda County Priority Development Area Investment and Growth Strategy

6H. Review of Complete Streets Local Policy Approvals Update

- 6I. Dumbarton Rail Corridor (ACTIA No. 25) – Approval of the Deadline Extension for Environmental Clearance and Full Funding for the Measure B Transportation Sales Tax Program Funded Project**
- 6J. Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project**
- 6K. Approval of an Amendment to the Fiscal Year 2012-2013 Professional Services Agreement with Koff & Associates for Human Resource Consulting Services**
- 6L. Approval of a Proposed Update to the Fiscal Year 2012-2013 Consolidated Budget for the Alameda CTC**
- 6M. Approval of Paperless Distribution of Alameda CTC Commission, Committee and Subcommittee Meeting Packets**
- 6N. Approval of Advisory Committee Appointments**

Item 6G was pulled from the consent calendar. Public comments were heard on Item 6G by Gloria Bruce (East Bay Housing Organization) and Christy Leffall (Urban Habitat). Councilmember Capitelli motioned to approve Item 6G. Councilmember Atkin seconded the motion. The motion passed 17-0.

Director Blalock motioned to approve the remainder of the Consent Calendar. Supervisor Carson seconded the motion. The motion passed 17-0.

7. Community Advisory Committee Reports

7A. Bicycle and Pedestrian Advisory Committee (BPAC)

No one was present from BPAC.

7B. Citizens Advisory Committee (CAC)

No one was present from CAC.

7C. Citizens Watchdog Committee (CWC)

James Paxson, CWC Chair, stated that the CWC appointed four new members, reviewed the draft compliance report summary, created a subcommittee for the CWC annual report and received an update on the One Bay Area Grant program and the financial investments and budget. The next meeting is scheduled for June 10, 2013.

7D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, PAPCO Chair, stated that PAPCO members created subcommittees for finance and program plan review and have begun reviewing applications received for the Federal Capital 5310 Grant Program. She stated that PAPCO serves as the Paratransit Coordinating Council for Alameda County and was preparing to score FTA 5310 applications for capital funding. She concluded with updating the Commission on Committee vacancies.

8. Planning, Policy and Legislation Committee Action Items

8A. Metropolitan Transportation Commission (MTC) Express Lane Network Update

Andy Fremier, MTC Deputy Director provided an update on the the MTC Express Lane Network. Mr. Fremier provided information on the development, operation, and financing of the express lane facilities and reviewed the approved responsibility of the Bay Area Infrastructure Financing Authority (BAIFA).

Mayor Sbranti wanted to know the funding mechanisms for the express lane network. Mr. Fremier stated that funding will come from re-allocating existing funding and possibly from bond issuance.

Mayor Sbranti wanted to know if the HOV lane will continue to be free. Mr. Fremier stated that it would.

Councilmember Atkin wanted clarification on speeding enforcement. Mr. Fremier sated that MTC is working with the highway patrol and Caltrans regarding speeding violations. Mr. Dao stated that the I-580 Policy Committee received quarterly reports regarding all express lane violations including speed.

Councilmember Atkin questioned what happens to revenue generated from the Express Lane. Mr. Fremier stated BAIFA Board was directly responsible for decisions regarding revenues.

Vice Mayor Ashcraft asked what the project was converting existing HOV lanes to. Mr. Fremier stated that they would be converted to Express lanes.

Director Harper wanted to know if it would be possible to open an additional lane on I-880, if I-580 were open to trucks. Mr. Dao stated that staff will be initiating a goods movement study that deals with rail and frieght issues.

This Item was for information only.

8B. Legislative Update and Approval of Legislative Positions

Tess Lengyel provided an update on state and federal legislative initiatives. On the federal level, Ms. Lengyel updated the Commission on issues regarding sequestration, budget cuts and MAP-21 implementation. She stated that the president had not released the budget. On the state level, Ms. Lengyel stated that staff was reviewing over 2100 newly introduced Bills and highlighted important updates regarding lowering the voter thresholds and Cap & Trade revenues.

Vice Mayor Ashcraft requested that staff clarify Alameda CTC's involmnet on the National Frieght Advisory Committee. Ms. Lengyel stated that staff has submitted an appolication for the Alameda CTC Chair, Supervisor Scott Haggerty to be appointed to the Committee and represent Alameda CTC on a nation level. She stated that staff will inform the full Commission of the outcome of the request.

This Item was for information only.

8C. Summary of Alameda CTC Retreat

Beth Walukas reviewed the outcomes of the 2013 Alameda CTC Retreat including a defined focus on needs and priorities, an increase in overall communications and the expansion of communications with elected officials. Ms. Walkukas concluded by stating that staff will bring an implentation timeline, planning studies and the outreach approach to the full Commission in April.

This Item was for information only,

9. Programs and Projects Committee Action Items

9A. Coordinated Call For Projects Update

Matt Todd provided a review of the Coordinated Call for Projects. He stated that applications were released February 4, 2013 and were due Friday, March 15, 2013. Mr. Todd stated that there is \$65 million available for programming which includes OBAG grant funds, Measure B funds and Vehicle Registration Fee funds. He concluded by stating that the final program will be brought to the Commission in June.

This Item was for information only.

9B. Measure B Special Transportation for Seniors and People with Disabilities Program Overview

John Hemiup provided an overview of the Measure B Special Transportation for Seniors and People with Disabilities Program. Mr. Hemiup reviewed the special transportation services that Measure B funds and stated that the majority of funding goes towards ADA mandated services, which are provided by three programs: East Bay Paratransit which is operated a joint venture between AC Transit and BART, non-mandated City-Based programs which include LAVTA and Union City Transit; and finally the competitive Gap Grant program. Mr. Hemiup provided a review of each program, fund distribution to cities, a summary of trips provided by Alameda CTC. He concluded by stating that PAPCO hosts an annual mobility workshop and provides extensive education and outreach.

This Item was for information only.

10. Other Business

10A. Recognition of Safe Routes to School Golden Sneaker Award Recipients

Principal Cher Sitan and Parent Champion Darlene Lee from McKinley were recognized as Safe Routes to School Golden Sneaker Awards Recipients.

11. Member Reports

There were no member reports.

10. Adjournment: Next Meeting – April 25, 2013

The next meeting will be held on April 25, 2013 at 2:00pm.

Attest by:



Vanessa Lee
Clerk of the Commission



Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: I-580 Express Lane Policy Committee
SUBJECT: I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects Status Update

Recommendation

This is an informational item only. No action is required.

Summary

The Alameda CTC is the sponsor for the I-580 Corridor High Occupancy Vehicle (HOV) Lane Projects, which will construct an HOV lane in both the Eastbound and Westbound directions along I-580 from Pleasanton to Livermore. The projects are designed to provide increased capacity, safety and efficiency for commuters and freight along the primary trade corridor connecting the Bay Area with the Central Valley.

As project sponsor, the Alameda CTC has been working in partnership with Caltrans, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects. The construction contracts are being administered by Caltrans; the current status of each is as follows:

- I-580 Eastbound HOV Lane Project (Segments 1 and 2) is complete and the HOV lane was opened to traffic in 2010. The construction contract for auxiliary lanes (Segment 3) was awarded on November 16, 2012. Construction activity will begin in April 2013.
- I-580 Westbound HOV Lane Project will be constructed in two separate construction contracts: an eastern segment from Greenville Road to Isabel Avenue and a western segment from Isabel Avenue to Foothill/San Ramon Road. The construction contract for the western segment was awarded on October 29, 2012; the eastern segment was awarded on November 20, 2012. Construction activity began in March 2013. A groundbreaking ceremony is currently being planned in cooperation with Caltrans for late May 2013.

Attached for the Committee's review, are the monthly status reports for both the I-580 Eastbound HOV Lane Project and the I-580 Westbound HOV Lane Project; each report covers activities through March 31, 2013.

Discussion

I-580 Eastbound HOV Lane

The I-580 Eastbound HOV Lane Project is comprised of three segments:

- Segment 1 and 2 provided one HOV lane in the eastbound direction from Greenville Road to Hacienda Drive. Construction was completed in 2010.
- Segment 3 limits span from Hacienda Drive to Greenville Road and will construct eastbound auxiliary (AUX) lanes from Isabel Avenue to First Street in Livermore. In addition, the project will widen the eastbound bridges at Arroyo-Las Positas, pave and stripe all lanes in the eastbound direction from Hacienda Drive to Greenville Road and make other improvements to accommodate conversion of the HOV lane to a double express / high occupancy toll (HOT) lane facility.

Design and right-of-way acquisition work for Segment 3 was completed in May 2012. The bids for this segment were opened on October 5, 2012. The apparent low bidder was OC Jones & Sons with a bid 6.22% below the Engineer's Estimate. The contract was awarded to OC Jones & Sons on November 16, 2012. Construction activity will begin in April 2013.

The total cost of I-580 Eastbound HOV Lane Project is \$137.1M. The project is funded from a combination of local, state and federal funds. The California Transportation Commission allocated \$21.56M CMIA and \$5M SHOPP funds for Segment 3 at their May 2012 meeting. Both CMIA and SHOPP allocations were adjusted to reflect the bid savings at the contract award. See Attachment A for detailed project funding and financial status.

I-580 Westbound HOV Lane

The I-580 Westbound HOV Lane Project will provide a westbound HOV lane from the Greenville Overcrossing in Livermore to the San Ramon / Foothill Road overcrossing in Dublin / Pleasanton. The project will also provide an auxiliary lane from Vasco Road to First Street; First Street to North Livermore Avenue; North Livermore Avenue to Isabel Avenue; and from Airway Boulevard to Fallon Road and will rehabilitate the existing pavement. The widening of the Arroyo Las Positas Creek Bridges has been included in Segment 3 of Eastbound HOV Lane Project in order to avoid conflict during construction between contractors. The westbound project will be constructed in two separate construction contracts:

- An East Segment from Greenville Road to Isabel Avenue, and
- A West Segment from Isabel Avenue to San Ramon/Foothill Road.

The total cost of the I-580 Westbound HOV Project is \$145.2M. The project is funded from local, state and federal funds. California Transportation Commission allocated \$101.7M CMIA, \$29.4M SHOPP and \$10.0M TCRP funds at their April, May and September 2012 meetings. Both CMIA and SHOPP allocations were adjusted to reflect bid savings at the contract award. See Attachment B for detailed project funding and financial status.

Design and right-of-way acquisition work for both segments was completed in May 2012. The bids for the western segment were opened on August 29, 2012; the apparent low bidder was DeSilva Gates Construction with a bid 23.32% below Engineer's Estimate. The bids for the eastern segment were opened on September 19, 2012; the apparent low bidder was Ghilotti Construction Company with a bid 16.33% below Engineer's Estimate. The west segment contract was awarded October 29, 2012 and the east segment contract was awarded on November 20, 2012. Construction activity began in March 2013.

Benefits

The I-580 Eastbound HOV Project has reduced peak period congestion and delay by providing a new HOV lane for carpooling motorists and transit riders. The I-580 Westbound HOV Project will complement the newly completed eastbound HOV lane and provide similar benefits. The new lane aims to encourage ridesharing and transit use and to reduce the number of single occupant vehicles on the mainline. AUX lanes are designed to improve highway operations by separating vehicle on and off movements on the mainline from the faster moving through traffic lanes. This project will support regional air quality attainment goals by reducing the numbers of automobiles in use and idling in traffic. It will also improve safety for motorists and maintenance workers by providing adequate inside and outside shoulders where possible, allowing a refuge area for disabled vehicles and improving accessibility for the California Highway Patrol (CHP) and emergency and maintenance vehicles.

Fiscal Impact

This is an informational item and there is no fiscal impact.

Attachment(s)

- Attachment A: I-580 Eastbound HOV Lane Project Monthly Progress Report
- Attachment B: I-580 Westbound HOV Lane Project Monthly Progress Report
- Attachment C: I-580 Corridor HOV Lane Projects – Location Map

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ATTACHMENT A
I-580 Eastbound HOV Lane
Monthly Progress Report
Through March 31, 2013

PROJECT DESCRIPTION

The Eastbound I-580 HOV Lane Project includes three segments: Segment 1, Segment 2 and Segment 3:

- **Segment 1** - HOV lane construction from Greenville Road to Portola Avenue.
- **Segment 2** - HOV lane construction from Portola Avenue to Hacienda Drive.
- **Segment 3** - Auxiliary (AUX) Lane from Hacienda Drive to Greenville Road. Project scope includes:
 - Construction of AUX lanes from Isabel Avenue to First Street;
 - Pavement width necessary for a double high occupancy toll (HOT) lane facility;
 - Final lift of asphalt concrete (AC) pavement and striping for entire eastbound project limits from Hacienda Drive to Portola Avenue;
 - The soundwall that was deleted from the I-580/Isabel Avenue Interchange Project; and,
 - The widening of two bridges at Arroyo Las Positas in the eastbound direction.

CONSTRUCTION STATUS

Segment 1 - The HOV lane from Greenville Road to Portola Avenue was opened to traffic in October 2009. The construction contract of this segment was accepted on February 2, 2010.

Segment 2 - The HOV lane from Hacienda Drive to Portola Avenue was opened to traffic in November 2010. The construction contract was accepted on September 30, 2011.

Segment 3 – The Auxiliary Lane project from Hacienda Drive to Greenville Road was advertised on July 9, 2012 and bids were opened on October 5, 2012. The apparent low bidder was OC Jones & Sons with a bid 6.33% below the Engineer’s Estimate. The contract was awarded to OC Jones & Sons by Caltrans on November 16, 2012. Caltrans is reviewing initial submittals and anticipates the contractor starting field work in April 2013.

SEGMENT 3 ANTICIPATED CONSTRUCTION STAGING & TRAFFIC HANDLING

Construction activities are expected to include both day and night work; final construction staging sequence may change based on contractor’s proposed plans. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes. Due to heavy day time traffic volumes, closing traffic lanes will create considerable traffic delays. For this reason, pavement rehabilitation work can only be done during night time hours. Night work will include setting lane closures and shifting traffic lanes (placement of k-rail and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and overlay) and electrical work. According to the approved lane closure charts by Caltrans, night work will occur

between 9:00 PM and 4:00 AM. Lane closures are expected, but complete freeway closure is not anticipated. Work within the median behind k-rail is expected as the first order of work and will occur during day time hours. In addition, all bridge work is expected to occur during day time hours. In cooperation with Alameda CTC, Caltrans will lead the public outreach effort; which is expected to occur following award of the construction contract.

FUNDING AND FINANCIAL STATUS

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

I-580 Eastbound AUX Lane Project Funding Plan at Award - Segment 3

Project Phase	Funding Source (\$ x million)						
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	Total
PA&ED		1.54	0.64				2.18
PS&E		1.38	0.92	0.23		0.07	2.60
ROW		0.20	0.06			0.33	0.59
Construct Cap	17.87	2.20			4.69	6.08	30.84
Construct Sup	2.53	1.12				1.09	4.74
TOTAL	20.40	6.44	1.62	0.23	4.69	7.57	40.95
Total Project Cost: \$40.95 M							

SCHEDULE STATUS

I-580 Eastbound AUX Lane Project Schedule - Segment 3

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

RECENT ACTIVITIES

Project was awarded on November 16, 2012.

UPCOMING ACTIVITIES

Construction activities are expected to begin April 2013.

ATTACHMENT B
I-580 Westbound HOV Lane
Monthly Progress Report
Through March 31, 2013

PROJECT DESCRIPTION

The Westbound I-580 HOV Lane Project includes three segments: Segment 1, Segment 2 and Segment 3:

- **Segment 1** - East HOV Segment; project limits are Greenville Road to Isabel Avenue.
- **Segment 2** - West HOV Segment; project limits are from Isabel Avenue to San Ramon Road in Dublin.
- **Segment 3** - Eastbound bridge widenings at Arroyo Las Positas Creek. The project scope of this segment has been combined with, and will be delivered as part of, the Segment 3 contract for the Eastbound HOV Lane Project.

CONSTRUCTION STATUS

Segment 1 (East Segment) – This project was advertised on July 16, 2012 and bids were opened on September 19, 2012. The apparent low bidder was Ghilotti Construction Company, Inc. with a bid 16.33% below Engineer's Estimate. The contract was awarded to Ghilotti Construction Company, Inc. by Caltrans on November 20, 2012. Caltrans is reviewing initial submittals and anticipates the contractor starting field work in April 2013.

Segment 2 (West Segment) – This project was advertised on June 25, 2012 and bids were opened on August 29, 2012. The apparent low bidder was DeSilva Gates Construction with a bid 23.32% below Engineer's Estimate. The contract was awarded to DeSilva Gates Construction by Caltrans on October 29, 2012. Caltrans is reviewing initial submittals and the contractor started construction activity in March 2013.

ANTICIPATED CONSTRUCTION STAGING & TRAFFIC HANDLING

Even though final construction staging sequence could change based on contractor's proposed plans, construction activities are expected to include both day and night work. Significant work is involved in rehabilitating the existing pavement which requires closing traffic lanes. Due to heavy day time traffic, closing traffic lanes will create significant traffic delays. As such pavement rehabilitation work can only be done during night time. Night work will include setting lane closures and shifting traffic lanes (placement of k-rail and striping work), existing pavement rehabilitation work (crack and seat, slab replacement and paving) and electrical work. According to the approved lane closure charts by Caltrans, night work will occur between 9:00 PM and 4:00 AM. Lane closures are expected but complete freeway closure is not anticipated. Work within the median behind k-rail is expected as first order of work and will occur during day time. All bridge work is expected during day time. In cooperation with Alameda CTC, Caltrans will lead the public outreach effort; which is expected to occur following award of the construction contracts.

FUNDING AND FINANCIAL STATUS

The I-580 Westbound HOV Lane Project is funded through federal, state, and local funds available for the I-580 Corridor. The total project cost is \$145.2M. The total programmed (committed) funding from federal, state and local sources is \$45.2M.

I-580 Westbound HOV Lane Project Funding Plan At Award Segment 1 (East Segment)

Project Phase	Funding Source (\$ x million)								Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	TCRP LONP	
PA&ED		4.44							4.44
PS&E		3.23		0.12		0.89	0.54		4.78
ROW		1.37							1.37
Const Cap	35.34		5.92	6.19	13.54	0.96			61.95
Const. Sup	6.52		1.59			2.06		0.24	10.41
Total	41.86	9.04	7.51	6.31	13.54	3.91	0.54	0.24	82.95
Total Project Cost: \$82.95 M									

Segment 2 (West Segment)

Project Phase	Funding Source (\$ x million)							Total
	CMIA	RM2	TCRP	FED	SHOPP	Meas. B	TVTC	
PA&ED		3.71						3.71
PS&E		2.71		0.10		0.73	0.46	4.00
ROW		1.12						1.12
Const Cap	33.73		2.49		9.61			45.83
Const. Sup	6.75					0.88		7.63
Total	40.48	7.54	2.49	0.10	9.61	1.61	0.46	62.29
Total Project Cost: \$62.29 M								

SCHEDULE STATUS

I-580 Westbound HOV Lane Project Schedule:

Segment 1 (East Segment):

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

Segment 2 (West Segment):

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

RECENT ACTIVITIES

- East Segment: Bids opened on September 19, 2012; construction contract awarded November 20, 2012.
- West Segment: Bids opened on August 29, 2012; construction contract awarded October 29, 2012. Construction activity began in March 2013.

UPCOMING ACTIVITIES

- East Segment: Construction activities expected to start April 2013.
- West Segment: Construction activities will include temporary striping, placement of temporary safety barrier and clearing the work area.

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I-580 Corridor HOV Lane Projects - Location Map



- I-580 Eastbound HOV Lane
- I-580 Eastbound AUX Lane
- I-580 Westbound HOV Lane

Map not to scale, for illustrative purposes only



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Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: I-580 Express Lane Policy Committee
SUBJECT: I-580 Express (HOT) Lane Projects Status Update

Recommendation

This is an informational item only. No action is required.

Summary

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

Both I-580 express lane projects are currently in the environmental phase which is estimated for completion in August 2013 and are scheduled to start construction immediately after the east and west segments of the I-580 Westbound HOV Lane and I-580 Eastbound Auxiliary Lane Projects are completed in 2014. These HOV lane projects will widen the freeway to provide the width needed for the express lane projects. The I-580 Eastbound and Westbound Express Lane Projects will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment and software. The express lane facility will be open for use in 2015.

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

Discussion

Delivery Strategy

I-580 Eastbound Express (HOT) and I-580 Westbound Express (HOT) Projects will be combined into one construction project. This will reduce bid advertising and construction support costs

and minimize potential conflicts with two contractors performing work within the same project limits and median of the highway.

Staff continues to work with Caltrans to add strategic express lane project elements to the existing I-580 Westbound HOV and I-580 Eastbound Auxiliary Lane construction contracts via contract change order, where feasible. The benefit of this approach is to avoid additional traffic disruptions to the traveling public and reduce or eliminate re-work. Items under consideration to be included as contract change order work includes:

- Electrical Conduit – across and along I-580
- Striping – stripe to final HOT configuration
- Install K-rail along median at sign locations

“Near Continuous” Access Configuration Status

Staff is currently moving forward with the concept of a “near continuous” access configuration in lieu of “limited” access for the express lanes on the I-580 corridor. The “near continuous” access configuration would eliminate the two foot buffer between the express lane and the general purpose lanes except at “hot spots” or “safety zones” such as between Hacienda and Fallon Road (eastbound) and Hacienda and I-680 (westbound). The project team is working on refining the traffic operations analysis for a “near continuous” access configuration. This process has required more work and time than originally anticipated; which will result in a delay in completion of the environmental phase of the two projects until approximately August 2013. The construction start date will not be delayed and is scheduled to start in fall 2014.

In addition, other project revisions are underway to implement the “near continuous” access concept including revisions to the toll systems software, changes to the location of the Dynamic Message Signs (DMS) and toll gantries, updating the Concept and Operations Plan and System Engineering and Management Plan, and analyzing zone tolling requirements.

Fiscal Impact

This is an informational item only and there is no additional fiscal impact.

Attachment(s)

Attachment A: I-580 Eastbound Express (HOT) Lane Project Monthly Status Report

Attachment B: I-580 Westbound Express (HOT) Lane Project Monthly Status Report

Attachment C: I-580 Express (HOT) Lanes System Integration Monthly Status Report

Attachment D: I-580 Corridor Express Lane Projects – Location Map

ATTACHMENT A
I-580 Eastbound Express (HOT) Lane Project
Monthly Status Report
Through March 31, 2013

PROJECT DESCRIPTION

The Eastbound I-580 Express or High Occupancy Toll (HOT) Lane Project will convert the newly constructed eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility which will include standard shoulder and lane widths where feasible.

PROJECT DELIVERY STATUS

The Environmental Phase for this project is underway as follows:

- Environmental studies are complete and the Initial Study and Environmental Assessment (IS/EA) is drafted and ready to circulate pending updating for changes to address “near continuous” access alternative and Caltrans approval of the Traffic Operational Analysis Report and Draft Project Report in June 2013. The estimated date of circulation of the draft IS/EA is June 2013. A 30 day public circulation period is required in addition to a public meeting expected in July 2013.
- Staff is working to coordinate with the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV - West Segment, I-580 Westbound HOV - East Segment, I-580 Eastbound HOV Segment 3 - Auxiliary Lanes) to add some express lane elements to the civil projects via contract change order (CCO). The following is a list of work under consideration to include by CCO:
 - Electrical Conduit – across and along I-580
 - Striping – stripe to final HOT configuration
 - Install K-rail along median at sign locations

POTENTIAL ISSUES/RISKS

- Funding – Current funding shortfall to implement “near continuous” approach. (See “Funding & Financial Status” at the end of Attachment C).
- Schedule impacts –additional project delays to the environmental phase due to refinement of traffic analysis for “near continuous” access configuration and final agreement of the Design Exceptions. Staff anticipates working on design details for “near continuous” access (location and number of toll gantries, zone tolling requirements) concurrently with completing the overall civil design to avoid delays to the start of construction which is scheduled to start in 2014.

SCHEDULE STATUS

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

Project Approval	August 2013
RTL	June 2014
Begin Construction	September 2014
End Construction	June 2015

RECENT ACTIVITIES

- Refining traffic studies for “near continuous” access alternative
- Updating the civil work cost estimate and System Integration scope & cost
- Discussing dynamic messaging and other sign plans with Caltrans to get their approval

UPCOMING ACTIVITIES

- Finalize Traffic Study refinements – Target date June 2013
- Finalize Draft Project Report – Target June 2013
- Circulate the Draft IS/EA for 30 day public comment – working toward June 2013 circulation of document; dependent on completion of additional work for conversion to “near continuous” access. A public meeting will be held during the 30 day comment period
- Working toward environmental clearance and project approval by Caltrans and the Federal Highway Administration by August 2013
- Determine items to be added to HOV lane projects via CCO – Target date May 2013

ATTACHMENT B
I-580 Westbound Express (HOT) Lane
Monthly Status Report
Through March 31, 2013

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

The environmental phase for this project is underway as follows:

- Traffic studies are being updated to include an evaluation of the “near continuous” access alternative.
- The environmental document, a Categorical Exemption (CE), is being prepared and environmental studies are underway.
- A Supplemental Project Report is being prepared.

POTENTIAL ISSUES/RISKS

- Funding – there is a current funding shortfall. (See Funding & Financial Status at the end of Attachment C)
- Schedule impacts –There are some delays associated with completing the traffic studies for the “near continuous” access approach. The target date for completion of the environmental phase is currently July 2013. At this time, staff anticipates to work on design details for “near continuous” access (location and number of toll gantries) concurrently with completing the overall civil design to avoid delays to the start of construction which is scheduled for fall 2014

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

Project Approval	July 2013
RTL	December 2013
Begin Construction	September 2014
End Construction	June 2015

RECENT ACTIVITIES

- Environmental technical studies and completion of traffic studies (including “near continuous” access configuration) are underway
- Draft geometrics and Supplemental Project Report (including Design Exceptions) are underway
- Discussing dynamic messaging and other sign plans with Caltrans for their approval.

UPCOMING ACTIVITIES

- Complete Traffic Studies – Target date April 2013
- Supplemental Project Report – Target date May 2013
- Draft Environmental Document (CE) – Target date May 2013
- Final environmental clearance – Target date July 2013

ATTACHMENT C
I-580 Express (HOT) Lanes Systems Integration
Monthly Status Report
Through March 31, 2013

SYSTEM INTEGRATION SCOPE DESCRIPTION

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

Detailed Discussion

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

In March 2010, the Alameda CTC retained Electronic Transaction Consultants (ETC) Corporation as its Systems Integrator for implementation of the new electronic toll collection system for the I-580 Eastbound Express Lanes facility. ETC's system design progressed based on a limited access configuration; which is comprised of a total of five access locations: three exclusive ingress/egress and two combined ingress/egress locations. As discussed at the I-580 PAC meetings since November 2012, the agency and ETC staff have been working towards revising the contract requirements to revise the express lane access configuration from "limited" to a "near continuous" operating concept and include additional tasks for implementing the electronic toll collection system for the Westbound I-580 Express Lane. The civil/roadway work described above will be removed from the systems integration work. With the revisions to the consultant services agreement, ETC would be responsible for the toll system design, development, factory testing, installation, integration, field testing and operations and maintenance, for the new I-580 express lanes in both directions of travel.

The "near continuous" concept provides additional access opportunities while reducing the footprint required for implementing a shared express/general purpose lane facility. In addition, it looks and feels almost like an HOV facility and, therefore, would expect to provide driver familiarity.

Project Status

The following is a detailed discussion of the major activities that are either progressing or planned for in 2013:

Project Geometry and Electronic Toll System Design

The civil/roadway designers have developed geometry for the “near continuous” express lanes operating concept. Geometric development is an iterative process as it requires close coordination with the operational analysis and needs to address operational, safety and enforcement issues. The latest version of the express lanes concept proposes the following:

In the eastbound I-580 direction:

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

In the westbound I-580 direction:

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

Additional coordination between the designers and Caltrans is necessary prior to finalizing the project geometry.

On a regular basis, the civil and toll system designers have been coordinating their designs and have determined the preliminary locations of the toll equipment, such as the Dynamic Message Signs (DMS), the toll antennas and readers. Final location of all of the express lanes related equipment will be determined based on Caltrans/Agency approval of project geometry. ETC staff will design the toll system software and hardware based on the identified new toll equipment locations, the power and communication sources, and the revised express lanes access configuration. ETC will also define the power and communication requirements for the electronic toll collection system design and provide this information to the civil/roadway design team for their power/communication design.

Traffic and Revenue Study

The travel demand forecast and toll revenue forecasts in both directions of the I-580 express lanes facility are being updated to reflect post-recession traffic numbers. In addition, the revenue model will incorporate the post-recession socio/economic conditions that have been experienced in the east county communities and the near continuous access concept.

While the “near continuous” access could potentially generate additional revenue, it might lead to an increase in revenue leakage due to challenges associated with enforcing express lane violations in a “continuous” express lane concept. Project staff is exploring an automated violation enforcement system concept to try and deter system violations, as described in subsequent sections of this memorandum.

Concept of Operations/System Engineering Management & Enforcement Plans

CDM Smith (formerly Wilbur Smith Associates) staff will be updating a concept of operations (Con Ops) plan and a system engineering management plan (SEMP) to reflect the changes described above. These plans will outline the engineering process, the testing process, QA/QC guidelines, toll maintenance and operations requirements, and communication network requirements, etc. A System Enforcement plan needs to be developed by CDM Smith, utilizing electronic equipment to deter/minimize toll evasion/violation. A final SEMP will include both the Con Ops and the System Enforcement plan as appendices; which will require FHWA review and approval.

Software and hardware design

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

Toll Pricing and Rate Publishing

As discussed in previous meetings, for practical purposes and to curtail toll violation, a zone-based toll pricing scheme likely will be implemented to effectively support the “near continuous” access configuration. The zone-based toll rates will be displayed to patrons via the DMSs. However, since the “near continuous” access approach is a new concept and first of its kind to be implemented in California, additional details for pricing and messaging will have to be analyzed and determined during the system design process, prior to finalizing the electronic toll collection and price-setting systems.

Toll Antennas, Readers and Violation Enforcement Subsystem

Closely spaced toll antennas and readers will help facilitate a “near continuous” access express lane configuration since it will lead to an effective FasTrak® transponder read. It should also support more effective toll violation enforcement. Various local and regional agencies are currently studying the potential effects of placing toll reader gantries at various intervals through the corridor, for example from ½ mile or 1 mile intervals, which is expected to effectively support a “near continuous” access express lane facility. While evaluating a preliminary project geometry and electronic toll collection system design, staff situated the toll gantries at approximately ¾ mile intervals. Efforts were made by the project design team to combine the tolling gantry and DMS locations at the same locations, for use in both directions of travel.

Since the “near continuous” access will employ an increased number of toll gantries (for readers), it will be difficult to enforce manual toll violation enforcement. Therefore, an automated toll violation enforcement system strategy will have to be designed and deployed to effectively manage the toll violation enforcement. The issues related to customer privacy, toll dispute resolution, customer service and issuance of automated violation tickets will have to be vetted to ensure that it can be implemented within the current California vehicle code and agency requirements. In addition, to enhance system violation detection, additional CCTV cameras and violation enforcement system (VES) cameras (for license plate capture) will need to be designed, developed, integrated into the toll system and installed.

MTC is currently reviewing these options, as documented in its draft Con Ops; which was prepared for its Tier 1 Express Lane projects. The MTC Con Ops discussed increased

implementation of “continuous access” within the Bay Area Express Lane Network, automated toll violation enforcement and a requirement that HOV users need to carry either switchable toll transponders or register (license) as carpool users. LA Metro implemented switchable transponders when it opened its express lanes on I-110 in November 2012, to accommodate the customers from the Greater LA Region. However, the I-680 Express Lane does not employ automated violation enforcement. The I-580 Express Lanes likely will accommodate both of these requirements for electronic toll system implementation with near continuous access.

The switchable transponders are new to Bay Area toll customers. Therefore, the robust public education/outreach program that the agency plans to employ, at least a year prior to opening the facility, will have to include additional information about these toll transponders (i.e. how to obtain it, who needs to use it, how it works, how to reach customer service, etc.).

Furthermore, for consistent customer experience, MTC may follow the Golden Gate Bridge Authority’s lead and implement another payment option, payment through pay-by-plate. The Single Occupant Vehicle (SOV) user can use the pay-by-plate option by registering their license plate(s). The user will be required to open up an account to pay via their license plate. Our initial assessment indicates that this payment option is likely to encounter challenges since it will be difficult to distinguish the HOV and SOV users in an open/shared express lane facility, unless every vehicle is required to register as either an HOV or SOV vehicle. Staff will continue to evaluate and collaborate with other toll operators and report back to the committee on whether the I-580 Express Lanes will employ such payment option.

A Work Plan for the I-580 Express Lanes; is included as Item 4C to the I-580 PC Agenda Package and includes a timeline for the approval of all toll policies and business operating rules, financial breakeven analysis, the SEMP; development of project delivery and financing strategies, completion of electronic toll system design, and development of a public education/outreach program. In addition, the policy matters/business rules will be discussed and adopted by the I-580 PC and Commission prior to implementation of the I-580 Express Lanes.

In summary, even though the “near continuous” access concept provides additional opportunities it is a relatively new concept for implementation in the region. Additional research, education and evaluation are necessary for effective implementation of such a concept for all future Alameda County Express Lanes, including the I-580 Express Lanes. Staff is committed to working closely with other likeminded agencies/industry experts to move forward and implement an effective electronic toll collection system strategy to effectively support a “near continuous” access express lane configuration.

SYSTEM INTEGRATION STATUS

- Alameda CTC and ETC staff have been working towards revising ETC contract requirements to revise the express lane access configuration from “limited” to a “near continuous” approach and include additional tasks for implementing the electronic toll collection system for the Westbound I-580 Express Lane.
- Express Lane sign plans have been submitted to Caltrans for their review and approval. Once the sign locations and other infrastructure elements are finalized, system design requirements will be developed.

RECENT ACTIVITIES

- Alameda CTC, URS, CDM Smith and ETC continue to discuss scope of System Integration work and ETC’s proposal.
- Continue to work on “zone tolling”, pricing and automated violation strategies.

UPCOMING ACTIVITIES

- Finalize contract negotiations with ETC – Target date April 2013
- ETC contract amendment – Target date May 2013 Commission Meeting
- Prepare Draft Concept Operations Plan – Target date June 2013
- Prepare Draft System Engineering Management Plan – Target date July 2013

FUNDING AND FINANCIAL STATUS

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

Project Phase	Funding Source (\$ x million)							
	ARRA	Federal Earmark	RM2	TVTC	TCRP Deferred	Local (Meas. B)	TBD	Total
PA&ED			1.39	2.17	0.10			3.66
PS&E			0.14	1.53	3.07			4.74
Sys. Int.	7.50				1.00		8.80	17.30
ROW				0.37				0.37
Const. Support			0.60	0.71	0.50	0.78	1.48	4.07
Construct Cap		1.00	1.92		1.33	0.69	16.42	21.36
O&M						0.18	0.30	0.48
TOTAL	7.50	1.00	4.05	4.78	6.0	1.65	27.00	51.98
Total Project Cost: \$51.98 M								

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I-580 Corridor Express Lane Projects - Location Map



- I-580 Westbound Express (HOT) Lane
- I-580 Eastbound Express (HOT) Lane

Map not to scale, for illustrative purposes only



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Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: I-580 Express Lane Policy Committee
SUBJECT: I-580 Express (HOT) Lanes – Work Plan

Recommendation

This is an informational item only. No action is required.

Summary

The purpose of this work plan is to establish a roadmap that will guide the Alameda CTC's project management staff through the process of delivering the I-580 Express Lanes project within scope, schedule and budget, from the early phases of project development activities through the final phases, such as toll lane implementation, operations and maintenance. The work plan also outlines a timeline for seeking from the I-580 Policy Committee (I-580 PC) and the Commission timely approval of toll policies/ business rules.

To effectively deliver the I-580 Express Lanes to the travelling public/customers, the *draft* project work plan (hereinafter referred to as "the Plan") specifically focuses on five separate implementation areas, listed below:

1. Project Delivery
2. Toll Policy and Business Rules
3. Customer Education and Marketing
4. Stakeholder Agreements and Permits
5. Project Financials

Detailed discussions of the Plan, including a timeline for achieving each work task activity are included in the *draft* Plan, attached as Attachment A to this staff report.

Discussion

The I-580 Express Lane Project involves converting the High Occupancy Vehicle (HOV) Lanes to a HOV/Express Lane facility in both directions of I-580. The project limits span from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/ Foothill Road in the westbound direction. Construction of the project will include two

distinct components: 1) civil-infrastructure improvements and 2) system integration. The civil-infrastructure component of construction will install sign gantries for dynamic messaging and overhead toll gantries/readers (toll collection via transponder reads), barriers for protecting the toll equipment, Close Circuit Television (CCTV) cameras, conduit for providing connections to power and communication sources, road lighting and final pavement striping for implementing the express lanes. The system integration work tasks will include tolling hardware design and software development, factory testing of design, equipment procurement, equipment and system installation, road geometry and toll system integration, and field testing of the toll equipment and all subsystems including the interfaces to the Bay Area Toll Authority (BATA) Regional Customer Service Center and Caltrans prior to implementing the new express lanes-toll collection system in the I-580 corridor.

Fiscal Impact

This is an informational item only and there is no fiscal impact.

Attachment(s)

Attachment A: Draft I-580 Express Lane Work Plan



Alameda County Transportation Commission *DRAFT* I-580 Express Lane Work Plan



Draft prepared on March 25, 2013

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Project Background

I-580 is a major commute and freight corridor connecting the San Francisco Bay Region with the Central Valley and the Greater Los Angeles Region. During the commute hours, the corridor experiences recurring traffic congestion and associated travel delays and traffic incidents, and for over a decade has been listed as one of the top ten congested corridors in the Bay Area. To address the traffic congestion and provide more reliable travel options to those using the corridor, the Alameda County Transportation Commission (Alameda CTC) is proposing to maximize the corridor capacity by converting High Occupancy Vehicle (HOV) lanes into HOV/Express Lanes to provide an option for the solo drivers to use the available/unused capacity in the HOV lanes for a fee, while not impeding the operations of the HOV facilities. The I-580 Express Lane is one of two Alameda County Express Lanes, authorized under California Assembly Bill (AB) 2032, signed into law in 2004. The I-580 Policy Committee (I-580 PC), an Alameda CTC standing committee, considers policy issues and / or reviews staff recommendations and makes recommendations to the Commission for adoption. I-680 is the other corridor authorized under AB 2032 to implement express lanes in Alameda County. The I-680 Southbound Express Lane is the only operational express lane in Alameda County.

The Alameda CTC formed a partnership with the Federal Highway Administration (FHWA), California Department of Transportation (Caltrans) and the California Highway Patrol (CHP) to develop and implement the I-580 Express Lanes Project. The Alameda CTC also

routinely involves the Metropolitan Transportation Commission (MTC) and local cities in close proximity to the project along the I-580 corridor, in the development of the project.

The Express Lane Project's main objectives are to:

- ✓ Expand choices for users within the corridor
- ✓ Increase efficiency of the transportation system by taking advantage of existing capacity without forfeiting the congestion relief and air quality benefits provided by HOV lanes
- ✓ Increase reliability and commuter time savings by reducing congestion in the corridor in both the express lane and general purpose lanes
- ✓ Allocate revenues generated by the express lanes that reinvest in the corridor as defined by an annual expenditure plan, adopted by the Commission, including funding for the design, preconstruction, construction, and operations of HOV facilities and transit improvements within the corridor



Figure 1: Example of an Express Lane Message Sign

The Project spans from Hacienda Drive in the City of Pleasanton to Greenville Road in the City of Livermore in the eastbound direction

(approximately 11 miles) and from Greenville Road to San Ramon Road/ Foothill Road in the City of Dublin in the westbound direction (approximately 14 miles). To reduce congestion and improve the traffic operations of the facility, a second HOV/Express Lane is proposed between Fallon Road and Vasco Road in the eastbound direction. The project is currently in the project approval and environmental document (PA&ED) phase with final design work tasks progressing in tandem. The project will implement dynamic pricing, (i.e. toll rates will change on a real time basis as the level of congestion changes within the corridor). The project is expected to implement “near continuous access,” a newer express lane concept that will provide multiple access opportunities for patrons to access and leave the facility. The “near continuous access” will look and feel like any other HOV facility in the Bay Area; however, a striped buffer separation will be provided between the HOV/Express Lane and the general purposes lanes at locations where operational issues are anticipated.

For additional information about the Project, please visit the Alameda CTC website at www.alamedactc.org.

A conceptual level lay out of the project is provided in Figure 3 on the following page.



Figure 2: Example of a “Near Continuous Access Express Lane” Facility

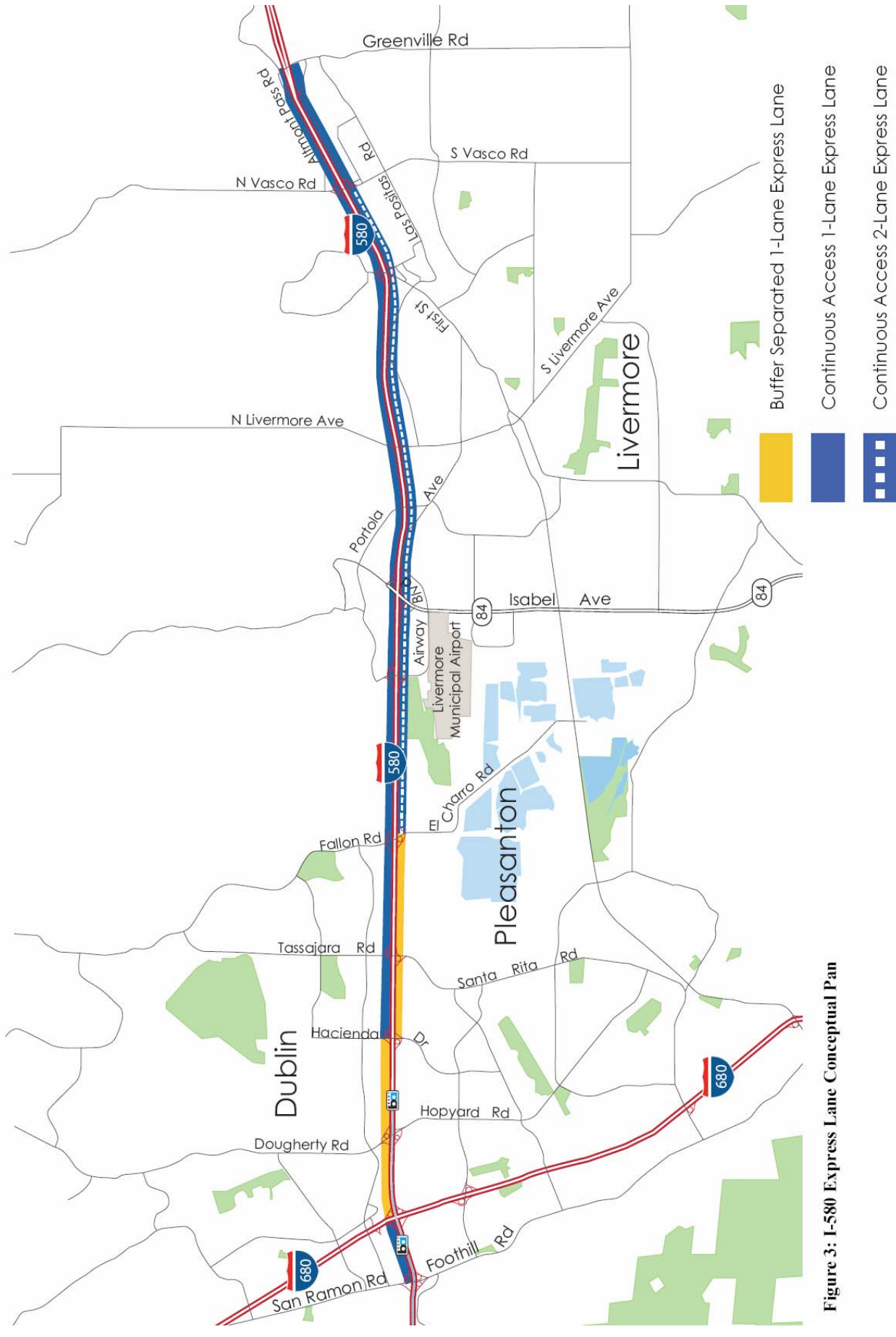


Figure 3: I-580 Express Lane Conceptual Plan

Work Plan

Purpose: The purpose of this work plan is to establish a roadmap that will guide the Alameda CTC’s project management staff through the process of delivering the I-580 Express Lanes project within scope, schedule and budget, from the early phases of project development activities through the final phases, such as toll lane implementation, operations and maintenance. In addition, the work plan outlines a timeline for seeking timely approval of the toll policies/ business rules by the I-580 PC and the Commission, and identifies responsible parties for delivering each work task activity.

Timeline: As described above, the project is in concurrent PA&ED and Final Design Phases. In addition, the electronic toll system (ETS) design is also progressing simultaneously. The major milestone project schedule dates are outlined below:

Project Approval	Aug 2013
Ready to List (Final Design Approval)	Jun 2014
ETS Design	Jun 2014
Begin Construction	Sep 2014
Open Express Lanes	Oct 2015
End Construction	Jan 2016

A comprehensive schedule is included as Attachment A to this work plan; it outlines the tasks to be accomplished in calendar years 2013 - 2016.

To effectively deliver the I-580 Express Lanes to the travelling public/customers, the project work plan (hereinafter referred to as “the Plan”) specifically focuses on five separate implementation areas:

1. Project Delivery
2. Toll Policies and Business Rules
3. Customer Education and Marketing
4. Stakeholder Agreements and Permits
5. Project Financials

Details of each are expanded on in subsequent sections of the Plan.

Section 1: Project Delivery

Several of the preliminary engineering and technical studies are complete. The remaining project delivery activities will be completed as described below and will culminate in 1) construction of the civil infrastructure improvements and 2) implementation of the electronic toll system (ETS).

- 1) **The civil infrastructure construction** contractor is expected to install sign gantries for dynamic messaging and overhead toll gantries/readers (toll collection via transponder reads), barriers for protecting the toll equipment, Close Circuit Television (CCTV) camera poles, and conduit for providing connections to power and communication sources. In addition, this construction contract will include road lighting and final striping for implementing the operation of the express lanes. The current phase project development activities for the I-580 Eastbound and Westbound Express Lane improvements are progressing on separate schedules; however, a conservative schedule reflecting the eastbound I-580 improvements is included in this work plan. The Alameda CTC plans to combine the construction of the eastbound and westbound improvements and build them as a single construction project.

The following is a roadmap for completing the civil infrastructure construction elements:

a) *Design Exceptions:* The project design staff has completed documentation of the non-standard design features in draft variance reports for review Caltrans. The Alameda CTC and its design staff are working closely with Caltrans to approve these variances to design standards.

Task Timeline: The work tasks are underway and a final approval is expected in April 2013.

Responsible Party: Alameda CTC design consultant, URS Corporation, is responsible for delivery of this task in collaboration with Caltrans and Alameda CTC staff.

b) *Traffic Operations Analysis Report (TOAR):* The TOAR will analyze the existing, build and no-build travel conditions and/or traffic operations for the construction and design years, and quantify the operational and safety benefits of the project. The TOAR will document the benefits of a near continuous access approach; considering travel speed, travel reliability, travel time savings and level of services for these existing, build and no-build conditions. Project staff has completed the draft TOAR and is working closely with agency and Caltrans staff to gain final approval.

Task Timeline: The work tasks are underway and completion of the TOAR is anticipated in June 2013.

Responsible Party: URS staff is responsible for delivery of this task in concert with Caltrans and Alameda CTC staff.

c) *Draft Project Report (DPR):* The project staff will complete a DPR that will summarize the project background, the project need and purpose, alternatives considered to date, final design variations considered during the environmental review, project cost estimates, required permits and agreements, and other necessary approvals. The DPR approval is essential for Caltrans to release the draft environmental document for public/agency review and comment.

Task Timeline: The work tasks are underway and final approval of the DPR is expected in June 2013.

Responsible Party: URS staff is responsible for delivering this task in concert with Caltrans and Alameda CTC staff.

d) *Draft Environmental Document (DED):* The DED is a companion document to the DPR which will summarize environmental technical studies completed to date, document design alternatives considered in the study and their impacts to the environment and mitigation measures considered to minimize or eliminate the effects of the Project on the environment.

Task Timeline: The work tasks are underway and final approval of the DED is expected in June 2013. Once the DED is complete, it will be

released for a 30-day public review and comment period (from June 2013 - July 2013); at which time a public meeting will be held to share project information with the public and educate them about the comment process.

Responsible Party: URS staff is responsible for delivering this task in concert with Caltrans and Alameda CTC staff.

e) *Final Environmental Document (FED):* Following the DED public review and comment period, the document will be revised to address all public/agency comments that are received and a draft final document will be circulated to Caltrans and Alameda CTC staff for review and approval. Comments received from these agencies will be incorporated into the final document. The mitigation monitoring plan, if any will also be revised, accordingly.

Task Timeline: The FED development will begin in July 2013 and is expected to be completed in August 2013

Responsible Party: URS staff will be responsible for delivering this task in concert with Caltrans and Alameda CTC staff.

f) *Final Project Report (FPR):* As the team prepares the FED, a project development team will convene to select a preferred alternative that meets the project needs and purpose and minimizes and/or avoids negative effects on the environment. The FPR process includes updating the DPR based on comments received and

documents the selection of the preferred alternative.

Task Timeline: The FPR development will begin in July 2013 and is expected to be completed in August 2013

Responsible Party: URS staff will be responsible for delivering this task in concert with Caltrans and Alameda CTC staff.

g) *Contract Change Order (CCO) Package:* To maximize the use of public funds and to minimize disruption to the travelling public, Alameda CTC is reviewing an option to build some of the civil elements of the express lane projects during construction of the current HOV and / or auxiliary lane road widening projects. Civil elements currently under consideration for inclusion are: loop detector adjustments, installation of conduits for electrical and communication lines, final pavement striping and markings, and removal of median barriers at locations where toll signs will be installed. In lieu of barriers, temporary railing may be installed. The CCO efforts will also be coordinated with the ETS design team and Caltrans staff.

Task Timeline: The CCO package(s) preparation will begin in May 2013 and is expected to be completed in August 2013. It is expected that the construction activities of these change orders will begin in August 2013 and end in August 2014.

Responsible Party: A team of consultants hired by the Alameda CTC, URS Corporation, ETC Corporation,

and CDM Smith, will be responsible for delivery of this task in cooperation with Caltrans and Alameda CTC staff.

h) District Submittal (100% Design, Items Not Included in the CCO Package): The design staff will prepare the final design documents and complete a final district submittal, to Caltrans Headquarters, that will include draft construction plans, specifications and probable costs (draft construction contract documents). In addition the submittal will include any informational handout to facilitate the contract bidding processes.

Task Timeline: The District Submittal process will begin in October 2013 and is expected to be completed in December 2013

Responsible Party: URS staff will be responsible for delivering this task in concert with Caltrans and Alameda CTC staff.

i) Ready-to-List (RTL): Caltrans Headquarters will review the district submittal, coordinate the designer responses/revisions and ensure that all required agreements and/or permits are in place; including a right of way certification, prior to listing the Project as ready for advertisement.

Task Timeline: The RTL process will begin in January 2014 and end with a final RTL date which is expected in June 2014.

Responsible Party: URS staff will be responsible for delivering this task in

concert with Caltrans and Alameda CTC staff.

j) Project Construction: It is expected that civil infrastructure construction activities will begin in September 2014 and end in June 2015.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in concert with the Federal Highway Administration (FHWA) and Caltrans staff.

2) System Integrator ETS implementation is the last component of express lane implementation; which typically follows the construction of the civil-roadway infrastructure improvements.

The following is a list of activities that need to be completed for integration of the system and implementation of the express lanes toll collection system in the field:

a) Concept of Operations (Con Ops): The Con Ops will define the overall express lanes system, tolling requirements, toll pricing policies and strategies, software and hardware needs, operational organizational structure, and enforcement concepts. Draft and final documents will be developed for review by the FHWA, Caltrans and Alameda CTC staff. A final document will be approved by the Alameda CTC.

Task Timeline: The Con Ops development began in February 2013 and is expected to be completed in July 2013.

Responsible Party: CDM Smith staff will be responsible for delivering this task in concert with FHWA, Caltrans and Alameda CTC staff.

b) **System Enforcement Plan:** A system enforcement plan utilizing electronic equipment to deter and/or minimize toll evasion and violation will be developed. Due to the access type chosen, to effectively curtail revenue leakage automated violation enforcement will likely be employed. The automated violation enforcement will require image capture and processing capabilities to issue citation notices.

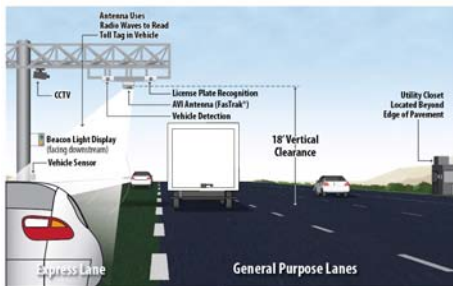


Figure 4: Example of Camera and Flash Light used in Automated Violation Enforcement

Task Timeline: Enforcement plan development will begin in March 2013 and is expected to be completed in August 2013.

Responsible Party: CDM Smith staff will be responsible for delivering this task in coordination with FHWA, Caltrans and Alameda CTC staff.

System Engineering Management Plan (SEMP): A SEMP will outline the engineering and testing processes, Quality Assurance / Control guidelines, requirements for toll maintenance, operations, a communication network, and a functional toll system, and other necessary elements to ensure effective operations. The Con Ops and System Enforcement Plan will be included in the SEMP as appendices. In May 2009, the FHWA staff reviewed and approved a SEMP for the I-580 Eastbound Express Lane Project; it will require revisions based on the changes made to the access configuration. In addition, the revised document will include the westbound I-580 improvements given the new construction implementation approach to build both the eastbound and westbound I-580 express lanes as one construction project. SEMP approval by the FHWA is required prior to the system integrator beginning design of the tolling software and hardware for ETS implementation.

Task Timeline: The SEMP development will begin in March 2013 and is expected to be completed in August 2013.

Responsible Party: CDM Smith staff will be responsible for delivering this task in concert with FHWA, Caltrans and Alameda CTC staff.

c) **Detailed Design Document (DDD):** The DDD, which will be developed by the systems integrator, will follow the SEMP requirements and

present the software and hardware design parameters and requirements prior to developing the tolling software and acquiring the hardware for full system integration and eventual ETS implementation. The process involves developing a draft and final DDD for review and approval by the Alameda CTC staff and its system manager.

Task Timeline: The DDD development is expected to begin in September 2013 and be completed in February 2014.

Responsible Party: ETC staff will be responsible for delivering this task in concert with Alameda CTC and CDM Smith staff.

d) *Software and Hardware Design:* The system integrator will begin design of the software and hardware as approved in the DDD and other contract documents, following the guidelines outlined in the SEMP, including a system for enforcing automated violation enforcement. The final design will require review and approval by the agency and system manager staff.

Task Timeline: The design efforts are expected to begin in January 2014 and be completed in June 2014.

Responsible Party: ETC staff will be responsible for delivering this task in concert with Alameda CTC and CDM Smith staff.

e) *Factory Acceptance Test (FAT):* The FAT involves procuring prototype hardware designed for the Project and testing its compatibility with the software

developed for toll implementation. The purpose of the FAT is to ensure that the hardware, software and the fully integrated toll system are designed as outlined in the DDD and the other contract documents prior to acquiring the rest of the toll equipment for field installation.

Task Timeline: The FAT is expected to occur between July and September of 2014.

Responsible Party: ETC staff will be responsible for delivering this task in concert with Alameda CTC and CDM Smith staff.

f) *Equipment Procurement & Field Installation:* The system integrator will procure and install hardware in the field for implementing the toll system and set up the project operations.

Task Timeline: The hardware installation is expected to begin in March 2015 and be completed in August 2015.

Responsible Party: ETC staff will be responsible for delivering this task in concert with Caltrans, California Highway Patrol (CHP), Alameda CTC and CDM Smith staff.

g) *Field Testing:* Once the hardware and software installation is complete, the system integrator will perform field tests to ensure that the installed hardware and software is working properly and that the system interfaces properly with the Bay Area Toll Authority's (BATA) back office (the Regional Customer Service Center, RCSC) for

successful collection, posting and reporting of the tolls. This field testing will also verify proper operability of sub-systems such as the BATA's (RCSC) customer service center operations, violation processing systems, toll transponder reads, vehicle detection, system enforcement, etc.

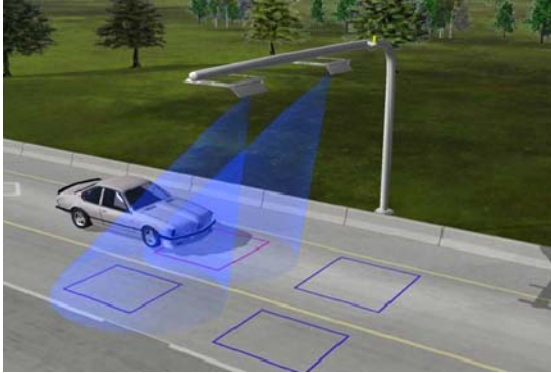


Figure 5: Example of a Toll Gantry for Electronic Toll Collection

Task Timeline: The field testing is expected to begin in August 2015 and be completed in September 2015.

Responsible Party: ETC staff will be responsible for delivering this task in concert with BATA, Alameda CTC and CDM Smith staff.

- h) *Toll Lane - Open to Traffic:* Once all of the required field testing is effectively completed to the satisfaction of the systems integrator contract requirements, as verified by the agency and system manager staff, the express lanes will be opened to traffic.

Task Timeline: It is expected that the new toll facility will be opened to traffic in October 2015.

Responsible Party: ETC staff will be responsible for delivering this task in

concert with Caltrans, CHP, BATA, Alameda CTC and CDM Smith.

- i) *System Testing and Final System Acceptance:* The systems integrator will continue to perform system-wide testing and system monitoring to ensure the functionality and performance requirements of the toll system, as outlined in their proposal, the SEMP, the Request for Proposal (RFP) and other contract documents. Once Alameda CTC and its system manager agree that all testing is complete and system glitches have been addressed, the system manager, in consultation with Alameda CTC, will provide a consent letter accepting the ETS as final system acceptance for implementing the toll operations on I-580.

Task Timeline: The field testing is expected to begin in October 2015 and the final system acceptance is expected to occur in January 2016.

Responsible Party: ETC staff will be responsible for delivering this task in concert with BATA, Alameda CTC and CDM Smith staff.

- j) *Warranty Period:* Upon opening the lane to traffic, a 12-month warranty period will begin. Any software or hardware glitches that are encountered during this period will be repaired in a timely manner at the system integrator's cost, as outlined in the RFP and contract. Upon completion of the warranty period, the project will then move into the routine annual operations and maintenance phase. The work

plan does not cover services beyond the warranty period.

Task Timeline: The 12-month warranty period is expected to commence in October 2015 and be completed in September 2016.

Responsible Party: ETC staff will be responsible for delivering this task in concert with Alameda CTC and CDM Smith staff.

Due to the significance of the corridor and the type of project, FHWA considers the I-580 Express Lane project a “High Profile Project.” In addition, the Project includes federal funding. As such there will be a specific approval and oversight role of FHWA in project implementation. Alameda CTC staff will coordinate the project development and ETS implementation with FHWA through Caltrans; within the boundaries of the stewardship agreement signed by these two agencies.

Section 2: Toll Policies and Business Rules

Two sets of policy matters, involving toll policy and business rules will require adoption by the I-580 PC and the Commission prior to introducing express lanes in the I-580 corridor.

1)Toll Policies: The toll policy will include guidance on toll collection methods including the type of device to be utilized and who needs to carry them, hours of operation, allowed minimum/maximum toll rates, HOV eligibility and a timeline for revisiting adopted policies, etc.

By law, tolls are required to be collected through an electronic device that meets

Title 21 requirements. The Project will most likely utilize the BATA administered FasTrak® system to collect tolls. Policy decisions will be made related to a rule that may require every express lane user to carry a transponder and a potential shift to “switchable” transponders for HOV commuters’ use. Hours of operations will address whether tolls will only be assessed during the peak hours or throughout the entire day, and/or including weekend hours. Since the Bay Area currently has limited HOV hours of operation, it would appear that tolling hours will need to match the current HOV hours to avoid confusion, unless revised otherwise by the HOV Lane Committee. The Alameda CTC and the project team will provide a I-580 express lanes facility hours of operation recommendation to an HOV Lane Committee comprised of Caltrans, MTC and CHP representatives. The HOV Lane Committee will discuss the recommendations and make the final decision for the hours of operation and/or HOV hours. Based on the revenue sensitivity analysis, staff will make a recommendation to the governing bodies regarding minimum/maximum toll rates for operating the express lanes. The governing bodies will decide whether HOV eligibility should be a HOV2+ or HOV3+ and may need to adopt that decision.

Task Timeline: The process to develop a toll policy is expected to begin in August 2013 and will culminate in the receipt of final approval from the governing bodies in December 2014. Staff is expected to bring policy issues to the I-580 PC’s attention as they close the loop on individual policy issues. Final approval is not warranted until details for the majority of toll policy issues have been worked out. Staff will arrange special work sessions with the I-580 PC to explain policy issues

in detail prior to seeking the approvals from I-580 PC and the Commission.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in concert with Caltrans, MTC/BATA, CHP and other regional Congestion Management Agency (CMA) staff.

2) Business Rules: Business rules include but are not limited to how zone tolling will be implemented, toll waivers and reductions will be applied, revenue reconciliation will be performed, toll violation and associated penalties will be enforced/assessed, and customer services will be provided and by whom, etc.

Task Timeline: The process to develop business rules is expected to begin in August 2013 with approval is anticipated from the governing bodies in December 2014.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in concert with Caltrans, MTC/BATA, CHP and other regional Congestion Management Agency (CMA) staff.

Section 3: Customer Education and Marketing

Express lanes are still a new concept in the Bay Area. Currently, only two express lanes are operating in the region: along I-680 in Alameda and Santa Clara Counties and Route 237 in Santa Clara County. The success and performance of the I-580 facilities will likely be watched closely and is dependent, at a minimum, on the following:

- ✓ Rapid acceptance and proper usage of the I-580 express lane by the target market
- ✓ Smooth, safe operations during opening day and in the weeks and months that follow
- ✓ Positive media coverage and word of mouth support

Customer education and marketing strategies will be implemented prior to the opening of the I-580 Express Lanes. These efforts will build upon the successful pre-opening public outreach and marketing campaign that was implemented for the I-680 Southbound Express Lane Project.

The goals of the education and marketing campaign are to inform commuters of the changes that are coming to the corridor, what to expect (potentially to include the use of a new switchable transponder), the benefits of the Project, and how it will operate. Clearly explaining how it will operate will be of particular important since the Project will introduce a new operational element, near continuous access, which will include an increased number of tolling gantries which is something that has not been introduced in the Bay Area to date and would therefore be new to Bay Area express lane users.



Figure 6: Switchable FasTrak® Transponder

Success can be achieved through the early identification of the I-580 target market users, extensive marketing and educational efforts of FasTrak® transponders in the target market, proper education of express lanes users, thoughtful pricing of the facility, a solid operations plan, and highly visible enforcement in the lanes starting on day one.

Reaching prospective express lanes users can take two paths:

- ✓ Current FasTrak® customers can be informed of the express lanes and be encouraged to try them. This can be done by developing an information campaign directed towards these selected FasTrak® customers through an arrangement with BATA. Current FasTrak® customers are also an important source of new express lane customers, and there are proven models available to facilitate acquiring these customers.
- ✓ Identification and education of prospective solo driver customers to ensure awareness of the express lanes and how to access a FasTrak® account, obtain a transponder, and make the choice to use the lanes. In addition, the HOV users may have to carry a switchable FasTrak® transponder. All customers will be made aware of any transponder use requirements, including correct usage while travelling solo, or with a 2+ or 3+ carpool in the vehicle.

Coordinated public education/marketing campaign/outreach efforts may include, but are not limited to the following:

- ✓ Interactive project website
- ✓ Social media outreach tools that link back to the project website

- ✓ Pre-, during- and post-opening promotional campaign to encourage opening new FasTrak® accounts
- ✓ Direct mail, radio ads, print ads, and internet training videos on how to use the lanes
- ✓ Extensive media work including advance opening education efforts through press-briefings, press releases, and facility tours; a press conference on opening day, and post-opening on-going feeds to the media regarding usage

Development of a marketing and educational campaign will be done in coordination with partner agencies and will include the development of a strategic marketing and educational plan which will describe marketing and outreach goals, target audiences, key messages, information distribution methodologies and materials, and a specific timeline for pre-project implementation educational efforts, specific marketing for FasTrak® accounts, project opening activities and the post-opening on-going educational and informational efforts. A draft marketing and educational strategy will be developed for review and concurrence with partner agencies and a final plan will be developed and implemented.

Task Timeline: A final draft of the public education/marketing campaign strategy is expected to be completed in December 2013 and be implemented from July 2014 through opening of the toll lanes, as well as six months after the facility is opened to traffic. Additional on-going education and marketing efforts will be conducted for the project thereafter, but on a much smaller scale.

Responsible Party: Alameda CTC public affairs and project management staff will be responsible for delivering this task in concert with Caltrans, BATA and other

regional Congestion Management Agency (CMA) staff.

Section 4: Stakeholder Agreements and Permits

This section describes the stakeholder agreements and permits required to implement the express lanes in the I-580 corridor. The Alameda CTC will have to execute agreements with Caltrans, CHP, and BATA for assistance with the construction, operations and maintenance, enforcement, toll collection and customer service elements of the project.

- 1) **Agreement with FHWA and State of California – Oversight Agreement.** A 3-way, project level oversight agreement will have to be reached between FHWA, Caltrans and Alameda CTC to define roles and responsibilities of each agency for designing and implementing the ETS in the I-580 corridor.

Task Timeline: The work task to complete an oversight agreement will begin in April 2013 and is expected to be completed in August 2013.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in concert with FHWA and Caltrans staff.

- 2) **Agreements with the State of California - Caltrans**

- a) *Tolling Agreement:* The Project involves converting HOV lanes into a shared HOV/Express lane facility. Per discussions with FHWA representatives, they confirmed that the new Federal Transportation Bill, Moving Ahead of Progress in 21st

Century (MAP-21), signed in July 2012 no longer requires FHWA’s approval for a tolling agreement when the value pricing (express lane) project involves direct conversion of HOV lane(s) into a shared HOV/Express Lane(s). Even though FHWA’s approval is not required for an HOV lane conversion project, FHWA expects that the toll collected within the corridor pays for the project operations first and then funds any eligible project in the corridor. Regardless, Caltrans expressed that a tolling agreement will have to be reached between itself and Alameda CTC prior to implementing (express lane) toll collection.

Task Timeline: Tolling agreement discussions will begin in January 2014 that will culminate in the execution of a tolling agreement between Caltrans and Alameda CTC in January 2015. It is likely that the tolling agreement be combined with the operations and maintenance agreement, described below.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in concert with Caltrans and CDM Smith staff.

- b) *Operations and Maintenance Agreement (OMA):* An OMA will have to be signed between Alameda CTC and Caltrans for operating an express lane within Caltrans’ right of way prior to implementation of the express lanes operations. The OMA will address the roles and responsibilities of each agency including ownership of equipment, maintenance and operations protocols, emergency operation and coordination protocols, etc.

Task Timeline: The work task to complete an OMA will begin in July 2014 and will culminate in execution of an agreement in July 2015.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in concert with Caltrans and CDM Smith staff.

- c) *Encroachment Permit:* In addition to executing a standard cooperative agreement for construction phase, the Alameda CTC and the roadway and system integrator contractors will have to obtain encroachment permits from Caltrans for constructing express lanes–toll systems and operating them within the State right of way.

Task Timeline: The roadway construction contractor will obtain the encroachment permit prior to the start of construction of the civil infrastructure improvements in September 2014. The Alameda CTC and the system integrator will obtain separate encroachment permits for constructing ETS and operating express lanes prior to construction of the ETS in March 2015 and again prior to moving into the operations and maintenance phase in October 2016.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in concert their Civil Infrastructure & ETS construction contractors and Caltrans staff.

3) Agreements with the State of California – CHP

- a) *Construction Zone Enforcement Enhancement Program (COZEEP):* The Alameda CTC and CHP will have to execute a COZEEP agreement to facilitate lane closures

and enforcement services during the ETS construction.

- b) *Reimbursable Letter of Agreement:* Following the construction phase, Alameda CTC and CHP will be required to execute a letter agreement for reimbursable CHP toll violation enforcement services.



Figure 7: Example of Vehicle Violation & CHP Enforcement

Task Timeline: The work task will begin in November 2014 with agreements reached for construction enforcement in January 2015 and for violation enforcement in June 2015.

Responsible Party: The Alameda CTC project management staff will be responsible for delivering this task in concert with their Civil Infrastructure & ETS construction contractors and CHP staff.

4) Agreement with the BATA

The Alameda CTC plans to utilize the FasTrak® transponder to collect tolls through an agreement with BATA. The agreement is to integrate the express lane toll collection system with the FasTrak® Regional Customer Service Center (RCSC). Under the agreement, the RCSC will be responsible for transmitting the toll collection through the FasTrak® transponder and provide toll dispute related and/or customer service for lane users. The business rules involving customer service will be developed, adopted and conveyed to BATA. Some of the rules will be incorporated into the software-algorithm developed by the system integrator in accordance with specifications administrated by the California Toll Operators Committee (CTOC).

Task Timeline: The work task will begin in November 2013 with a goal to reach an agreement in June 2014.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in cooperation with BATA and CDM Smith staff.

Section 5: Project Financials

The Project Financial Plan has estimated the overall project cost to be \$50.5 million of which funding sources for approximately \$27 million have not yet been identified. The following are steps

that the agency plans to take towards securing the needed project funds:

Complete Traffic and Revenue

Forecasts: The I-580 corridor continues to experience high travel demand as it provides an essential travel route for significant economic activity throughout Alameda County and the region by connecting commuters and freight traffic to economic centers. Based on the current and projected corridor travel demand, the Alameda CTC expects the toll facility to generate revenue net of routine operating and maintenance expenses. This expectation will be validated methodically through traffic and revenue forecasts.

The traffic and revenue study will take the current post-recession traffic conditions and forecasted traffic numbers into consideration while forecasting toll revenue. In forecasting future revenue, the revenue model will also consider the post-recession socio/economic conditions and anticipated growth in east Alameda County, express lane access type, anticipated minimum/maximum toll rates, and a violation enforcement plan. In the long run, the revenue generated through operations are expected to help pay for the Project's initial project development and construction costs and its routine operating and maintenance expenses. Therefore, it is imperative to develop a reliable estimate of the revenue stream by conducting a realistic traffic and revenue forecasting study.

The Alameda CTC placed a measure on the November 2012 general election ballot to extend the current 2000 Measure B Sales Tax Program. The new Measure was known as B1; which failed to garner the required two thirds voter approval. Had the measure been successful, the sales tax extension would have helped resolve the

project funding shortfall. Therefore, Alameda CTC is now exploring various other funding mechanisms, including bonding against future toll revenue to close the shortfall. As discussed in Section 1: Project Delivery, the Alameda CTC is reviewing automated toll violation enforcement to potentially reduce revenue leakage.

Task Timeline: The revised revenue study work tasks for the near continuous access express lane began in February 2013 and are expected to be completed in May 2013.

Responsible Party: URS staff will be responsible for delivering this task in concert with Caltrans, Alameda CTC and CDM Smith staff.

Complete Project Financial Analysis: Staff will prepare a project financial plan which will identify cumulative available resources for the Project derived from grant funds and projected revenue collections based on forecasted growth; net of engineering support and capital construction costs, routine/periodic operations and maintenance costs, and other costs associated with toll collection, including enforcement, customer service and public education programs. Based on this plan, staff will complete a financial breakeven analysis to identify short-medium- and long-term funding needs for the Project's sustainability. This analysis is needed prior to seeking project funding from other sources.

Task Timeline: The project financial breakeven analysis will begin in June 2013 and is expected to be completed in July 2013.

Responsible Party: Alameda CTC project management staff will be responsible for delivering this task in collaboration with ETC and CDM Smith staff.

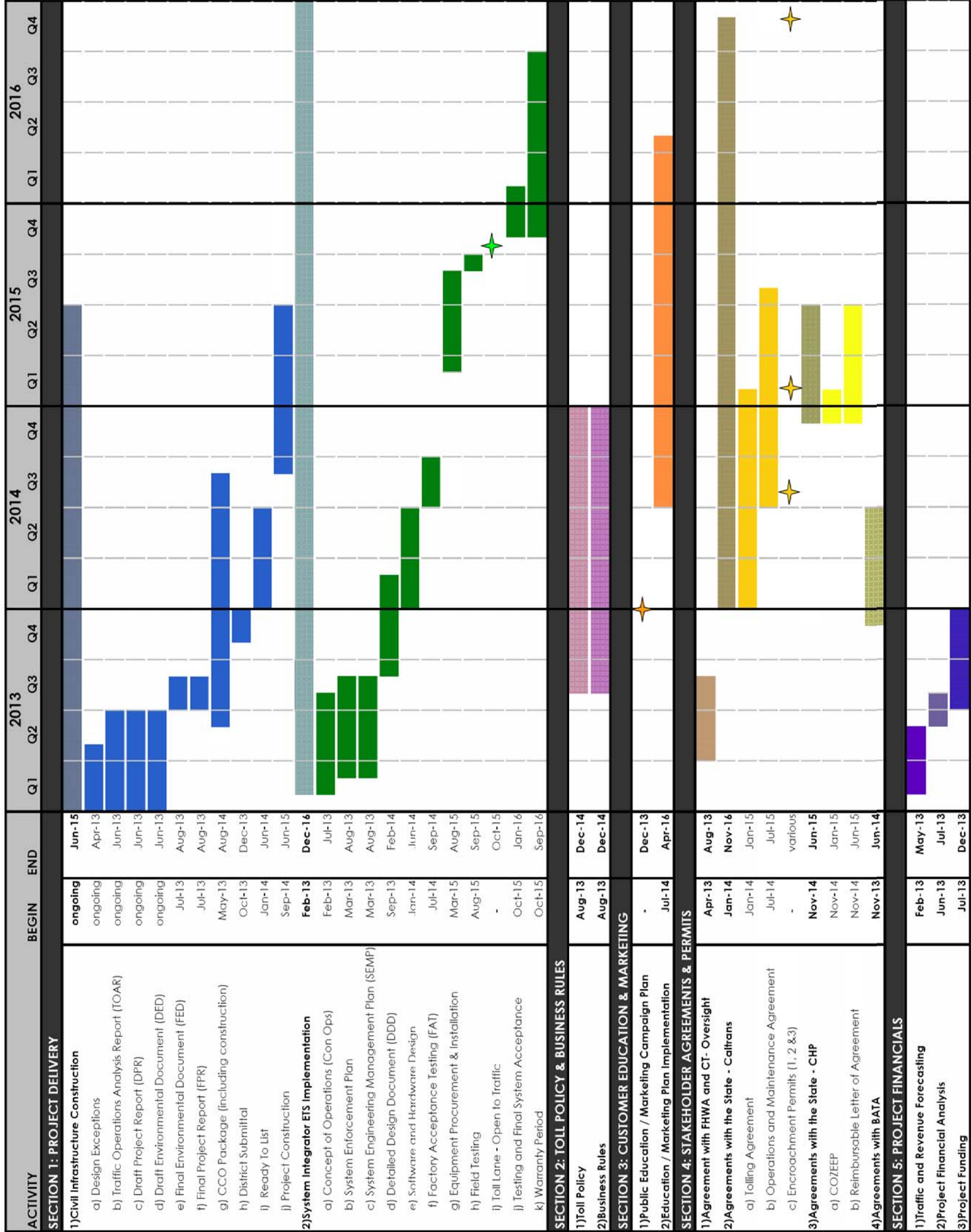
Secure Project Funding: The Alameda CTC finance staff is looking at various funding mechanisms to close the funding shortfall. Funding mechanisms may include additional grant funding, a loan or bond to be funded through future toll revenues and/or savings from other programs may be redirected to the Project. More details of potential funding mechanisms should be available in the fall of 2013.

Upon completion of the financial breakeven analysis and once the specific funding need and timing of the need have been quantified, staff will take the steps necessary to determine the best funding solution for this project and begin the process of soliciting that funding source.

Task Timeline: It is expected that this task will begin in July 2013 and is expected to be completed in December 2013.

Responsible Party: The Alameda CTC finance and project management staff will be responsible for delivering this task in concert with Caltrans and BATA staff.

Attachment A: I-580 Express Lane Schedule Activities





Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

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

Recommendation

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

Summary

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

Since the last monthly update on March 8, 2013, staff reviewed one NOP and one Draft Environmental Assessment (DEA). Comments were submitted for both environmental documents. The comment letters are attached.

Attachments

Attachment A: Comment letter for Navy/Veterans Administration Draft Environmental Assessment for Land Transfer and Veterans Administration Clinic Development

Attachment B: Comment letter for City of Oakland Notice of Preparation of a Draft Supplemental Environmental Impact Report for the Broadway/West Grand 2013 Modified Project

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March 14, 2013

Douglas Roaldson
Environmental Program Manager
U.S. Department of Veterans Affairs/VISN 21
201 Walnut Avenue, Room 1020
Mare Island, CA 9452-1107

SUBJECT: Comments on the Draft Environmental Assessment for the Transfer of Excess Federal Property and Development of an Outpatient Clinic, Offices, and National Cemetery at the Former Naval Air Station Alameda, California

Dear Mr. Roaldson:

Thank you for the opportunity to comment on the Draft Environmental Assessment (EA) for the transfer of excess federal property and development of an outpatient clinic, offices, and a national cemetery at the former Naval Air Station (NAS) Alameda, California. The Proposed Action area, referred to as the VA Transfer Parcel, is located within the southwest corner of the former NAS Alameda property. The VA Transfer Parcel is bordered by the San Francisco Bay to the west and south, and the remainder of the former NAS Alameda property, now referred to as Alameda Point, to the east and north. The Department of the Navy (Navy) and Department of Veterans Affairs (VA) jointly initiate a Proposed Action consisting of the transfer of excess federal property at the former NAS Alameda and subsequent reuse of the property by the VA. The Navy's Proposed Action is to dispose of excess property at the former Naval Air Station (NAS) Alameda via a federal-to-federal (fed-to-fed) transfer to VA. The VA Proposed Action is to establish a single location for combined services consistent with the national "One VA" goal, which advocates consolidating services wherever possible to ensure that the most centralized, coordinated, and efficient care and services are provided to Veterans in a local area. The Navy would be responsible for transfer of excess federal property, and the VA would be responsible for site preparation activities and the construction and operation of the proposed facilities. In addition, the VA would be responsible for implementation of mitigation measures identified in this EA.

Depending on the action alternative selected, the VA Transfer Parcel would be either approximately 549 acres or 624 acres in size. Both action alternatives would include an approximately 112-acre VA Development Area within the larger VA Transfer Parcel. The VA Development would include a 158,000 square foot outpatient clinic, a 2,700 square foot cemetery, and a 2,500 square foot conservation management office. The remaining acreage within the VA Transfer Parcel, including the CLT colony, would remain undeveloped. The VA would also construct an off-site access utility/road corridor on approximately 6 acres of land to the east of the VA Transfer Parcel.

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

- The Draft EA identifies a significant impact at the Harrison Street/7th Street intersection, and specifies that the VA should pay for signal optimization (Appendix D, page 60). The Alameda CTC, through its Level of Service Monitoring, has identified the connection between State Route 260 (Posey Tube) Eastbound and Interstate 880 Northbound (the loop consisting of the Posey Tube, 7th Street Eastbound, Jackson Street Southbound, and the Interstate 880 On-Ramp) as a deficient roadway segment. The Environmental Assessment should ensure that the Proposed Action does not exacerbate delay on these segments. Furthermore, any mitigation affecting these segments should be consistent with the improvements identified in the State Route 260 (Posey Tube) Deficiency Plan (1999).

Thank you for the opportunity to comment on this Draft EA. Please do not hesitate to contact me or Matthew Bomberg of my staff at (510) 208-7400 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner

File: CMP – Environmental Review Opinions – Responses - 2013



March 13, 2013

Catherine Payne
Planner III
City of Oakland
Department of Building and Neighborhood Preservation
Planning and Zoning Division
250 Frank H. Ogawa Plaza
Suite 2114
Oakland, CA 94612

SUBJECT: Comments on the Notice of Preparation of a Draft Supplemental Environmental Impact Report (DSEIR) for the Broadway/West Grand 2013 Modified Project (23rd/Broadway) (ER030022)

Dear Ms. Payne,

Thank you for the opportunity to comment on the Notice of Preparation (NOP) of a Draft Supplemental Environmental Impact Report (DEIR) for the Broadway/West Grand 2013 Modified Project (23rd/Broadway) (ER030022).

The Project is located in the block bounded by Broadway to the east, 23rd Street to the south, Valley Street to the west, and 24th Street to the north. The Project is a modification to the Broadway-West Grand Mixed-Use Project (Original Project, 2004). Subsequent revisions include the First Modified Project (2006) and the Second Modified Project (2008). The 2013 Modified Project would demolish two existing buildings. The project would consist of two new residential buildings containing up to 97 residential units, eight additional units from converting an existing vacant commercial building, and approximately 79,300 square feet of commercial space in renovated and newly constructed space. The 213 Modified Project would contain 193 surface parking spaces and two interior parking lanes.

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

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. The analysis should study conditions in years 2020 and 2035. Please note the following paragraph as it discusses the responsibility for modeling.

- The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The Alameda CTC has a Countywide Travel Demand model that is available for this purpose. The City of Oakland and the Alameda CTC signed a Countywide Model Agreement on May 28, 2008. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

The most current version of the Alameda CTC Countywide Travel Demand Model is the August 2011 update, which incorporates the Association of Bay Area Government's Projections 2009 land use assumptions.

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. The MTS roadway network includes both the CMP roadway network and additional routes of local significance. The MTS roadway network is depicted in the attached map, and the MTS network in the proposed project study area is depicted in in 2011 CMP Figure 2. The MTS transit operators to consider for this study include AC Transit and BART. The MTS roads in the project study area are Interstate 880 (I-880), Interstate 580 (I-580), Interstate 980 (I-980), Broadway, Telegraph Avenue, Grand Avenue, and 14th Street.
 - Potential impacts of the project must be addressed for 2020 and 2035 conditions.
 - Please note that the Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2011 CMP for more information).
 - For the purposes of CMP Land Use Analysis, 2000 Highway Capacity Manual is used.
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the Alameda County Congestion Management Agency (predecessor to the Alameda CTC) Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).

The DEIR should include a discussion of the adequacy of proposed mitigation measure criteria discussed above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.

- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2011 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service

and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.

- The DEIR should also consider Travel Demand Management (TDM) related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The DEIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2012. The approved Countywide Bike Plan and Pedestrian Plan are available at http://www.alamedactc.org/app_pages/view/5275.
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you require additional information.

Sincerely,



Beth Walukas
Deputy Director of Planning

Cc: Matthew Bomberg, Assistant Transportation Planner
File: CMP – Environmental Review Opinions – Responses - 2013

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Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **Approval of 2013 Alameda CTC Retreat Outcomes for Planning Studies Prioritization, Outreach Approach and Implementation Timeline**

Recommendation

It is recommended that the Commission approve the recommended prioritization of planning studies, outreach methodology and implementation timeline based upon outcomes of the 2013 Commission Retreat.

Summary

On February 22, 2013 the Alameda County Transportation Commission held its annual retreat to address policy and planning issues that will facilitate Alameda CTC's identification, assessment and quantification of County transportation needs. Policy and planning are key areas of focus to ensure Alameda CTC's readiness for effective engagement with federal, state, and regional agencies to advocate for transportation policies and funding that benefit the County. By focusing on planning and implementation actions, the Alameda CTC will be able to address future demands for jobs and housing, accommodate economic growth, address the county's transportation needs and advocate for future funding.

To establish a baseline for discussion of transportation policies and planning, the Commissioners and the public received an overview of Alameda CTC transportation, including the current transportation system assets, the current use of the existing system, how the system affects businesses and economic development, Alameda CTC's role in transportation planning, funding and advocacy, as well as future needs and opportunities for moving transportation forward in Alameda County.

The retreat included facilitated break-out sessions to discuss the following focus areas and questions:

1. **Creating a strong foundation to support advocacy for funding:** How can Alameda CTC work more closely with local jurisdictions and regional agencies through planning and policy efforts to establish a foundation of transportation needs and priorities so that we can advocate for investments critical to Alameda County?
2. **Balancing diverse needs:** How can Alameda CTC most effectively balance economic growth demands and demographic changes – both of which have very different needs but are interrelated?
 - Who are partners that should be at the table during Alameda CTC's next planning

- phases?
- How can we best incorporate economic development needs and analyses in short- and long-range plans?
3. **Establishing priorities to ensure readiness:** For future updates of Alameda County's short and long-range plans, how can Alameda CTC prioritize its planning and policy work plans to ensure that we have programs and projects ready to receive funding as it becomes available?
- What other planning and/or policy efforts are necessary for future planning updates to meet Alameda County's transportation needs?

This memo summarizes recommended priorities, actions and timelines for outcomes identified during the retreat, including prioritization of transportation planning studies (described in more detail below) and increased outreach with elected members, special districts, key stakeholders and the public.

Background

Each year, the Alameda CTC holds a Commission retreat to address its key transportation priorities in Alameda County. Over the past two years, the Alameda CTC worked on the 2012 update of the Countywide Transportation Plan (CWTP), the County's long-range transportation plan, as well as a Transportation Expenditure Plan (TEP) that was placed on the November 2012 ballot. The TEP fell short of voter approval by 721 votes. Due to the need to perform specific planning studies to more clearly define transportation needs and priorities in the County and in absence of a new funding stream from the TEP, the Commission retreat focused on how Alameda County can continue to prepare for its current and future transportation needs and to be ready to advance projects and programs as funding opportunities arise, consistent with the vision and goals established in the CWTP.

The Commission retreat consisted of an overview presentation by Alameda CTC planning and policy staff and a representative from the East Bay Economic Development Alliance who focused on how businesses and the economy interrelate with transportation. After the presentation, Commissioners and members of the public participated in breakout sessions to discuss the focus areas and questions described above. The outcomes of the discussion at the Commission retreat are included in the following planning and communications priorities and implementation schedule.

Planning Recommendations

Based upon the discussion during the retreat, a series of focused planning efforts are recommended to advance the ability of the Alameda CTC to identify multi-modal needs and priorities. Conducting modal-specific planning efforts in the short-term will increase Alameda CTC's understanding of the county and will enable the Alameda CTC to include the needs and priorities based upon outcomes of the studies into the next update of the CWTP.

The following proposed modal plans focus on strengthening current transportation planning through the development of more specific identification of needs and priorities:

- **Goods Movement Plan** to assist in advancing goods movement throughout and delivery within and beyond Alameda County and identify investment opportunities.
- **Comprehensive Countywide Transit Plan** to assess existing transit capital, operations

and service needs, including paratransit needs, and identify transit investment opportunities.

- **Multimodal Arterial Corridor Plan** to maximize mobility and management of regionally significant arterial corridors, which carry the second-highest volumes (after highways) of automobiles, as well as transit, bicycles and pedestrians.
- **Countywide Community Based Transportation Plan** to update and identify new transportation needs for low-income communities, including those defined as Communities of Concern by MTC.
- **Comprehensive Transportation Demand Management Plan** to identify and support programs that manage demands such as parking management, the Guaranteed Ride Home Program and Safe Routes to Schools.

Alameda CTC is also providing funding to support jurisdictions with their local priority development area planning efforts through a Sustainable Communities Technical Assistance Program that is anticipated to be available by Fall 2013.

Communications and Outreach Recommendations

A significant topic of conversation throughout the retreat focused on how to increase overall communications to share the benefits of the current and past transportation investments and ensure message consistency for all partners and stakeholders, including those at the local, regional, state and federal levels. Each breakout group identified the need for expanded communications with local elected officials regarding the efforts of Alameda CTC and the regional agencies, particularly since the countywide and regional planning and programming efforts affect local jurisdictions.

Communication needs identified through the breakout groups and discussed during the Commission retreat ranged from development of speaking points for elected officials on Alameda CTC policy, planning and funding priorities, the establishment of transportation town halls hosted by elected officials in each area of the county, engagement of a broad spectrum of stakeholders expanded beyond those that have historically been involved in transportation planning and funding efforts, and development of specific informational materials that describe the benefits of Alameda CTC investments in each area of the county, including materials that can be easily disseminated through various communications channels including websites, social media, e-newsletters of each local jurisdiction and local elected officials.

Alameda CTC staff will develop a specific communications plan for consideration at the July Commission meeting that will include proposed outreach efforts, key messages, informational materials and a specific implementation timeline for all the communications efforts described in the plan.

Planning and Communications Implementation Timeline

The following describes how the planning priorities and the communication activities will be implemented through in the near term.

April 2013

- Approval of planning study priorities and communications approach identified at the 2013 Board Retreat

July 2013 through September 2013

- Approval of Planning Scopes of work
- Approval of the Commission communications plan that reflects the outcomes of the 2013 Commission retreat
- Initiation of communications plan adopted by Commission

October 2013 through December 2013

- Release of RFPs for planning
- On-going communications efforts

January through April 2014

- Finalize contracts for planning studies and initiate work

Comments from Planning, Policy and Legislation Committee (PPLC)

The Planning, Policy and Legislation Committee recommended approval of this item at its meeting on April 8, 2013, and made the following comments:

The development of all countywide modal plans, particularly the Countywide Goods Movement Plan, should be expedited so that the deliverables and identified improvements can inform the development of the next Countywide Transportation Plan update and be ready to compete for potential funding from the re-authorization of the Federal Transportation Act. While the modal plans need to be developed as soon as possible, it is important that they be high quality plans to provide effective guidance for future short term and long term transportation investments. The Committee directed staff to incorporate comments and present a revised schedule to the full Commission.

The Committee expressed a strong desire to find ways to increase public participation at the proposed Transportation Forums. Members commented that the presentation of new information through the new modal plans might attract more public attendance.

The following is the revised Planning and Communications Implementation Timeline for development of the countywide modal plans based on the Committee's direction:

April 2013

- Approval of planning study priorities and communications approach identified at the 2013 Board Retreat

June 2013

- Approval of Scope of Work for the Countywide Goods Movement Plan

July 2013- August 2013

- Approval of Planning Scopes of work for the remaining modal plans
- Release of RFP for the Goods Movement Plan (early July 2013)
- Proposals due for the Goods Movement Plan (late August 2013)
- Approval of the Commission communications plan that reflects the outcomes of the 2013 Commission retreat
- Initiation of communications plan adopted by Commission

September 2013

- Release of RFP for other modal plans
- Consultant selection for the Goods Movement Plan
- On-going communications efforts.

October 2013

- Contract execution with the selected consultants for the Goods Movement Plan
- Kick-Off meeting for Goods Movement Plan development
- Proposals due for other modal plans (late October 2013)
- On-going communications efforts.

November 2013-December 2013

- Consultant selection and contract execution for other modal plans
- Kick off meeting for other modal plans (December 2013)
- On-going communications efforts

October 2014–December 2014

- Short term deliverables or pilot projects for all modal plans including Goods Movement Plan

October 2015 – December 2015

- Deliver final plans

January through April 2014

- Finalize contracts for planning studies and initiate work

Comments from Alameda County Technical Advisory Committee (ACTAC)

The Alameda County Technical Advisory Committee recommended approval of this item at its meeting on April 2, 2013, and made the following comments:

Development of modal plans should be coordinated with local General Plans and other relevant local development efforts and planning efforts from transit agencies and the Port of Oakland. Similarly, coordination with relevant regional agencies, neighboring counties and other partner agencies should also be done to avoid any duplication of work efforts and to leverage the existing efforts. The Countywide Multimodal Arterials Plan should also address roadway

maintenance needs. An outline describing the process of development of these plans, how the local jurisdictions and transit agencies will be involved, and how various related elements between the plans will be coordinated should be presented to ACTAC prior to or along with the scope of work for these plans.

Fiscal Impacts

There is no fiscal impact at this time. The funding for the development of the plans will be addressed through the upcoming Fiscal Year 2013-14 budgeting process.

Attachments

Attachment A: Summary of Retreat Break-Out Group Sessions



Alameda CTC Retreat February 22, 2013

Break-Out Groups Summary

The following is a summary of discussion items consolidated from the four breakout groups at the February 23, 2013 Alameda CTC Commission retreat. Each breakout group discussed three focus areas and questions (in italics below). A summary of common themes from each breakout session is included beneath each focus area.

1. *Creating a strong foundation to support advocacy for funding: How can Alameda CTC work more closely with local jurisdictions and regional agencies through planning and policy efforts to establish a foundation of transportation needs and priorities so that we can advocate for investments critical to Alameda County?*
 - Overall increased communication
 - Ensure message consistency across the county on transportation advocacy needs
 - There is strength in having a unified message (consistent across cities and between city and county) when advocating for external funding
 - Expand engagement and information sharing between Alameda CTC, regional agencies and the local jurisdictions
 - Establish quarterly updates in each planning area
 - Have Alameda CTC staff come to meetings to inform communities of key developments
 - Support elected officials in advocating within their respective areas for attendance at the quarterly meetings
 - Involve special districts such as school districts, utility districts, park/recreation districts and other key stakeholders that have a vested interest in transportation
 - Provide materials to local elected officials that can be easily disseminated through councilmembers e-newsletters, social media and other communication venues

- Provide talking points for local officials to assist in answering questions to support a consistent and uniform message, including speaking points on Alameda CTC policy, planning and funding priorities
- Have a spokesperson from Alameda CTC staff come to local jurisdiction meetings to inform about county and regional efforts
- Reach a wider array of groups to respond to Alameda County becoming more diverse
- Voters need to see benefit of their tax dollars and benefits of local money
 - See/know what money is being spent on
 - Understand the personal benefit gained by transportation investments

2. *Balancing diverse needs: How can Alameda CTC most effectively balance economic growth demands and demographic changes – both of which have very different needs but are interrelated?*

How can we best incorporate economic development needs and analyses in short- and long-range plans?

- Transportation connects communities and the economy
 - Recognize and focus on how transportation and housing are linked
 - Recognize and focus on how transportation and jobs/economic development are linked
 - Recognize how transportation affects the local jurisdictions and how improvements in local areas can affect the overall economy within the region
 - Recognize that regional plans have local impacts and that local jurisdictions need to have buy-in into transportation policy, planning and programming efforts to ensure that projects and programs get done
 - Recognize that streamlined environmental permitting processes for CEQA/NEPA can provide more certainty for projects and business costs, and can advance more projects into shovel ready phases
 - Demonstrate how cost effectiveness through consolidation can meet diverse needs of the county, including underserved local communities
- Increase communication in order to balance diverse needs
 - Build a mechanism to be able to reach out and have more voices at the table
- Reconcile current and future funding requests with past requests
 - Quantifying needs, use, and benefits of proposed improvements
 - Prioritize investments to gain the most benefit
 - Recognizing Transit Oriented Developments as both jobs and housing creators

Who are partners that should be at the table during Alameda CTC's next planning phases?

- Transportation partners: cities, the County, labor unions, East Bay legislative delegation, Sierra Club, Greenbelt Alliance, people with disabilities, seniors, transit operators, students, school districts, UC Berkeley, California State University of East Bay and Community Colleges (Peralta), workforce investment boards, businesses, Port of Oakland, Air District, East Bay Economic Development Alliance, local economic development agencies, local elected officials.
 - Many local elected leaders that do not sit on ACTC, MTC or ABAG are not aware of discussions about countywide and regional issues and need to be.

3. *Establishing priorities to ensure readiness: For future updates of Alameda County's short and long-range plans, how can Alameda CTC prioritize its planning and policy work plans to ensure that we have programs and projects ready to receive funding as it becomes available? What other planning and/or policy efforts are necessary for future planning updates to meet Alameda County's transportation needs?*

- Build on Existing Efforts: utilize existing CWTP and 2012 TEP for establishing priorities.
 - Point to systems we use today and demonstrate that these started with long-term planning.
- Transit planning must address multiple needs:
 - Ensure that transit planning addresses the interrelationship and interface of existing services
 - Address shuttle needs
 - Coordinate with private transit providers for major employers such as Google and other major high-tech industries
 - Ensure integration of MTC's Transit Sustainability Project efforts
 - When major developments are in the planning stages, ensure that transit options/opportunities are considered very early on
 - Assess different route and service structures to meet different demands (i.e. transit during the San Francisco World Series; weekend traffic is often worse than weekdays, but transit operates on weekend hours; AC Transit's rapid buses only operate during weekdays)
 - Address how to effectively deliver paratransit services

- Freight and goods movement are linked to the existing system and economy
 - Understand the importance of the Port of Oakland on local job creation and retention
 - Assess the impact of freight on existing arterials, roads and highways and support a fix it first approach
 - Assess the connection between freight and transit oriented developments
- Funding sources and commutes are changing
 - Funding is changing dramatically and we are more likely to linkages to greenhouse gas reductions and to land use planning (i.e. Cap and Trade and One Bay Area Grant program).
 - Identify how technology (and telecommuting) will change commute patterns.



Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee
Programs and Projects Committee

SUBJECT: **Approval of Strategic Planning and Programming Policy for Integration with the 2013 Congestion Management Program (CMP) Update and 2014 State Transportation Improvement Plan (STIP) Development Process**

Recommendation

It is requested that the commission approve the Alameda CTC's Strategic Planning and Programming Policy for integration with the 2013 Congestion Management Program (CMP) Update and the 2014 State Transportation Improvement Plan (STIP) development process.

Summary

In March 2013, the Alameda CTC adopted a Strategic Planning and Programming Policy framework that establishes a comprehensive approach for programming and allocation of federal, state, regional and local funds to programs and projects that provides effective short and long-term transportation solutions and is consistent with the vision and goals established in the Countywide Transportation Plan. The adopted policy framework, as shown in Attachment A, integrates planning, programming, and monitoring for capital improvements, operations and maintenance needs in Alameda County, and integrates all fund sources germane to Alameda CTC, shown in Attachment B. This memo defines the next steps for implementing the adopted Strategic Planning and Programming Policy framework, hereafter referred to as the "Policy", including the vehicle documents that will be developed as part of the Policy and the implementation timeline for completing them.

The Policy will allow Alameda CTC to:

- fully integrate its business practices to further streamline agency planning, programming and delivery efforts;
- ensure effective feedback loops into decision-making through planning, data collection and partnerships;
- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC; and,
- support an on-going process of contracting opportunities that will support local jobs and economic development in Alameda County.

Discussion

The Alameda CTC is responsible for programming on average approximately \$160 million per year in federal, state, regional and local funds. The adopted Policy framework aims to integrate planning, programming and monitoring through a systematic process, including feedback loops to address system performance, to support development and implementation of projects and programs and to meet the vision and goals established for the county's transportation system.

The following summarizes the types of documents that are included in the Policy, the proposed changes for the 2013 CMP Update, the 2014 STIP development process and the implementation timeline to complete all components of the Policy.

Strategic Planning and Programming Policy Documents:

The Policy builds upon the strengths of many planning and programming activities that historically have been performed and have documents prepared at the Alameda CTC, as well as creates some new documents to incorporate all fund sources and to establish a single repository for all programming decisions at the Alameda CTC.

The following are documents included in the Policy:

Strategic Plan/Congestion Management Program -- This document will include the five elements of the CMP, as required by state statute, and will expand some components of the CMP to more fully integrate all funding sources under Alameda CTC's purview, as well as to strengthen others so they can be utilized more effectively in future planning and programming decisions. The CMP required elements are:

1. *Level of service standards* to measure and monitor the performance of the system of highways and roadways designated by the CMA as CMP roadways;
2. *Performance report* element to evaluate current and future multimodal system performance using a set of established performance measures;
3. *Travel demand management* element to promote alternative transportation methods;
4. *Land use analysis program* to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems; and
5. *Capital improvement program (CIP)* to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods. The CIP will include all funding sources under the purview of the Alameda CTC and will establish a seven-year horizon for fund allocations.

Programs Investment Plan (PIP) -- This is a new element that will be included in the CMP as a companion to the CIP and will provide a seven-year horizon for programming funds for operations, technology, education, planning and monitoring needs for all funding sources related to these types of transportation investments. These funds are typically known as Program Funds and consist of the Measure B pass-through and discretionary funds, Vehicle Registration Fee funds, and other funds that are used to support operations, education, maintenance, monitoring and reporting that are not included in a CIP.

Allocation Plan -- Programming of funds for capital projects and programs identified in the CIP and PIP will be done through a two-year Allocation Plan that will identify specific projects and programs for funding, including the annual programmatic pass-through fund amounts from Measure B and VRF

funds to local jurisdictions and transit operators. This document will serve as a single repository for all capital and programmatic funding decisions and will be updated every two years concurrent with the CMP and Alameda CTC's annual budget process, which typically includes adoption of a budget in May or June of each fiscal year.

2013 Congestion Management Program Update: Congestion Management Program legislation mandates that Alameda CTC, in its role as the Congestion Management Agency (CMA) for Alameda County, develop a Congestion Management Program (CMP) to identify strategies to address congestion issues in Alameda County. The CMP is required to be updated every two years. Alameda CTC updates the CMP during odd number years, and therefore it is due for an update in 2013. Based on the policy framework adopted in March, the 2013 CMP update will be a significant and comprehensive update making the CMP a Strategic Investment Plan/CMP. The Strategic Investment Plan/CMP will include the statutorily required CIP as well as Alameda CTC's PIP (described above) to identify all funding sources available for a seven-year period and identify transportation improvements (projects and programs) that can be funded using the identified funds.

In addition to the expanded CIP and development of the PIP, significant updates to the other CMP elements will include updates to the Land Use Analysis Program and Level of Service Standards. Updates in the Land Use Analysis Program will be made to better integrate the work performed by Alameda CTC in response to recent regional policy and legislative requirements regarding Priority Development Areas and Complete Street Policies. The Level of Service Standards element will be modified to evaluate how the more recent 2010 Highway Capacity Manual should be used for CMP purposes.

The updated Strategic Investment Plan/CMP is scheduled to be adopted by the Commission in December 2013 and the detailed scope and schedule for the Strategic Plan/CMP is described below in the Strategic Planning and Investment Policy Implementation Timeline section below.

2014 State Transportation Improvement Program Development Process: The development of the STIP occurs in odd numbered years and its adoption by California Transportation Commission in even numbered years. All programming in the STIP will be included in the Alameda CTC CIP and, therefore, the development of the 2014 STIP is included as part of the overall Strategic Planning and Investment Policy. A summary of the 2014 STIP estimate and Alameda CTC STIP development process is described herein and summarized below in the Strategic Planning and Investment Policy Implementation Timeline.

The California Transportation Commission (CTC) is scheduled to approve the final assumptions for the 2014 STIP Fund Estimate in May 2013, draft Fund Estimate in June 2013 and a final Fund Estimate in August 2013. The Metropolitan Transportation Commission (MTC) region's STIP proposal (i.e. the RTIP) is due to the CTC in December 2013. Correspondingly, the counties' proposals are due to MTC in late October 2013. In order to meet this schedule, the attached 2014 STIP Development Schedule shows the Alameda CTC Board approving Alameda County's 2014 STIP Program in October 2013.

As in past STIP cycles, the CTC and MTC are not scheduled to adopt the final STIP policies until late summer. The development of the Alameda County STIP proposal will have to be closely coordinated with the statewide and regional development of the 2014 STIP policies and the Strategic Planning and Investment Policy Implementation Item. The CTC schedule calls for adoption of the 2014 STIP in April 2014.

Strategic Planning and Investment Policy Implementation Timeline: The following describes the proposed actions that will be taken to develop each component of the Strategic Planning and Investment Policy on a monthly basis. From April 2013 through April 2014, specific elements of the Strategic Planning and Investment Policy will be developed and brought to the Commission for approval as described in the implementation timeline below. This implementation timeline includes the 2013 Strategic Plan/CMP, the 2014 STIP development process, the Allocation Plan process and the development of methods to evaluate the effectiveness of the Strategic Planning and Investment Policy Implementation.

April 2013

- Approval of scope and schedule for the 2013 CMP and Strategic Plan Update

May 2013

- Review of CIP/PIP assumptions and methodology
 - Approach for identifying overall needs assessment and initiate development of screening and evaluation criteria
- Approval of 2014 STIP Principles

June 2013

- Approval of CIP/PIP assumptions and methodology
- Review of draft CIP/PIP screening and evaluation criteria
- Initiate CIP/PIP information collection, as required
- Review of Land Use Analysis Program (LUAP) Element
 - Comprehensive update in documenting and better integrating the work undertaken by the agency related to Priority Development Areas and Priority Conservation Areas development, Complete Street Policy, and other related planning efforts on land use and transportation connection and addressing climate change
 - Other items considered for updating this chapter:
 - Address using the 2010 Highway Capacity Manual (HCM) methodology including Multimodal Level of Service (MMLOS) standards for the Land Use Analysis Program purposes
 - Clarify language on transportation impact analysis
 - Explore options for collecting land development data as identified in the Next Steps of the 2011 CMP and in the Alameda County Priority Development Area Investment and Growth Strategy
 - Update the land use and socio-economic database to be consistent with the Association of Bay Area Governments (ABAG) soon to be adopted Sustainable Communities Strategy

July 2013

- Approval of CIP/PIP screening and evaluation criteria
- Review of Strategic Plan/CMP Areawide Deficiency Plan guidelines

September 2013

- Review of Strategic Plan/CMP Level of Service Monitoring Element
 - Review of Strategic Plan/CMP alternate data collection methodologies
 - Address using the 2010 Highway Capacity Manual MMLOS standards for roadway performance monitoring regarding CMP Conformance and comparison of trends over time
- Review Draft STIP list of projects

October 2013

- Review of the draft 2013 Strategic Plan/CMP that includes the Draft CIP/PIP
- Adopt final STIP list of projects

November/December 2013

- Adoption of the final 2013 Strategic Plan/CMP (includes CIP/PIP)

January through April 2014

- Develop and adopt Alameda CTC's two-year Allocation Plan which will include all funding sources from projects and programs under Alameda CTC's purview
- Develop and adopt methods to evaluate the effectiveness of the Strategic Planning and Investment Policy Implementation

Fiscal Impacts

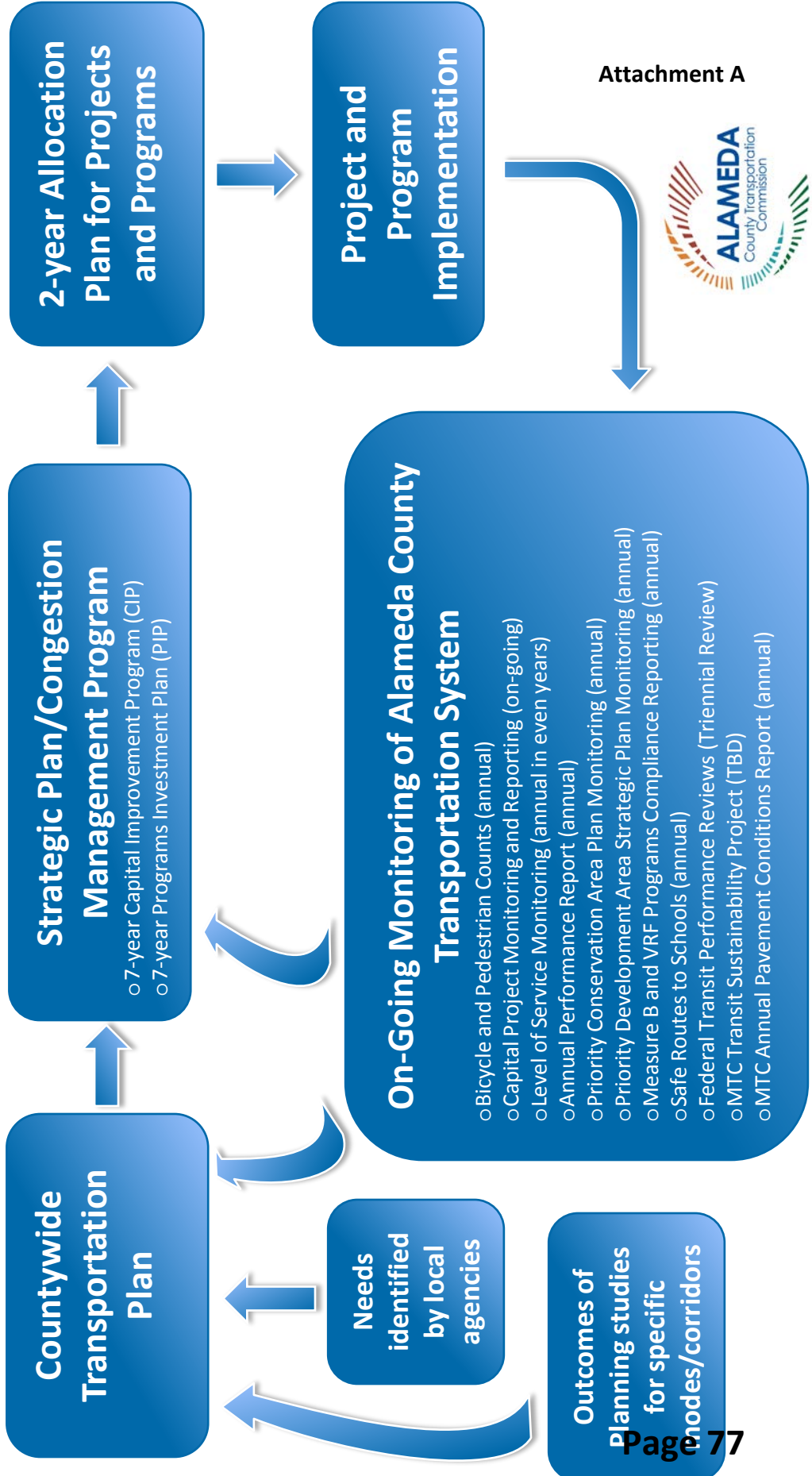
There is no fiscal impact.

Attachments

Attachment A: Alameda CTC Strategic Planning and Programming Policy Process Diagram
Attachment B: Funding Sources Programmed by Alameda CTC

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Alameda CTC Strategic Planning and Investment Policy Process



This flowchart illustrates Alameda CTC's process, which will integrate into the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (TIP), and State Transportation Improvement Program (STIP)

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Funding Sources Programmed by Alameda CTC

Federal:

Surface Transportation Program. The Alameda CTC, as Alameda County's congestion management agency, is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Surface Transportation Program (STP). The STP is provided through funding from the reauthorization of federal funding for surface transportation, the legislation by which the Alameda CTC receives federal monies. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

Congestion Mitigation & Air Quality Program. The Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for a portion of the federal Congestion Mitigation & Air Quality Program (CMAQ). These funds are used on projects that will provide an air quality benefit. MTC's One Bay Area Grant Program is how these funds will be allocated in the coming years.

State and Regional:

State Transportation Improvement Program. Under state law, the Alameda CTC works with project sponsors, including Caltrans, transit agencies and local jurisdictions to solicit and prioritize projects that will be programmed in the State Transportation Improvement Program (STIP). Of the STIP funds, 75 percent are programmed at the county level and earmarked as "County Share." The remaining 25 percent are programmed at the state level and are part of the Interregional Transportation Improvement Program. Each STIP cycle, the California Transportation Commission adopts a Fund Estimate (FE) that serves as the basis for financially constraining STIP proposals from counties and regions.

Transportation Fund for Clean Air Program (TFCA). State law permits the BAAQMD to collect a fee of \$4/vehicle/ year to reduce air pollution from motor vehicles. Of these funds, the District programs 60 percent; the remaining 40 percent are allocated annually to the designated overall program manager for each county—the Alameda CTC in Alameda County. Of the Alameda CTC's portion, 70 percent are programmed to the cities and county and 30 percent are programmed to transit-related projects.

Lifeline Transportation Program (LTP). Alameda CTC is responsible for soliciting and prioritizing projects in Alameda County for the LTP. The LTP provides funds for transportation projects that serve low income communities using a mixture of state and federal fund sources. The current program is made up of multiple fund sources including: State Transit Account, Job Access Reverse Commute and State Proposition 1B funds. The make-up of this program will likely change due to the passage of MAP-21 and most of the Proposition 1B funds already allocated.

Local:

Measure B Program Funds: These include 60% of the sales tax dollars that are allocated to 20 separate organizations via direct pass-through funds or discretionary grant programs. In April 2012, the Alameda CTC entered into new Master Program Funding Agreements with all recipients, which require more focused reporting requirements for fund reserves. Agreements were executed Alameda-Contra Costa Transit District (AC Transit), Water Emergency Transportation Authority (WETA), Altamont Commuter Express (ACE), the Livermore Amador Valley Transit Authority (LAVTA), and the Bay Area Rapid Transit District (BART); cities include Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City (same agreement as for Union City Transit); and Alameda County.

The funds allocated to jurisdictions through the Master Program Funding Agreements include the following:

- Local Transportation, including local streets and roads projects (22.33 percent)
- Mass Transit, including express bus service (21.92 percent)
- Special Transportation (Paratransit) for seniors and people with disabilities (10.5 percent)
- Bicycle and Pedestrian Safety (5 percent)
- Transit-Oriented Development (0.19 percent)

Measure B Capital Funds: These include 40% of the sales tax dollars that are allocated to specific projects as described in the voter approved November 2000 Expenditure Plan, as amended. Each recipient has entered into a Master Projects Funding Agreement and Project-Specific Funding Agreements for each project element. Funds are allocated through the project strategic planning process which identifies project readiness and funding requirements on an annual basis. Project-specific funding allocations are made via specific recommendations approved by the Commission.

Vehicle Registration Fee: The Alameda County Vehicle Registration Fee (VRF) Program will be allocated in part through the Alameda CTC Master Program Funding Agreements as pass-through funds, and others through discretionary programs, as noted below:

- Local streets and roads (60 percent, allocated through MPFA)
- Transit (25 percent, allocated through discretionary program)
- Local transportation technology (10 percent, allocated through discretionary program)
- Bicycle and pedestrian projects (5 percent, allocated through discretionary program)

Local Exchange Program. Under this program, the Alameda CTC can exchange state and federal funds for local monies, giving project sponsors the flexibility to streamline and expedite project delivery. The local funds also allow agencies to begin projects that would otherwise have been delayed due to the lack of available STIP funding. The program includes projects such as bus purchases, overpasses, intermodal facilities, local road improvements and arterial management projects.

Other Funding Sources

There are numerous other funding programs that fund transportation investments in Alameda County, but the Alameda CTC does not have a direct role in programming these fund, including, but not limited to:

- Federal Disaster Assistance
- Federal Transit Sections 5300 series
- State Interregional Transportation Improvement Program
- State Environmental Enhancement and Mitigation Program
- State Transportation Development Act (transit, paratransit and bicycle/pedestrian)
- State Transit Assistance
- State Highway Operations and Protection Program
- Local BART Sales Tax
- Local Bridge Tolls (Regional Measure 2) – sometimes Alameda CTC may have a role in identifying projects for these funds
- Local Gas Tax (Highway Users Tax Account)

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Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: California Transportation Commission (CTC) March 2013 Meeting Summary

Recommendation

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

Discussion

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

The March 2013 CTC meeting was held in San Francisco, CA. Detailed below is a summary of the 2014 State Transportation Improvement Program (STIP) that was considered at the March 2013 CTC meeting.

2014 State Transportation Improvement Program (STIP) Fund Estimate Assumptions

The Department of Transportation (Caltrans) presented the “2014 STIP Fund Estimate Draft Assumptions” to the CTC for review and comment. Section 14524(d) of the Government Code requires the CTC, in consultation with Caltrans, to determine the methodology and assumptions of the STIP Fund Estimate. Once the CTC approves the methodology and assumptions, Caltrans will use these guidelines to determine available program capacity for the STIP and the State Highway Operation and Protection Program (SHOPP) over the next five years.

The key milestones for the development of the 2014 STIP Fund Estimate are:

- March 5, 2013 – Draft Fund Estimate Assumptions presented to CTC
- May 7, 2013 – CTC Approves Fund Estimate Assumptions
- June 11, 2013 – Draft Fund Estimate presented to CTC
- August 6, 2013 – CTC Adopt Fund Estimate

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Memorandum

DATE: April 11, 2013
TO: Alameda CTC Commission
FROM: Programs and Projects Committee
SUBJECT: **Approval for Continuation of Countywide Bicycle Safety Education Program**

Recommendation

It is recommended that the Commission approve the following actions related to the countywide Bicycle Safety Education Program:

1. Program \$300,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Funds (CDF) for funding a countywide Bicycle Safety Education program for three years, from July 1, 2013 through June 30, 2016. This will include:
 - a. Up to \$300,000 for Professional Services for the Bicycle Safety Education program;
 - b. Up to \$25,200 to extend and augment the existing grant-funded Bicycle Safety Education program (No. A09-0025) to allow for a sufficient transition of vendors, if deemed necessary;Combined, the Bicycle Safety Education program funding will not exceed \$300,000 for three years; and
2. Approve the inclusion of the Bicycle Safety Education Program services as a new task in the Safe Routes to Schools (SR2S) final contract (the Request for Proposals (RFP) was issued on March 18, 2013); and
3. As needed for the purposes of eliminating any gaps in the current bicycle safety education program, approve the East Bay Bicycle Coalition's request to extend the agreement expiration date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0025, Bicycle Safety Education program, for up to 3 months, from July 1, 2013 through September 30, 2013, to allow the program services to continue past the current grant expiration date of June 30, 2013, if needed to allow for a sufficient transition of vendors.

The Programs and Projects Committee approved the above recommendation at their April 8 meeting, after a brief discussion which is summarized at the end of this memo. The recommendation was also discussed and approved by the Countywide Bicycle and Pedestrian Advisory Committee at their April 11 meeting.

Summary

The countywide Bicycle Safety Education Program, started in 2007 by the East Bay Bicycle Coalition (EBBC) with a Measure B Countywide Discretionary Fund (CDF) grant, is now in its sixth year of operations, and has been expanded in scope and coverage of the county over these years. Since inception, over 5300 adults and children have been trained in safe bicycle riding techniques and the rules of the road. The program has been largely funded through Measure B CDF funds during this period, with the amount of matching funds growing over the years. Staff are now proposing to move this program from grant-funded to a contracted program, similar to what was done with the Safe Routes to Schools program, since it provides a core service of bicycle safety education to the Alameda County community and is a priority program identified in the 2012 Countywide Bicycle Plan.

The scope of work (Attachment A) builds on the current program by incorporating best practices from cities throughout the country and early input from the Countywide Bicycle and Pedestrian Advisory Committee (BPAC). The proposed contract would be for up to three years. In order to maintain seamless program services, Alameda CTC staff is proposing to extend the current grant agreement for bicycle safety education for up to three months, from July 1 to September 30, to prevent a gap in services (see Attachment B for a request letter from EBBC). The total amount for three full years of operations, including the grant extension and the new contract, would be \$300,000, an amount consistent with previous Alameda CTC Bicycle Safety Education program funding.

In order to achieve cost-efficiencies and associated benefits for two countywide programs, it is proposed that the operations of the bicycle safety program be a task under the Safe Routes to Schools (SR2S) contract. A Request for Proposals (RFP) for the SR2S services has been advertised, and the proposed Bicycle Safety Education scope of work will be added as a new optional task to that RFP. If this approach is approved by the Commission, the new contract for SR2S will include the bicycle safety education program services.

Discussion

The countywide Bicycle Safety Education program, operated by the EBB, was established in 2007, with a two-year grant from the Cycle 3 Measure B bicycle/pedestrian grant program. The program received a second two-year Measure B grant in 2009, as part of the Cycle 4 grant program, at which time the program was significantly expanded. Since there were no Measure B grant funding cycles over the following two fiscal years, the Bicycle Safety Education Program grant agreement was twice considered for, and received, extensions and augmentations of funds. The current amended grant funding period will expire on June 30, 2013.

Summary of Grant Program Services & Accomplishments

The current grant program provides free bicycle safety education classes through a variety of classroom and on-road classes primarily to adults and teenagers, but also to children. The program operates throughout the county, and for all longer-form classes, trainers are certified by the League of American Bicyclists (LAB). Below is a summary of the current program, the total number of classes offered and the total number of people who have received training since 2007.

Summary of Bicycle Safety Education Performance Measures
(July 2007 - December 2012)*

<i>Class Type</i>	<i>Classes Taught (#)</i>	<i>People Trained (#)</i>
Urban Cycling 101 (in English) <i>Two to three and a ½ hour classroom instruction for adults and teens to learn bicycling rules of the road and how to avoid crashes by riding predictably and visibly</i>	84	1628
Urban Cycling 101 (in Spanish)	7	67
Urban Cycling 101 (in Chinese)	5	110
On-the-Bike Road Classes (in multiple languages) <i>Half day "on-bike" class to practice skills learned in Urban Cycling 101</i>	23	336**
Adult How-to-Ride-a-Bike Classes <i>For adults or teens who do not know how to ride a bike</i>	9	67
Lunchtime Commute Workshops <i>One hour class taught at employer and community sites</i>	38	664
Family Cycling Workshops <i>Two and a ½ hour class for adults and children</i>	22	618
Kids Bike Rodeos <i>Off-street bike safety course and skills-building for children</i>	28	1854
TOTAL	216	5344

* Grant program operates through June 2013; this table reports on courses taught through the last reporting period (December 2012).

** Urban Cycling 101 is a pre-requisite for On-the-Bike Road class; total people reached often includes people already reached in 101 class; On-the Bike class participants in FY 07-08 & FY 08-09 not included in totals (figures were not reported separately).

In addition to the classes listed above, the program operates a train-the-trainer course, and police department citation diversion programs. Train-the-trainer courses are focused on training people to teach all classes besides the Urban Cycling 101 and On-the-Road bicycle safety classes, which are taught by League of American Bicyclists-certified instructors. The police department citation diversion program is a two-phase program that has been expanding since its inception. The first phase is a police opt-in program, whereby law-enforcement shares information on bicycle safety classes with bicycle traffic violators. It is currently operating in most of the police departments in the county. The second part is a fully integrated program whereby bicyclists that have been cited for a traffic violation can defray the cost of their citation by attending a bicycle safety course. This program is now operating in two locations: UC Berkeley and City of Alameda.

Moving to a Contract-Based program

It is recommended that this program be funded via a contract, rather than via grant funds, for the following reasons:

1. The program is identified as a priority program in the 2012 Countywide Bicycle Plan adopted by the Commission in October 2012. The program, which will have been in place for six

years as of this June, provides a core service of needed bicycle safety education in Alameda County. Each year there are two to four bicyclists killed in a traffic collision and an average of over 550 bicyclists injured in Alameda County. There are also an unknown number of unreported collisions and near-misses. Regular, free bicycle safety classes can help to improve the safety of the increasing number of bicyclists in the county.

2. By formalizing the program through a contract, Alameda CTC can ensure that there is a consistent and comprehensive countywide approach to bicycle safety education, addressing teenagers and adults of all ages. The program originally began as a pilot in a small area of the county and has since expanded throughout the county. A contract-based program will ensure that the bicycle safety education services are regularly offered and marketed in all areas of the county, and reach a broad audience.
3. Converting the program from grant-based to contract-based will allow more transparency in the delivery of the program services and allow the program to be modified and tailored, allowing for the collaborative development of program services and performance measures between Alameda CTC and the contractor, resulting in a program that incorporates best practices and examples from around the region and country. It will also enable the program to be better coordinated with other Alameda CTC services, such as Guaranteed Ride Home and Safe Routes to Schools.

Draft Scope of Work

Staff requested that BPAC provide early input on the development of a scope of work for this RFP, in particular the tasks and the performance measures, since the BPAC has evaluated the grant submittals and subsequent progress reports since the program began. BPAC members provided the following feedback:

- Methods are needed for capturing lessons learned and applying new strategies to improve the program.
- A marketing and outreach strategy is needed to expand participation in the program.
- Regularly scheduled classes throughout the county are a priority.
- More bilingual trainers are needed to ensure the sustainability of bilingual classes.

In addition to garnering BPAC input, staff researched literature published on bicycle safety education needs and best practices, and surveyed successful bicycle safety education programs around the region and the nation to understand what works on a local level and how programs are funded. Major findings from research and interviews included the need to evaluate how bicycle safety education programs impact bicycle safety and behavior, strategies for reaching low-income communities, and outreach strategies/innovative program elements that have successfully increased attendance in other cities. The attached draft scope of work (Attachment A) builds on the existing program and also incorporates best practices, lessons learned and BPAC comments. It encourages the incorporation of innovative ideas to expand and improve the program. Six subtasks are included:

1. Coordination of Bicycle Safety Education Services
2. Communications and Outreach Strategy
3. Adult Bicycle Safety Education Classes

4. Youth Bicycle Safety Education Classes
5. Citation Diversion Programs
6. Project Evaluation, Performance Measures and Reporting

Contracting Process

Staff are proposing to make the operations of the bicycle safety program a single task under the Safe Routes to Schools (SR2S) contract. This will allow the bicycle safety program to be better coordinated with the SR2S outreach, marketing, evaluation and program activities (which, like the bicycle safety education program, also provides some youth and family bicycle safety education classes). Additionally, the vendor providing the bicycle safety services would have a similar skill set to those that will be provided in the SR2S contract.

A RFP for the SR2S services was advertised on March 18, 2013 and proposals are due on April 22, 2013. By addendum, proposers have been requested to address the Bicycle Safety Education scope of work as a new optional task for a three-year duration, consistent with the existing RFP, from July 1, 2013 to June 30, 2016. If this action is approved by the Commission, the new contract for SR2S will include the Bicycle Safety Education scope of work as a required service.

The proposed contracting and possible grant extension schedule is as follows:

Bicycle Safety Education Program – RFP and Extension Schedule

Date	Activity
January 2013	Received BPAC comments on developing a scope of work
April 2013	Amend SR2S RFP to incorporate bike safety task
April 2013	Request approval from Commission to include bike safety education task in SR2S final contract
May 2013	Select SR2S & Bike Safety Education Program Consultant
June 30, 2013	End of current grant-funded Bicycle Safety Education Program
July-September 2013	Up to three-month extension of grant-funded Bicycle Safety Education Program, if necessary for transition
July 1, 2013	Contract commencement
June 30, 2016	Completion of contract for SR2S & Bicycle Safety Education Program

Input from Programs and Projects Committee (PPC)

At their April meeting, the PPC commented that the bicycle safety classes should be targeted to people of all ages, including young adults, people without children and seniors. The scope of the proposed program will include marketing and providing education to people of all backgrounds, ages and abilities. The PPC also suggested that the name of the “Urban Cycling 101” classes be re-considered, to better reflect that the classes provide training for riding with cars in all environments, including suburban and rural. Staff will work with the future contractor to modify this class name.

The PPC also requested a breakdown of the classes by area of the county. The table below compares the share of bicycle safety classes (for the most recent 18-month period in which there were 91 classes) to three other data points: population, bicycle injuries and fatalities, and all bike trips. This data suggests that more classes could be considered for Central County. The PPC also requested a breakdown of the How-to-Ride-a-Bike Classes. For the same 18-month period, seven classes were offered: five in North County and two in South County. By moving to a contract-based (as opposed to grant-based) program, the Alameda CTC will be able to take a more active role in shaping and monitoring the countywide coverage (and content) of all classes.

	Share of bike safety classes	Share of county population	Share of bike injuries & fatalities	Share of all bike trips
North	69%	41%	62%	75%
Central	7%	24%	15%	5%
South	14%	21%	12%	8%
East	10%	14%	11%	13%
year(s) of data:	(Jul 2011-Dec 2012)	(2012)	(2006-2010)	(2000)*

* most recent year for data on all trips

Fiscal Impacts

The recommended action would allocate \$300,000 of the Measure B Bicycle and Pedestrian Safety Funds for the countywide bicycle safety education program.

Attachments

Attachment A: Draft Countywide Bicycle Safety Education Program Scope of Work

Attachment B: EBBC Proposal to Extend and Augment the Bicycle Safety Education Program

ATTACHMENT A

DRAFT Scope of Work and Deliverables for

COUNTYWIDE BICYCLE SAFETY EDUCATION PROGRAM

(TASK 7 under Safe Routes to Schools RFP)

Alameda CTC is seeking a consultant to administer the continuation and enhancement of the countywide Bicycle Safety Education (BSE) program, which provides education to Alameda County community members to increase the safety of bicyclists of all experience levels. Classes provided as part of this task will primarily target adults and teenagers, but also families and children, and will be offered throughout the county in multiple languages. Responsibilities include operation, coordination, and financial management of the program.

Alameda CTC is the major funder of the current countywide BSE program through a grant to the East Bay Bicycle Coalition (EBBC). The countywide program was established in 2007, with a two-year Measure B grant. Since then, the program received a second two-year grant, and two one-year grant extensions. A countywide bicycle safety education program is identified as a priority program in the 2012 Countywide Bicycle Plan.

By June 2013 the BSE program will have trained over 5,200 people through 211 classes and workshops in all parts of the county. The program provides BSE courses through a variety of classroom and on-road classes primarily targeted to adults, but also to teenagers and children. The program began by offering 30 classes in its first two years. Today the program offers approximately 60 free classes each year in multiple languages throughout Alameda County.

For this task, the consultant will operate and provide coordination among three program elements (described below). These elements will operate in tandem to form a well-integrated effort, and will be further coordinated with the Safe Routes to Schools (SR2S) program youth classes (see Task 3: “Safe Routes to Schools Grades K-8 Program”) and the overall SR2S program marketing, outreach and evaluation. The consultant will be responsible for the following three elements of the countywide BSE program:

1. Operating adult bicycle safety classes.
2. Operating youth and family bicycle safety classes.
3. Expanding the citation diversion program to additional police departments.

The Alameda CTC encourages innovative ideas and expansion of the BSE program that will result in a more comprehensive, integrated and effective program. The consultant is expected to describe new and innovative plans for expanding and improving the existing program, with an emphasis on maximizing the number of people trained in BSE classes, increasing the safety of bicyclists in Alameda County, and reaching people in all parts of the county and in Communities of Concern, which are defined by the Metropolitan Transportation Commission.

The consultant is required to identify how its proposed approach will address the overall countywide BSE program goals, which are to:

1. Increase the safety of bicyclists in Alameda County;
2. Establish one cohesive countywide bicycle safety program that is implemented equitably throughout the county, with all program elements integrated and coordinated, even if implemented or funded separately from this task;
3. Maximize the number of people in Alameda County receiving effective bicycle safety education;
4. Create innovative and effective bicycle safety classes and programs that are grounded in best practices;
5. Effectively outreach to communities across Alameda County, especially to Communities of Concern and non-native English speakers, to expand the program; and
6. Coordinate the bicycle safety program with other bicycle and active transportation efforts in Alameda County to contribute to a larger, coordinated effort to create a bikeable Alameda County.

As a part of the response to this task, the consultant is expected to address the integration of the following items into the Alameda County BSE Program:

1. How coordination with appropriate local community groups will be approached when planning classes to achieve high levels of participation and effective programming.
2. How the proposed approach will tailor the BSE program to unique communities and how the program will aim to expand participation within each county planning area.
3. How the proposed approach will build upon and continue the lessons learned from the current BSE program.
4. How the consultant staff composition and proposed approach will identify the needs of and support the multicultural and varied income levels of communities throughout Alameda County.
5. Methods of leveraging the contract funding to secure additional funding that contributes to program expansion.

Subtasks:

Subtask 7.1 – Coordination of Bicycle Safety Education Services.....	2
Subtask 7.2 – Communications and Outreach Strategy.....	2
Subtask 7.3 – Adult Bicycle Safety Education Classes	4
Subtask 7.4 – Youth Bicycle Safety Education Classes.....	5
Subtask 7.5 – Citation Diversion Programs	6
Subtask 7.6 – Project Evaluation, Performance Measures and Reporting	7

Specific details related to each subtask include:

Subtask 7.1 – Coordination of Bicycle Safety Education Services

The consultant will oversee the implementation of all BSE program elements, ensuring that all program elements are integrated and implemented as a unified countywide program, and that it is

delivered equitably throughout Alameda County. The work for this subtask includes managing the program operations and funding for the BSE program, and will be coordinated with Task 1 (“Project Initiation, Management and Coordination”).

The consultant will ensure that the program is fully integrated with other bicycle safety programs and related activities not funded through this contract, including, but not limited to:

- Bicycle safety and maintenance classes offered by other organizations (such as REI, local bicycle shops, police departments, recreation centers, etc.) throughout the county in order to complement, rather than duplicate efforts;
- Alameda CTC’s Guaranteed Ride Home (GRH) program; and
- Any additional efforts related to bicycle safety being conducted in the county.

As a part of this subtask, the consultant will further develop the three program elements and define the work products in greater detail. A detailed overall program schedule, including deliverable due dates, will be incorporated into Task 1, and will be maintained through said task.

Subtask 7.1 Deliverables:

- a) Revised work plan, detailed budgets, deliverables, schedules and performance measures for each program element included in Task 7.
- b) Regularly review and, as needed, revise work plans, budgets and schedule for each program element included in Task 7.
- c) Regular updates on existing and new outside funding to operate additional BSE classes.

Subtask 7.2 – Communications and Outreach Strategy

The BSE program requires enhanced outreach to local partners, community organizations, and the general public to maximize program visibility and participation, particularly in areas where class attendance has been low. The consultant will develop and implement a communications and outreach strategy for the coordinated program which promotes the full countywide bicycle safety education program offerings in an enticing, easy to understand, and easily-accessible manner.

As part of this subtask, the consultant will develop a communications and outreach strategy that, at a minimum, includes the following elements:

- A broad outreach and marketing strategy for the program as a whole, as well as a targeted outreach strategy for each BSE class-type. The targeted strategy should be tailored by class type, language and area of the county;
- Social media that is consistent with Alameda CTC’s existing social media strategy;
- A proposed timeline for the implementation of the strategy; and
- Coordination with the communications and outreach strategy described in Task 2.

The following strategies may also be considered:

- Strategies for reaching motor vehicle drivers; and
- Strategies for attracting media coverage of the program (i.e. “earned” media).

As part of the outreach and marketing strategy, the consultant will develop and maintain a clear, easy-to-use and informative website that includes all planned classes, descriptions of all class types and an efficient and convenient method for registering for and requesting information about classes.

Outreach materials should be available in English, Spanish, Cantonese, and additional languages, as appropriate for the targeted audience. The outreach strategy should be assessed regularly and modified, as necessary or at least once a year, to respond to challenges, lessons learned and opportunities. All program materials will be reviewed by Alameda CTC and will include the Alameda CTC logo, as appropriate. All graphics should be incorporated and designed to meet the objectives set by Alameda CTC along with appropriately addressing the target audience.

Subtask 7.2 Deliverables:

- a) A draft communications and outreach strategy, including descriptions, schedule, and budget for each item.
- b) A final communications and outreach strategy that incorporates Alameda CTC staff feedback.
- c) In coordination with Task 1, the communications and outreach strategy, should be reviewed and updated, as necessary, every month to incorporate a 3-month and 6-month look ahead.
- d) A BSE website with information about all courses offered, updated regularly reflecting the most current schedule.
- e) Maintain updated and effective print and online materials, including in multiple languages.

Subtask 7.3 – Adult Bicycle Safety Education Classes

This subtask is for the Alameda County BSE program component targeted to adults and teenagers which builds and expands on the lessons learned and successes of the existing program. A comprehensive program should be designed to be highly effective at maximizing the number of people effectively reached. The existing program should be reviewed for enhancements that will not only improve the educational component of the class, but increase attendance; an example to be considered is shorter classes that could reach a broader audience. Classes should complement other bicycle safety education programs in the county not funded through this task, such as classes funded through Task 3 (“Safe Routes to Schools Grades K-8 Program”) of this contract, by organizations such as Kaiser Permanente, or maintenance classes offered by local bike shops. The Alameda CTC BSE program should consider how safety education classes can support and promote the goal of enhancing bikeability throughout Alameda County. For instance, on-road classes might consider highlighting bicycle facility projects in the vicinity of the class, especially those planned or funded by Alameda CTC and other government entities, which improve bikeability and bike safety.

The consultant will design and operate a comprehensive adult BSE program that includes a range of class types offered throughout the county that fits within the overall budget. Classes should be regularly scheduled, such that participants can access classes within a reasonable amount of time, and should be free and accessible to all. All classes will be taught by instructors certified by the League of American Bicyclists or by trainers who have taken an instructor training class through this task, the previous bicycle safety education grant-funded program, or another similar program that has been pre-approved by Alameda CTC. The consultant will be responsible for securing course

venues. Alameda County community members will receive priority when registering for classes funded through this task.

For each type of class, the consultant will develop a curriculum based on best practices – modifications should occur a minimum of once a year, or as necessary, to keep information up-to-date. Class materials and curriculum will be reviewed by Alameda CTC. To ensure a sustainable program, the consultant will conduct train-the-trainer classes to develop expertise among a cadre of multi-lingual trainers that meets the language needs of Alameda County communities. When designing the program, the consultant must consider and address:

- How trainings will be tailored to meet the needs of students with varying cycling skills, experience and confidence;
- Plans to develop a combination of class formats and lengths to optimize attendance;
- Plans to hold trainings equitably throughout the four planning areas of Alameda County;
- Hosting classes on a regular basis (monthly, bi-monthly, etc);
- Plans for training a new cadre of trainers that represent diverse backgrounds and meet the multi-lingual needs of the county.

For this subtask, the consultant will also develop procedures for class administration, including an approach for determining how to schedule classes so that they do not conflict with major community or regional events, optimal class location and time to ensure maximum participation, consideration of a minimum registration number for classes to be held, a process for cancelling and rescheduling classes, and a proposed class fee structure, if applicable.

In its proposal, the consultant will describe each class type (e.g., topics covered, on-road versus classroom versus combination, class length, target audience, etc.), the number of classes offered by class type, the number or range of numbers of classes that will be taught in each language, the number of classes offered in each planning area, the estimated average attendance per class type, and the estimated cost per class and cost per student, by class type.

Subtask 7.3 Deliverables:

- a) Develop curriculum and presentation materials for each class type, in line with current best practices, and translated into Spanish, Cantonese, and any other languages as needed.
- b) Maintain and revise curriculum and presentation materials, as needed and at least once a year, throughout the course of the contract, to be up-to-date and to reflect current best practices.
- c) Develop draft and final procedures for class administration.
- d) Continually maintain a core schedule of classes for the upcoming six to twelve month period (additional classes may be added to core schedule) and coordinate with Task 1.

Subtask 7.4 – Youth Bicycle Safety Education Classes

The consultant will design a youth and family component for the BSE program that includes a range of class types offered throughout the county that fits within the overall budget. This subtask should be designed with an approach similar to Subtask 7.3 above, but tailored to a youth and family

audience. Note that the major focus of Task 7 is on delivering education to adults and teenagers, since youth and family cycling classes and general youth bicycle safety education are also offered in other tasks in this contract.

The consultant will coordinate the classes proposed in this subtask with the bicycle safety education programs offered through Task 3 (“Safe Routes to Schools Grades K-8 Program”), and ensure that these classes complement classes offered in Task 3 (e.g., by offering instruction in areas where no Safe Routes to Schools programs currently exist).

In its proposal, the consultant will describe each class type (e.g., topics covered, class length, target audience, etc.), the number of classes offered by class type, the number or range of numbers of classes that will be taught in each language, the number of classes offered in each planning area, the estimated average attendance per class type, and the estimated cost per class and cost per student, by class type.

Subtask 7.4 Deliverables:

- a) Develop curriculum and presentation materials for each class type, in line with current best practices, and translated in Spanish, Cantonese, and any other languages as needed, and integrated with the overall SR2S program.
- b) Maintain and revise curriculum and presentation materials, as needed and at least once a year, throughout the course of the contract, to be up-to-date and to reflect current best practices.
- c) Develop draft and final procedures for class administration.
- e) Continually maintain a core schedule of classes for the upcoming six to twelve month period (additional classes may be added to core schedule) and coordinate with Task 1.

Subtask 7.5 – Citation Diversion Programs

This subtask provides for the continuation and expansion of the existing Citation Diversion Program, which is a two-phase program. The first phase of this program includes a police “Opt-in” program, whereby law-enforcement officers share information on bicycle safety classes to bicycle traffic violators. Nine police departments in Alameda County currently participate in this program, including Alameda, Berkeley, Dublin, Fremont, Livermore, Newark, Pleasanton, Union City, and UC Berkeley. The consultant will survey police departments to determine whether existing programs are working, make any necessary improvements to support the existing programs, and expand Opt-in programs to every police department in the county, as feasible. Outreach to the police departments will build upon and be coordinated with the SR2S police department relationships and contacts.

The second phase of this subtask is a “Fully Integrated” program with local police departments whereby bicyclists that have been cited for a traffic violation can reduce the cost of their citation by attending a bicycle safety course. This integrated program currently operates with two local police departments: UC Berkeley and the City of Alameda. Bicycle safety classes offered through the citation diversion program are at least partially funded by the fees collected from the traffic violations. While these classes target people who have received a citation, they are currently open to the public and free to attend. The consultant will support, as needed, the two police departments with existing Fully Integrated programs, and use the lessons learned from these programs to expand

the number of police departments programs by two to four per year. Through this expansion, more bicycle safety education classes can be offered throughout the county, thereby building the overall Alameda County BSE program.

The Fully Integrated program may also include training law-enforcement professionals in order to expand their knowledge of safe bicycle riding techniques and to provide guidance on the type of enforcement that will have the biggest impact on safety.

Subtask 7.5 Deliverables:

- a) Regularly contact and provide materials to police departments with Opt-in programs.
- b) Survey police departments in Alameda County to identify how to expand the number of Opt-in and Fully-Integrated programs.
- c) Develop and maintain Opt-in programs in every police department in Alameda County, as feasible, by June 30, 2014.
- d) Develop and implement an implementation plan for expanding the number of Fully Integrated programs by two to four in each fiscal year.
- e) Support and maintain the existing Fully Integrated programs.

Subtask 7.6 Project Evaluation, Performance Measures and Reporting

Evaluating and monitoring the BSE program is a key component of developing and maintaining a successful and effective program. The following elements will be performed by the consultant.

Project Evaluation: Project evaluation is a critical piece of the overall BSE task to understand if the program is effectively meeting the goals outlined in the task overview, especially the goals of improving bicyclist safety across the county. The consultant will design a program evaluation that measures progress towards these goals and other measures proposed by the applicant. As feasible through the project budget, this should include conducting pre-class, post-class and later follow-up surveys of participating students by class type and the program as a whole to understand how the bicycle safety classes have resulted in bicycling behavior changes in Alameda County. Alameda CTC will review draft evaluations to provide input. Evaluations should be analyzed by the consultant on a regular basis, and high-level feedback and/or feedback that suggests the need for program changes should be included in monthly reports, as described below. The full analysis of the evaluations will be included in annual reports, along with any relevant implications for the program.

Performance Measures: In consultation with Alameda CTC, the consultant will develop performance measures and targets for subtasks 7.2 through 7.5 and report on them monthly and annually (see “Reporting” below). Performance measures should, at a minimum, measure the number of classes taught and people reached both overall and also by class type, planning area, and language, and may include other measures proposed by the consultant and/or agency staff.

Reporting: In order to monitor progress and adjust the program approach in a timely fashion, the consultant will submit monthly progress reports to Alameda CTC and a comprehensive annual report at the end of each contract year. Monthly progress reports will include:

- Update on performance measures;

- Details on each class, including the location, language class taught in, number of class registrants, number of class attendees, copies of sign-in sheets, pass/fail rate for LCI certified courses (when applicable), class type, and photos of each class;
- Progress on communications and outreach strategy implementation;
- Progress on implementation of citation diversion programs;
- A list of all upcoming classes; and
- As relevant, updates on the following: evaluations and any proposed program changes as a result of evaluation findings, copies of media, and any potential or acquired matching funds.

Annual reports will report on the following items for the respective year:

- A comprehensive report on performance measures for the relevant year and, as applicable, the previous year;
- A comprehensive analysis of course evaluations for the relevant year with a comparison, as applicable, to the previous year;
- A review of class attendance, and plans, as needed, to increase attendance overall or in certain geographical areas;
- Any proposals to modify the existing scope of work to respond to evaluation results and input;
- Details on all classes taught throughout the year, including a summary of the information from the monthly progress reports;
- Summary of achievements and challenges related to communications and outreach strategy implementation;
- Summary of citation diversion program and the expansion effort;
- Summary of potential and/or acquired matching funds;
- Status update on any non-Alameda CTC funded components of the program, as applicable;
- Status update on the coordination of the countywide bicycle safety program with other bicycle programs and classes throughout the county; and
- Additional methods to expand and improve the countywide bicycle safety education program.

Subtask 7.6 Deliverables:

- a) Develop draft and final project evaluation approach.
- b) Draft pre-, post- and follow-up evaluation questions.
- c) Final pre-, post- and follow-up evaluation questions.
- d) Develop draft and final performance measures and targets, to be reviewed at least annually.
- e) Monthly progress reports including the items outlined above, at minimum.
- f) Annual reports, including the items outlined above, at minimum.



EAST BAY BICYCLE COALITION

Promoting bicycling as an everyday means of transportation and recreation

March 19, 2013

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

Re: Proposed Extend and Augment to Bicycle Safety Education Program–A09-0025

Dear Matt,

I am writing to request that the Alameda County Transportation Commission extend and augment funding for the Bicycle Safety Education Program for up to three months beyond the expiration of the current grant cycle of June 30, 2013. Based upon scheduled programs through the end of our current grant period ending June 30, we anticipate that our funds granted to date will be exhausted. We request up to an additional three months of funding to close the gap between the current grant and the RFP anticipated to be issued in the coming months. This extension will ensure that Alameda County continues to have a strong Bicycle Safety Education Program until the next contract is awarded.

Our goal with this proposed extension is to maintain our current level of programming for a total funding amount of up to \$25,166 for July 1 to September 30, 2013. In addition we will continue programming through match funding available through the regional Safe Routes to School Program for Family Cycling Workshop and Kids Bike Rodeos, from UC Berkeley and the City of Alameda for our Bicycle Traffic School Classes, from the City of Oakland for an expanded bicycle safety program in Oakland, and other sources.

For the three-month period of July 1 to September 30, 2013, we proposed to conduct the following programs with the funding requested in this letter:

Urban Cycling 101 Classroom (English):	3
Urban Cycling 101 Spanish:	1
Urban Cycling 101 Cantonese:	2
Urban Cycling 101 “Day 2” Road Course:	2
Family Cycling Workshops:	3
Kids Bike Rodeos:	2
How-to-Ride-a-Bike Classes:	1
Lunchtime Commute Workshops:	2

The total anticipated funding needed for this three-month period is \$25,166. Here is the breakdown of programs and funding amount by month for this period:

July 2013 – funding requested \$8,272:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Cantonese)
- 1 Family Cycling Workshop
- 1 Kids Bike Rodeo

August 2013 – funding requested \$8,522:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Spanish)
- 1 Family Cycling Workshop
- 1 'Day 2' Road Class
- 1 Adult How-to-Ride Class
- 1 Lunchtime Workshop

September 2013 – funding requested \$8,372:

- 1 Urban Cycling 101 class (English)
- 1 Urban Cycling 101 class (Cantonese)
- 1 Family Cycling Workshop
- 1 Kids Bike Rodeo
- 1 Lunchtime Workshop

Total funding need anticipated for July 1 to September 30, 2013 is \$25,166.

Thank you for considering our request for this bridge funding of up to \$25,166, to ensure that Alameda County continues to have a strong Bicycle Safety Education Program until the new RFP process is completed. Please let me know if I can provide any addition information to support our request.

Sincerely,

A handwritten signature in blue ink, appearing to read "Renee", followed by a long horizontal line extending to the right.

Renee Rivera
Executive Director

cc: Vivek Bhat
Rochelle Wheeler



Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: Draft Vehicle Registration Fee (VRF) FY 2013/14 Allocation Plan

Recommendation

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

Summary

The Measure F Alameda County Vehicle Registration Fee (VRF) Program was approved by the voters in November 2010. The fee will generate about \$10.7 million per year by a \$10 per year vehicle registration fee. The collection of the \$10 per year vehicle registration fee started in May 2011.

The FY 2013/14 VRF Allocation Plan proposes to:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over the next (5) five fiscal years of the VRF to assess the financial capacity to deliver the various programs;

Background

The goal of the VRF 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.

The Alameda County Transportation Commission will prepare an annual Allocation Plan to guide the implementation of the (4) four programs identified in the Vehicle Registration Fee Expenditure Plan. The Allocation Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming (5) five years of the program.

The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with the One Bay Area Grant call for projects (federal funding). The coordinated programming effort also included the Measure B Bicycle and Pedestrian Countywide Discretionary Funds and Measure B Express Bus Funds. The programming estimate included \$1.5 Million of VRF Bike and Pedestrian funds and \$5.0 Million of VRF Transit funds.

FY 2013/2014 Programming

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

Attachments

Attachment A: Draft VRF FY 2013/14 Allocation Plan



ALAMEDA COUNTY TRANSPORTATION COMMISSION

VEHICLE REGISTRATION FEE

DRAFT FY 2013/14 ALLOCATION PLAN

**ALAMEDA COUNTY TRANSPORTATION COMMISSION
FY 2013/14 VEHICLE REGISTRATION FEE ALLOCATION PLAN**

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Table 1	Draft 2013/14 Allocation Plan
Table 2	LSR Program - Projected Distribution through FY 2013/14

Purpose of the Allocation Plan

The Alameda County Transportation Commission prepares an annual Allocation Plan to guide the implementation of the 4 programs identified in the Vehicle Registration Fee Expenditure Plan. The Allocation Plan identifies the priority for program implementation based on multiple factors including project readiness, the availability and potential for leveraging of other fund sources, and the anticipated revenues from the vehicle registration fee over the upcoming 5 years of the program.

The FY 2013/14 Allocation Plan will:

- Establish a 1-year Implementation Plan that will include the approval of specific projects and programming cycles (discretionary funding) for the upcoming year;
- Establish the Beginning Programmed Balance for each Program; and
- Estimate the cash flow over next 5 fiscal years of the VRF to assess the financial capacity to deliver the various programs;

Introduction / Background of VRF Program

The opportunity for a countywide transportation agency to place a measure for a vehicle registration fee before the voters was authorized in 2009 by the passage of Senate Bill 83 (SB83), authored by Senator Loni Hancock. The Alameda County Transportation Commission (Alameda CTC), formerly the Alameda County Congestion Management Agency, placed transportation Measure F (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. The Alameda County Transportation Improvement Measure Expenditure Plan was determined to be compliant with the requirements of SB83 and the local transportation and transit improvements were included in the ballot measure as the Alameda County Transportation Improvement Measure Expenditure Plan (Expenditure Plan).

The Measure was approved with the support of 62.6% of Alameda County voters. The \$10 per year vehicle registration fee (VRF) will be imposed on each annual motor-vehicle registration or renewal of registration in Alameda County starting in May 2011, six-months following approval of the Measure on the November 2, 2010 election.

Alameda County has significant unfunded transportation needs, and this Fee will provide funding to meet some of those needs. The Measure allows for the collection of the Fee for an unlimited period to implement the Expenditure Plan.

The goal of this program is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The VRF is part of an overall strategy to develop a balanced, well thought-out program that improves transportation and transit in Alameda County.

The VRF will fund projects 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 money raised by the VRF will be used exclusively for transportation in Alameda County, including projects and programs identified in the Expenditure Plan that have a relationship or benefit to the owner's of motor vehicles paying the VRF. The VRF Program will establish a reliable source of funding to help fund critical and essential local transportation programs and provide matching funds for funding made available from other fund sources.

Vehicles subject to the VRF include all motorized vehicles – passenger cars, light-duty trucks, medium-duty trucks, heavy-duty trucks, buses of all sizes, motorcycles and motorized camper homes. The VRF will be imposed on all motorized vehicle types, unless vehicles are expressly exempted from the payment of the registration fee.

Program Categories

The Expenditure Plan identifies four types of programs that will receive funds generated by the VRF. The descriptions of each program and the corresponding percentage of the net annual revenue that will be allocated to each program include:

Local Road Improvement and Repair Program (60%)

This program will provide funding for improving, maintaining and rehabilitating local roads and traffic signals. It will also incorporate the “complete streets” practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. Eligible projects 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 will 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. Eligible projects 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%)

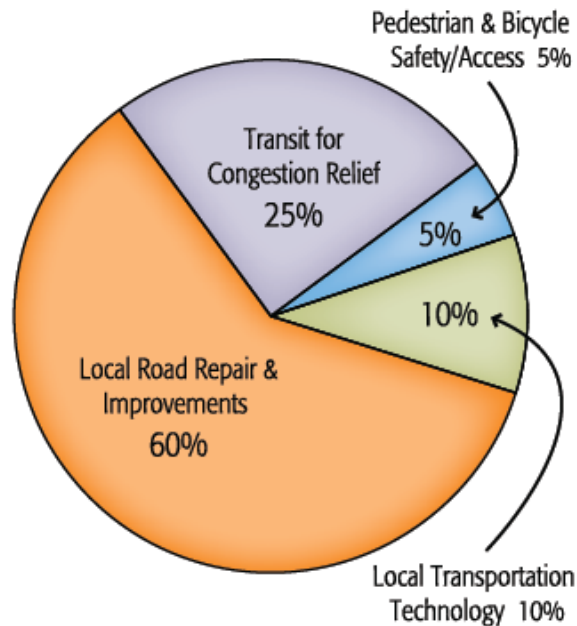
This program will continue and improve the performance of road, transit, pedestrian and bicyclist technology applications, and accommodate emerging vehicle technologies, such as electric and plug-in-hybrid vehicles. Eligible projects include:

- 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
- Development and implementation of flush plans
- Development of emergency evacuation plans

Pedestrian and Bicyclist Access and Safety Program (5%)

This program will seek to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and reducing congestion in areas such as schools, downtowns, transit hubs, and other high activity locations. It will also seek to improve bicyclist and pedestrian safety on arterials and other locally-maintained roads and reduce occasional congestion that may occur with incidents. Eligible projects 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



Administration Costs of the VRF

The Alameda CTC will collect and administer the VRF in accordance with the Expenditure Plan. The Alameda CTC will administer the proceeds of the VRF to carry out the mission described in the Plan. Not more than five percent of the VRF shall be used for administrative costs associated with the programs and projects, including amendments of the Expenditure Plan.

Distribution of VRF Funds

An equitable share of the VRF funds will be distributed among the four geographical sub-areas of the county (Planning Areas 1, 2, 3, and 4). The sub-areas of the county are defined by the Alameda CTC as follows:

- Planning Area 1 / North Area
 - Cities of Oakland, Berkeley, Albany, Piedmont, Emeryville and Alameda, as well as other unincorporated lands in that area
- Planning Area 2 / Central Area
 - Cities of Hayward and San Leandro, and the unincorporated areas of Castro Valley and San Lorenzo, as well as other unincorporated lands in that area
- Planning Area 3 / South Area
 - Cities of Fremont, Newark and Union City
- Planning Area 4 / East Area
 - Cities of Livermore, Dublin and Pleasanton, and all unincorporated lands in that area

The Alameda CTC is authorized to redefine the planning areas limits from time to time.

An equitable share of the VRF funds will be distributed among the four geographical sub-areas, measured over successive five year cycles. Geographic equity is measured by a formula, weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. Population information will be updated annually based on information published by the California Department of Finance. The DMV provides the number of registered vehicles in Alameda County. As part of the creation of the expenditure plan, the amount of registered vehicles in each planning area was determined. This calculation of the registered vehicles per planning area will be used to determine the equitable share for a planning area. The amount of registered vehicles in each planning area may be recalculated in the future, with the revised information becoming the basis for the Planning Area share formula.

The VRF funds will also be tracked by the programmatic expenditure formula of:

- Local Road Improvement and Repair Program (60%),
- Transit for Congestion Relief Program (25%),
- Local Transportation Technology Program (10%), and
- Pedestrian and Bicyclist Access and Safety Program (5%).

Though it is not required to attain Planning Area geographic equity measured by each specific program, it will be monitored and considered a goal.

Allocation Plan Implementation

The Alameda CTC will evaluate and update a multi-year Allocation Plan on an annual basis that will include funding targets for programmatic categories identified in the Expenditure Plan for a five year period. The Allocation Plan will project the programming of VRF revenues to meet the geographic equity goals of the program. The Allocation Plan will also project the programming of VRF revenues to meet the programmatic category funding goals identified for the program. Adjustments based on projected compared to actual VRF received will be made in future Allocation Plans.

The Alameda CTC will also adopt an Implementation Plan for the upcoming fiscal year. The one year implementation plan will detail the distribution of VRF funds to each program and/or specific projects in a particular fiscal year. Projects will be monitored by Programmatic Category and Planning Area.

Allocation Plan

The Alameda CTC Board each year shall adopt a multi-year Allocation Plan. The Allocation 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 consider the target funding levels, as identified in the Expenditure Plan.

Implementation Plan

In addition to the 5 year Allocation plan the Alameda CTC Board will adopt a shorter term implementation plan that will include the approval of specific projects or discretionary programming cycles 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 be identified and be considered in future updates of the Allocation Plan.

Initial Costs/Administration

Certain initial costs as well as ongoing administrative costs are allowed for in the program. Approximately \$1.4 million of expenses were incurred to initiate the VRF program. Approximately \$773,000 is allowed to be reimbursed prior to the application of the 5% administration cap, and the remaining \$567,000 that will be applied within the 5% administration fee, though an amortization of multiple years is allowed. These costs will be included in the Allocation Plan and Implementation Plan.

Local Road Improvement and Repair Program (60%)

The Local Road Improvement and Repair category will be administered as a pass through program, with the 14 cities and the County receiving a portion of the Local Road Improvement and Repair Program based on a formula weighted fifty percent by population of the sub-area and fifty percent of registered vehicles of the sub-area. The fund distribution will be based on population within each Planning Area. Agencies will maintain all interest accrued from the VRF Local Road Program pass through funds within the program. These funds are intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

Transit for Congestion Relief Program (25%)

The Transit for Congestion Relief category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be considered in the scheduling of the call for projects.

Strategic capital investments that will create operating efficiency and effectiveness are proposed to be priorities for this Program. Projects that address regionally significant

transit issues and improve reliability and frequency are proposed to be given consideration.

Local Transportation Technology Program (10%)

The genesis of the VRF program was to create a reliable source of funding to support ongoing operational requirements for capital investments that benefit corridors with technology projects such as the “Smart Corridors Program”. The Local Transportation Technology category priority will fund the operation and maintenance of ongoing transportation management technology projects such as the “Smart Corridors Program” operated by the Alameda CTC. This policy is consistent with the original intent of the VRF Program. The Alameda CTC Board will have the authority to program the Local Transportation Technology funds directly to the operation and maintenance of ongoing transportation management technology projects. 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.

Based on current patterns of the operation and maintenance levels of existing corridor programs, there may be an imbalance between the geographic equity formula and the use of the funds within the Local Transportation Technology category. The expenses incurred by Planning Area will be monitored. 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%)

The Pedestrian and Bicyclist Access and Safety category will be administered as a discretionary program that will be programmed approximately every other year. The Alameda CTC Board will approve the projects for programming. Opportunities to coordinate programming with other fund sources will be a primary consideration in the scheduling of the call for projects. Projects identified in the Countywide bike and pedestrian plans are proposed to be priorities for this Program.

Schedule

Each year the Draft versions of the Allocation /Implementation Plans will be presented to the Committees and Commission in April / May. The final plans, incorporating comments received from the Committees and the Commission, will be presented for adoption in May / June.

FY 2012/2013 Programming

The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with the One Bay Area Grant call for projects (federal funding). The coordinated programming effort also included the Measure B Bicycle and Pedestrian Countywide Discretionary Funds and Measure B Express Bus Funds. The programming estimate included \$1.5 Million of VRF Bike and Pedestrian funds and \$5.0 Million of VRF Transit funds.

A final Program of Projects is scheduled to be adopted by the Commission in June 2013.

FY 2013/2014 Programming

The Local Road Improvement and Repair Program funds will be passed through to the cities and county based on the program formula. The Local Transportation Technology Program funds are proposed to be programmed to ongoing Alameda CTC Corridor Operations projects.

FY 2013/14 Implementation Plan Overview

Collection of fees on vehicle registrations started in May 2011. With the execution of Master Program Fund Agreements (MPFA) with agencies, the first VRF funds were distributed in April 2012 as LSR pass through funds. It is projected that approximately \$13.6 Million will be distributed through the LSR pass through program through FY 2012/13.

For FY 2013/14, it is proposed to continue the LSR pass through program, with about \$6.1 Million projected to be distributed. Additional distribution projection information on the LSR program is included in Table 2.

The Bike/Pedestrian and Transit Program are discretionary programs and were included in a coordinated programming effort along with the One Bay Area Grant (OBAG) Program. \$1.5 Million of Bike/Pedestrian program revenues and \$5 Million of Transit Program revenues will be programmed as a part of the FY 2012/13 Coordinated Programming effort.

Funding for the Technology program is prioritized, consistent with the Commissions intent, to ongoing corridor operations. Approximately \$900,000 is proposed to be programmed in FY 2013/14.

Although the program targets (percentages) for the Bike/ Ped, Transit and Technology programs are not aligned with the targets specified in the Expenditure Plan for each individual year, the year by year funding targets detailed in the Allocation Plan will ensure each programmatic category target is achieved over a 5 year period . Funding adjustment may also be required in the future based on the actual revenue received each year.

Programming of VRF funds in future will be coordinated within the Alameda CTC's Strategic Planning and Investment Policy framework that establishes a comprehensive approach for allocating federal, state, regional and local funds in a manner that provides both short- and long-term solutions for transportation investments consistent with Alameda CTC's vision for transportation as defined in the Countywide Transportation Plan.

Alameda County VRF Program - TABLE 1

Draft 2013/14 Allocation Plan (Multi-Year Projection by Program Category)

Projections of Available Programming Capacity

\$	879,684	FY 10/11
\$	11,630,021	FY 11/12
\$	10,193,025	FY 12/13 and beyond

			2010/11 (2 Months)	%	2011/12	%	2012/13	%	2013/14	%	2014/15	%	2015/16	%	2016/17	%	2017/18		Cycle Summary	%
Local Roads			\$ 527,810	60.00%	\$ 6,978,013	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815	60.0%	\$ 6,115,815		\$ 38,084,898	60.0%
Transit Program			\$ -	0.00%	\$ 2,785,390	24.0%	\$ 2,629,800	25.8%	\$ 2,629,800	25.8%	\$ 2,629,800	25.8%	\$ 2,630,820	25.0%	\$ 2,548,256	25.0%	\$ 2,548,256		\$ 15,853,867	25.0%
Ped/Bike Program			\$ -	0.00%	\$ 558,241	4.8%	\$ 525,960	5.2%	\$ 525,960	5.2%	\$ 525,960	5.2%	\$ 524,941	5.0%	\$ 509,651	5.0%	\$ 509,651		\$ 3,170,713	5.0%
Tech. Program			\$ 351,874	40.00%	\$ 1,308,377	11.3%	\$ 921,449	9.0%	\$ 921,449	9.0%	\$ 921,449	9.0%	\$ 921,449	10.0%	\$ 1,019,303	10.0%	\$ 1,019,303		\$ 6,365,351	10.0%
			\$ 879,684	100.00%	\$ 11,630,021	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025	100.0%	\$ 10,193,025		\$ 63,474,830	100.0%

Alameda County VRF Program - TABLE 2

Local Streets and Roads - Projected Distribution through FY 2013/14

	Distribution within Planning Area FY 2010/11	Distribution within Planning Area FY 2011/12	Distribution within Planning Area FY 2012/13	TOTAL Distribution within Planning Area Through FY 2012/13	Distribution within Planning Area FY 2013/14
PA 1					
Alameda	\$ 23,264	\$ 307,566	\$ 269,564	\$ 600,394	\$ 269,564
Albany	\$ 5,251	\$ 69,423	\$ 60,845	\$ 135,518	\$ 60,845
Berkeley	\$ 33,355	\$ 440,979	\$ 386,492	\$ 860,825	\$ 386,492
Emeryville	\$ 3,155	\$ 41,712	\$ 36,558	\$ 81,426	\$ 36,558
Oakland	\$ 132,862	\$ 1,756,532	\$ 1,539,496	\$ 3,428,890	\$ 1,539,496
Piedmont	\$ 3,474	\$ 45,934	\$ 40,258	\$ 89,666	\$ 40,258
	\$ 201,362	\$ 2,662,145	\$ 2,333,213	\$ 5,196,719	\$ 2,333,213
PA 2					
Hayward	\$ 55,043	\$ 727,710	\$ 637,795	\$ 1,420,548	\$ 637,795
San Leandro	\$ 29,906	\$ 395,372	\$ 346,520	\$ 771,798	\$ 346,520
County of Alameda	\$ 47,888	\$ 633,118	\$ 554,890	\$ 1,235,896	\$ 554,890
	\$ 132,837	\$ 1,756,200	\$ 1,539,205	\$ 3,428,242	\$ 1,539,205
PA 3					
Fremont	\$ 75,011	\$ 991,702	\$ 869,168	\$ 1,935,882	\$ 869,168
Newark	\$ 15,262	\$ 201,770	\$ 176,840	\$ 393,872	\$ 176,840
Union City	\$ 25,810	\$ 341,227	\$ 299,066	\$ 666,103	\$ 299,066
	\$ 116,083	\$ 1,534,700	\$ 1,345,074	\$ 2,995,857	\$ 1,345,074
PA 4					
Dublin	\$ 17,596	\$ 232,634	\$ 203,890	\$ 454,121	\$ 203,890
Livermore	\$ 30,748	\$ 406,515	\$ 356,287	\$ 793,551	\$ 356,287
Pleasanton	\$ 25,486	\$ 336,941	\$ 295,309	\$ 657,736	\$ 295,309
County of Alameda	\$ 3,697	\$ 48,877	\$ 42,838	\$ 95,412	\$ 42,838
	\$ 77,528	\$ 1,024,968	\$ 898,324	\$ 2,000,819	\$ 898,324
County Total	\$ 527,810	\$ 6,978,012	\$ 6,115,815	\$ 13,621,637	\$ 6,115,815



Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Measure B Special Transportation for Seniors and People with Disabilities Gap Grant Cycle 5 Program Summary of Applications Received**

Recommendation:

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

Discussion:

The 2000 Transportation Expenditure Plan (TEP) guides the expenditure of revenues collected through a half-cent transportation sales tax. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs, services, and projects in Alameda County. The Special Transportation for Seniors and People with Disabilities program receives 10.45% of net sales tax revenues to fund services mandated by the Americans with Disabilities Act (ADA), non-mandated services to improve transportation for individuals with special transportation needs, and discretionary grant funds to reduce differences that might occur based on the geographic residence of individuals needing services.

On January 24, 2013 the Commission approved the Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Program. This program will provide approximately \$2.0 million in Measure B Paratransit discretionary funds to successful Gap Grant applicants through a Call for Projects. The grant period is from July 1, 2013 to June 30, 2015.

On February 1, 2013, the Alameda CTC released a call for projects requesting applications for Measure B Paratransit Gap Grant Cycle 5 projects.

On February 7, 2013, Alameda CTC staff held a mandatory applicant workshop.

Applications were due to Alameda CTC on March 4, 2013.

The Alameda CTC received 17 applications requesting a total of \$3,555,850 of Measure B funds, matched with \$1,230,621 of other non-Measure B funds, for a total proposed program of \$4,786,471.

A detailed summary is included in the staff memo (Attachment A).

Next Steps: A draft of Gap Grant Cycle 5 projects will be presented to PAPCO in April 2013, and a final program recommendation will be presented to the Committees and the Commission in May 2013.

Attachment:

Attachment A: Measure B Paratransit Gap Grant Cycle 5 Summary of Applications Received

Attachment A: Measure B Paratransit Gap Grant Cycle 5 Summary of Applications Received

ID	Sponsor Information		Program/Project Information					Total Program/ Project Cost
	Sponsor	Program/Project Title	Planning Area* N, C, S, E, CW	MB Funds Requested	Other non-MB Funds			
1	Livermore Amador Valley Transit Authority	Paratransit Scholarship Program	E	\$ 25,000.00	\$ 1,250.00	\$	\$ 26,250.00	
2	City of Oakland/Department of Human Services	Taxi-Up & Go Project	N	\$ 248,468.00	\$ -	\$	\$ 248,468.00	
3	City of Fremont/Human Services Department	Tri-City Mobility Management and Travel Training Program	S	\$ 233,982.00	\$ 36,000.00	\$	\$ 269,982.00	
4	Lions Center for the Blind	Tech-to-Trek Travel Training for the Blind and Visually Impaired	CW	\$ 180,474.00	\$ 10,000.00	\$	\$ 190,474.00	
5	Center for Independent Living, Inc.	Mobility Matters Project	CW	\$ 500,000.00	\$ 333,560.00	\$	\$ 833,560.00	
6	Senior Helpline Services	Rides for Seniors	N, C	\$ 220,000.00	\$ 11,580.00	\$	\$ 231,580.00	
7	Allen Temple Health & Social Services Ministries	Take You There Rides	CW	\$ 300,000.00	\$ 15,000.00	\$	\$ 315,000.00	
8	Senior Support Program of The Tri Valley	Volunteer Assisted Senior Transportation Program	E	\$ 150,000.00	\$ 15,000.00	\$	\$ 165,000.00	
9	City of Fremont/Human Services Department	Tri-City Volunteer Driver Programs	S	\$ 285,626.00	\$ -	\$	\$ 285,626.00	
10	Bay Area Outreach & Recreation Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	CW	\$ 272,000.00	\$ 68,200.00	\$	\$ 340,200.00	
11	Bay Area Community Services (BACS)	BACS Senior Shopping Shuttle and Group Trip Program	N	\$ 250,000.00	\$ 10,000.00	\$	\$ 260,000.00	
12	City of Emeryville	8-To-Go: A Demand Response, Door to Door Shuttle	N	\$ 106,000.00	\$ 80,200.00	\$	\$ 186,200.00	
13	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	N, C, S	\$ 300,000.00	\$ 537,318.00	\$	\$ 837,318.00	
14	Livermore Amador Valley Transit Authority	Wheels Para-taxi	E	\$ 60,000.00	\$ 15,000.00	\$	\$ 75,000.00	
15	City of Hayward	Central County Taxi Program	C	\$ 122,720.00	\$ 77,280.00	\$	\$ 200,000.00	
16	City of Fremont/Human Services Department	Tri-City Taxi Voucher Program	S	\$ 216,036.00	\$ -	\$	\$ 216,036.00	
17	City of Pleasanton	Downtown Route Shuttle (DTR)	E	\$ 85,544.00	\$ 20,233.00	\$	\$ 105,777.00	
				\$ 3,555,850.00	\$ 1,230,621.00	\$	\$ 4,786,471.00	

***Planning Area Codes**

N - North, C - Central, S- South, E - East, CW - Countywide

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Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of Draft FY 2013/14 Measure B Capital Program Allocation Plan Update and Assumptions**

Recommendation

It is recommended that the Commission approve the following actions related to Measure B capital funding and the Draft FY 2013/14 Measure B Capital Program Strategic Plan Update (SPU):

1. Approve the assumptions described herein as the basis for the development of the FY 2013/14 Measure B Capital Program Allocation Plan Update;
2. Approve the reallocation \$3.1M of allocated 2000 Measure B funding between sub-projects under the Congestion Relief Emergency Fund Project (ACTIA No. 27). The funds have been allocated, but not yet encumbered for expenditure for the Studies of Congested Segments/Locations on the CMP Network Project (ACTIA No. 27E), and will be reallocated to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA 27C);
3. Confirm the Measure B commitments to the individual capital projects included in the 1986 and 2000 Measure B Capital Programs and to previously approved advances, exchanges and loans; and,
4. Approve the Draft Allocation Plans for the 1986 and 2000 Measure B Capital Programs.

Summary

The Draft FY 2013/14 Measure B Allocation Plan Update (Draft FY13/14 APU) addresses both the 1986 Measure B Capital Program and the 2000 Measure B Capital Program. While the governing boards for each measure have merged, the requirements related to each measure remain in effect and continue to apply to the programming, allocation and expenditure of Measure B funds made available through each of the capital programs. The assumptions related to the Draft FY13/14 APU are described herein. The attachments to this memorandum consist of the financial information necessary for the fiscal management of the capital program accounts. The attachments include information pertaining to the Measure B commitments to each of the individual capital projects, the anticipated timing of future allocations and expenditures, and the various advances, exchanges and loans

currently approved by the Alameda CTC. The Draft FY13/14 APU also reflects the shift of \$3.1M of allocated funds between sub-projects under the Congestion Relief Emergency Fund (ACTIA No. 27).

Approval of the recommended actions will provide the basis for the Final FY 2013/14 Measure B Capital Program Allocation Plan Update to be prepared and brought forth for the Commission's approval next month, May 2013. The Final FY 2013-14 Allocation Plan Update will provide the road map for proceeding with delivery of the remaining capital projects in both capital programs. It is anticipated that the capital program will require financing and borrowing in the near-term to provide the Measure B funding to the recipient projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies.

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

Discussion and Background

The Alameda CTC updates the Measure B Capital Program Allocation Plan annually to confirm the commitments of Measure B capital projects funding to individual capital projects included in the 1986 Measure B Transportation Expenditure Plan (1986 MB) or in the 2000 Measure B Transportation Expenditure Plan (2000 MB). The 1986 MB and 2000 MB capital programs must 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 FY 2013/14 APU are divided into three categories:

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

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

The following assumptions are related to both the 1986 MB and 2000 MB Capital Programs and will be incorporated into the FY 2013/14 SPU:

1. The financial accounts and Measure B commitments for both the 1986 MB and 2000 MB Capital Programs will be kept independent for the purposes of the FY 2013/14 APU;
2. The assumptions related to the timing of the need for Measure B funds for each capital project will be based on existing and anticipated encumbrances of Measure B funds and the most current information available from the project sponsors related to the project status and schedule;
3. Projects will be implemented and funded sequentially in phases as prescribed in the individual Master Project Funding Agreements and other funding agreements in accordance with the adopted capital project funding procedure for each Capital Program;

4. The commitment of Measure B funds for each capital project will reflect the Cost Allocation Policy adopted by the ACTIA Board in October 2009, which allows for the classification of all direct project costs and assignment of these costs to the appropriate capital project;
5. The financing and borrowing assumptions included in the FY 2013/14 APU include internal borrowing between the 1986 MB and 2000 MB Capital Accounts to defer the need for outside debt financing to the extent practicable without adverse impacts to the delivery of the 1986 MB capital projects; and
6. Any future advances or exchanges not included in the FY 2013/14 APU involving Measure B Capital 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 1986 MB Capital Program

The following assumptions are related to the 1986 MB Capital Program and will be incorporated into the FY 2013/14 APU:

1. The commitment of 1986 Measure B funds to the remaining capital projects will maintain the commitments approved in the FY 2012/13 Strategic Plan Update. The timing of the anticipated expenditures of the remaining commitments of 1986 Measure B funding have been adjusted to reflect current project status. The remaining commitments are considered fully allocated consistent with the adopted funding procedures for Measure B capital projects.
2. The 1986 Measure B commitments to capital projects that are completed or that have begun a fully funded construction phase will be adjusted to reflect the construction phase funding plan. Any unused Measure B funds, i.e. in excess of the amount in the construction phase funding plan including contingency, will be allocated to the 1986 Measure B Capital Projects Contingency Reserve to manage potential risks and liabilities resulting from the construction of the State Infrastructure Bond funded projects, and other sponsored by the Commission.
3. The Local Match requirements prescribed by the 1986 MB for individual capital projects will remain in effect;
4. The Alameda CTC currently owns property that was acquired for 1986 MB capital project rights-of-way which is now considered surplus. The FY 2013/14 SPU assumes that sales of the surplus property will yield \$3.0 million of proceeds in FY 2014-15.

Assumptions pertaining only to the 2000 MB Capital Program

The following assumptions are related to the 2000 MB Capital Program and will be incorporated into the FY 2013/14 APU:

1. The ending FY 2012/13 2000 Measure B Programmed Balance for each capital project will be derived by deducting any amounts allocated during the current fiscal year, FY 2012/13,

from the FY 2012/13 Beginning 2000 Measure B Programmed Balance approved in the FY 2012/13 SPU;

2. The Program Escalation Factor (PEF) used to convert the FY 2012/13 Ending 2000 Measure B Programmed Balance to the FY 2013/14 Beginning 2000 Measure B Programmed Balance will be 1.0;
3. The total 2000 Measure B funding commitment to all capital projects will remain at \$756.5 million;
4. The FY 2013/14 SPU will include an Allocation Plan which lays out specific allocations expected from the remaining 2000 Measure B Programmed Balance for each capital project and will serve as the basis of the program-wide financial model;
5. The cash demand for the remaining capital projects will necessitate some type of debt financing or borrowing between the 2000 Measure B Capital Program and the 1986 Measure B Capital Program in the FY 2013/14 timeframe;
6. The estimated portion of the 2000 Measure B revenues in FY 2013/14 for the Capital Projects Account is \$46.0 million. The growth rate for projected revenue in future fiscal years is two percent (2%) per year;
7. The \$37.03 million exchange related to the 2012 State Transportation Improvement Program (STIP) and the Route 84 Expressway Widening Project (Project No. ACTIA 24) is reflected in the Draft FY 2013/14 APU. The funding for the Route 84 Expressway Widening Project includes \$37.03 million of STIP funding programmed in FY 2016/17. An equivalent amount from the 2000 Measure B Commitment to ACTIA No. 24 will be paid to the Local Fund Exchange Program administered by the Alameda CTC and made available to the 13 projects included in the 2012 STIP exchange as approved by the Alameda CTC. The exchanged funds will be distributed to the 13 projects through the CMA TIP Program administered by the Alameda CTC as shown in Attachment D.
8. The advance of \$8.5 million of Measure B capacity from several capital projects for the I-580 Eastbound HOV/Auxiliary Lane Project and the I-580 Eastbound Express Lanes Project to be repaid from the future toll revenues of the express lane is reflected in the Draft FY 2013/14 SPU as approved by the Alameda CTC in September, 2011. The timing of the advances and the repayments are based on the current project delivery status and schedules of the individual projects involved;
9. The reallocation of \$3.1M of allocated 2000 MB funding between sub-projects under the Congestion Relief Emergency Fund Project (ACTIA No. 27). The funds have been allocated, but not yet encumbered for expenditure to the Studies for Congested Segments/Locations on the CMP Network Project (ACTIA No. 27E), and will be reallocated to the I-880 Corridor Improvements in Oakland and San Leandro Project (ACTIA 27C).

Measure B Capital Programs

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

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

The total 2000 Measure B commitment for the 27 projects included in the 2000 Measure B Expenditure Plan is \$756.5 million as shown in Attachment A. One capital project, the I-580 Castro Valley Interchanges Improvements project, has both 1986 MB and 2000 MB funding as shown in Attachment A (ACTA MB 239 and ACTIA No. 12).

Snapshot of the Current 1986 Measure B Capital Program

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

1. I-880 to Mission Boulevard East-West Connector (MB226) – The remaining 1986 Measure B commitment is for completing the on-going design, right-of-way, and utility relocation phases, and for the subsequent construction phase which is currently underfunded.
2. Route 238/Mission-Foothill-Jackson Corridor Improvement (MB238) - The remaining 1986 Measure B commitment is for completing the on-going construction phase and closing out prior phases.
3. I-580/Redwood Road Interchange (MB239) – The 1986 Measure B commitment for this project is a funding contribution to the I-580 Castro Valley Interchange Improvement Project (ACTIA No. 12) included in the 2000 MB Capital Program. The remaining 1986 Measure B commitment is for completing the construction phase, including the three-year landscape maintenance obligation, and closing out prior phases.
4. Central Alameda County Freeway System Operational Analysis (MB240) – The remaining 1986 Measure B commitment is for continuing studies related to improving the Alameda County transportation system. The first phase of the project, which is complete, involved the development of a Local Area Transportation Improvement Program (LATIP) related to the use of proceeds from the sales of properties rendered surplus after the Hayward Bypass Project was removed from local, regional and statewide plans. The LATIP, approved by the California Transportation Commission, includes potential funding for projects within the original 3-corridor study area of the Central Alameda County Freeway System Operational Analysis Project. The next phase of the project includes countywide studies of three key aspects of the transportation system as prioritized by the Alameda CTC: 1) a countywide

transit plan; 2) a countywide goods movement plan; and 3) a countywide arterial mobility corridor plan.

5. Castro Valley Local Area Traffic Circulation Improvement (MB 241) – The remaining 1986 Measure B commitment is for the project development, right of way and construction phases.
6. Program-wide and Project Closeout Costs (MB Var) - The Program-wide and Project Closeout Costs include miscellaneous costs related to program-wide activities and post-construction commitments such as follow up landscaping projects, required landscape maintenance, right-of-way settlements, right-of-way close-out, interagency agreement closeout, etc. Once project construction is closed out, any remaining 1986 Measure B commitment for the project is moved to this line item for budgeting and cashflow purposes until the project is completely closed out financially.
7. The 1986 Measure B commitment to the BART Warm Springs Extension project is fulfilled completely by the 2000 Measure B commitment under project ACTIA No. 02.

2000 Measure B Capital Program

The procedures for managing the 2000 Measure B commitments are centered around allocations from the Measure B “Programmed Balance” for each capital project. The original Programmed Balance was established in the 2000 Expenditure Plan, which was used as the basis for establishing the “Initial Programmed Balance” at the beginning of revenue collection in 2002. Since 2002, the Programmed Balance for each capital project has been adjusted each FY using a “Program Escalation Factor (PEF)” typically adopted by the Board with the other Allocation Plan assumptions. During the FY 2009-10 Strategic Plan process, the Board approved a PEF of 1.0 to be used for the remainder of the 2000 Measure B Capital Program, which effectively holds the total 2000 Measure B commitment to the projects in the 2000 MB Capital Program at \$756.5 million.

The total of the commitments of 2000 Measure B funds to the individual projects included in Attachment A are shown in more detail in Attachment C1 and reflect a PEF equal to 1.0 for the FY 2013/14 SPU. The FY 2013/14 Beginning Programmed Balance for each project is equal to the Remaining Programmed (Un-Allocated) Balance shown in Attachment C1 and represents the amount available for future allocation. Attachment C2 shows the amount expended through December 31, 2012 compared to the total amount allocated for each of the 2000 MB capital projects. The FY 2013/14 2000 Measure B Allocation Plan Schedule shown in Attachment C3 lays out the timing of the anticipated future allocations for the remainder of the 2000 Measure B Capital Program. The future 2000 Measure B allocations are anticipated for the following purpose(s) as shown in the FY 2013/14 2000 Measure B Allocation Plan Notes in Attachment C4:

1. Altamont Commuter Express (ACE) Improvements (ACTIA No. 01) – This project is a programmatic project that funds individual improvements proposed by the San Joaquin Regional Rail Commission which operates the ACE service. The eligible project list is updated regularly. The availability of \$2 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Alameda CTC in September 2011.

2. I-680 Sunol Express Lanes – Southbound (ACTIA 08A) - The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Alameda CTC in December 2012.
3. I-680 Sunol Express Lanes – Northbound (ACTIA 08B) - The future 2000 Measure B allocations are anticipated for project development, system management and integration, right of way and construction phases. The availability of \$4.5 million of the remaining Programmed Balance is delayed due to the advance for the I-580 Eastbound HOV/Aux Lane and Express Lane projects approved by the Alameda CTC in September 2011.
4. Iron Horse Transit Route (ACTIA 09) -- The future 2000 Measure B allocations are anticipated for project development, right of way and construction phases.
5. I-880/Route 92/Whitesell Drive Interchange (ACTIA 15) – The future 2000 Measure B allocation is anticipated for the construction phase.
6. Isabel Avenue - Route 84/I-580 Interchange (ACTIA 23) – The future 2000 Measure B allocations are anticipated for projects adjacent to the interchange project. The interchange construction is complete and the inter-agency agreements related to the project funding are being closed out.
7. Dumbarton Corridor Improvements – Newark and Union City (ACTIA 25) - The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including \$1 million for costs incurred directly by the Alameda CTC.

Project expenditures for projects included in the 2000 Measure B Capital Program include expenditures incurred directly by the Alameda CTC. The ACTIA Board adopted a Cost Allocation Policy in October 2009, to address the allocation of ACTIA-incurred expenses against project funding. The FY 2013/14 SPU includes the assumption that the Cost Allocation Policy applies to Alameda CTC-incurred expenses in the same fashion as it applied to ACTIA-incurred expenses.

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

Without an ongoing revenue stream, the commitments of the 1986 MB funds are constrained by the balance of the 1986 MB Capital Accounts and any interest revenue earned until the account is completely drawn down for project expenditures (currently anticipated to occur in the FY 2017/18 timeframe). In other words, the remaining commitments to the 1986 MB Capital Program are constrained by the amount of funding currently “in the bank,” so debt financing will not be needed to provide the remaining 1986 Measure B commitments for the 1986 MB Capital Program. Attachment B shows the 1986 Measure B commitments to the remaining 1986 MB capital projects and the anticipated timing of the drawdowns based on current project schedules.

By the end of the current FY, i.e. June 30, 2013, more than \$709 million of 2000 Measure B funding will be allocated and ready for encumbrance for capital project expenditures (i.e. 94% of the total 2000 Measure B commitment to all capital projects of \$756.5 million). Once the encumbrances, e.g. funding agreements, contracts, etc., for the allocated funds are approved, the Alameda CTC will have encumbered more 2000 Measure B funds than can be provided to the projects on a “pay-as-you-go basis.” Current financial analysis shows the 2000 Measure B Capital Program fund balance, based on

the assumptions described above without any financing or borrowing, will go negative before the end of FY 2013/14.

The alternative to pay-as-you-go is some type of debt financing or borrowing to effectively make future revenues available sooner to reimburse eligible project expenditures as they are incurred. The amounts encumbered will not be expended immediately. The encumbrances for the larger projects take years to fully expend, but with the encumbrances in place, the financial management of the capital program accounts intensifies. The timing of the anticipated expenditures has a significant effect on the financing options and costs. Current financial analysis indicates a combination of borrowing from the 1986 Measure B Capital Account in the near-term (until the funds are needed for the 1986 MB capital projects) followed by some type of debt financing from outside sources will be required to provide the 2000 Measure B funding to the capital projects as shown in Attachment D.

Debt Financing for the 2000 Measure B Capital Program

The most likely types of debt financing will involve the issuance of bonds and/or commercial paper. The process for issuing bonds secured by the sales tax, referred to as “limited tax bonds,” is prescribed by the California Public Utilities Commission (PUC) Code and expanded upon in guidelines prepared by the California Debt and Investment Advisory Commission (CDIAC). The required process includes the Alameda CTC adopting a resolution authorizing the issuance of bonds. The resolution authorizing the issuance of bonds must address the following (from the PUC):

- The purposes for which the proposed debt is to be incurred, which may include all costs and estimated costs incidental to, or connected with, the accomplishment of those purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond interest estimated to accrue during the construction period and for a period not to exceed three years thereafter, and expenses of all proceedings for the authorization, issuance, and sale of the bonds.
- The estimated cost of accomplishing those purposes.
- The amount of the principal of the indebtedness.
- The maximum term the bonds proposed to be issued shall run before maturity, which shall not be beyond the date of termination of the imposition of the retail transactions and use tax.
- The maximum rate of interest to be paid, which shall not exceed the maximum allowable by law.
- The denomination or denominations of the bonds, which shall not be less than five thousand dollars (\$5,000).
- The form of the bonds, including, without limitation, registered bonds and coupon bonds, to the extent permitted by federal law, and the form of any coupons to be attached thereto, the registration, conversion, and exchange privileges, if any, pertaining thereto, and the time when all of, or any part of, the principal becomes due and payable.

The resolution may also contain other matters authorized by the applicable PUC Code chapter or any other law.

The process for issuing bonds involves identifying a Financing Team which includes a Financial Advisor, an Underwriter (one or more), and Bond Counsel, to determine the specifics related to the bond issuance required to develop the bond package, market the bonds, sell the bonds and secure the

proceeds. Once the bonds are issued, the Alameda CTC will be responsible for monitoring and tracking the activities related to the expenditure, investment and accounting of the bond proceeds, including the final accounting. Staff has initiated the process to select consultants to participate on the Financing Team.

The project expenditure information provided in the attachments will serve as the basis for the financial analysis and cash management efforts related to determining the method, or methods of debt financing best suited to allow the Alameda CTC to fulfill the commitments of 2000 Measure B funding. The focus of the financial analysis and management is to provide the 2000 Measure B commitments to the capital projects at the time they are needed to reimburse eligible project expenditures incurred by the implementing agencies. Once debt financing is initiated, fluctuations to the timing of the need for Measure B funds will have to be considered in the detailed context of cash management in order to maintain minimum balances required to prioritize obligations stemming from the debt financing.

Fiscal Impact

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

Attachments:

- Attachment A: Summary of Measure B Capital Projects Current Phase and Measure B Funding
- Attachment B: 1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures
- Attachment C1: 2000 Measure B Capital Project Commitment Summary
- Attachment C2: 2000 Measure B Capital Project Allocations and Expended to Date
- Attachment C3: 2000 Measure B Capital Project Allocation Plan Schedule
- Attachment C4: 2000 Measure B Capital Project Allocation Plan Notes
- Attachment D1: 2000 Measure B Capital Project Line Item Expenditures
- Attachment D2: 2000 Measure B Capital Program Advances and Repayments
- Attachment D3: 2000 Measure B Capital Program Advances 2012 STIP Exchange Project Detail Sheet

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Summary of Measure B Capital Projects Funding

April 2013 - Draft

Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
1	I-880 to Mission Blvd East-West Connector	LSR	MB 226	88.8	0.0
2	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	MB 238	80.0	0.0
3	Central Alameda County Freeway System Operational Analysis	Hwy	MB 240	5.0	0.0
4	Castro Valley Local Area Traffic Circulation Improvement	LSR	MB 241	5.0	0.0
5	Program-Wide and Project Closeout Costs	Var	MB Var	5.8	0.0
6	Altamont Commuter Express Rail	MT	ACTIA 01	0.0	13.2
7	BART Warm Springs Extension	MT	ACTIA 02	0.0	224.4
8	BART Oakland Airport Connector	MT	ACTIA 03	0.0	89.1
9	Downtown Oakland Streetscape Improvement	BP	ACTIA 04	0.0	6.4
10	Fruitvale Transit Village	MT	ACTIA 05	0.0	4.4
11	Union City Intermodal Station	MT	ACTIA 06	0.0	12.6
12	Telegraph Avenue Bus Rapid Transit	MT	ACTIA 07A	0.0	11.5
13	San Pablo Avenue Corridor Transit	MT	ACTIA 07B	0.0	2.3
14	Telegraph Avenue Rapid Bus Service	MT	ACTIA 07C	0.0	10.7
15	I-680 Sunol Express Lanes - Southbound	Hwy	ACTIA 08A	0.0	15.2
16	I-680 Sunol Express Lanes - Northbound	Hwy	ACTIA 08B	0.0	20.0
17	Iron Horse Transit Route	MT	ACTIA 09	0.0	6.3
18	I-880/Broadway-Jackson Interchange Improvement (Study Only)	Hwy	ACTIA 10	0.0	8.1
19	I-880/Washington Ave I/C	Hwy	ACTIA 11	0.0	1.3
20	I-580 Castro Valley Interchanges Improvements (Note 2)	Hwy	ACTIA 12	15.0	11.5
21	Lewelling/East Lewelling Blvd Widening	LSR	ACTIA 13	0.0	13.1
22	I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	Hwy	ACTIA 14A	0.0	2.5
23	I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	Hwy	ACTIA 14B	0.0	2.7
24	I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd) (Note 3)	Hwy	ACTIA 14C	0.0	7.8
25	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	ACTIA 15	0.0	27.0
26	Oakland Local Streets and Roads	LSR	ACTIA 16	0.0	5.3
27	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	LSR	ACTIA 17A	0.0	0.6
28	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 4)	LSR	ACTIA 17B	0.0	0.7
29	Westgate Parkway Extension (Wal-Mart to Williams Street)	LSR	ACTIA 18A	0.0	7.9
30	Westgate Parkway Extension (Davis Street)	LSR	ACTIA 18B	0.0	0.6
31	East 14th St/Hesperian Blvd/150th St Improvements	LSR	ACTIA 19	0.0	3.2
32	Newark Local Streets	LSR	ACTIA 20	0.0	1.4

Summary of Measure B Capital Projects Funding

April 2013 - Draft

Index	Project Title	Project Type (Note 1)	Measure B Project Number	Measure B Funding (\$ x million)	
				1986 MB (ACTA)	2000 MB (ACTIA)
33	I-238 Widening (Note 3)	Hwy	ACTIA 21	0.0	81.0
34	I-680/I-880 Cross Connector Studies	Hwy	ACTIA 22	0.0	1.2
35	Isabel Avenue - Route 84/I-580 Interchange	Hwy	ACTIA 23	0.0	26.5
36	Route 84 Expressway Widening	Hwy	ACTIA 24	0.0	96.5
37	Dumbarton Corridor Improvements (Newark and Union City) (Study Only)	MT	ACTIA 25	0.0	19.4
38	I-580 Corridor/BART to Livermore Studies	MT	ACTIA 26	0.0	11.8
39	Vasco Road Safety Improvements	LSR	ACTIA 27A	0.0	1.5
40	I-80 Integrated Corridor Mobility Project	Hwy	ACTIA 27B	0.0	2.8
41	I-880 Corridor Improvements in Oakland and San Leandro (Note 5)(Note 6)	Hwy	ACTIA 27C	0.0	5.4
42	CWTP/TEP Development (Study Only)	Hwy	ACTIA 27D	0.0	0.1
43	Studies for Congested Segments/Locations on the CMP Network (Note 5)	Hwy	ACTIA 27E	0.0	0.6
				199.6	756.6

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. The I-580 Castro Valley Interchanges Improvements project is included in both the 1986 MB Program (MB 239) and the 2000 MB Program (ACTIA No. 12). The 1986 MB commitment is treated as a contribution to the 2000 MB project.
3. The 2000 MB commitment for ACTIA No. 14C was exchanged for other funds in the I-580 Corridor. The ACTIA 14C commitment is treated as a contribution to the I-238 Widening Project included in the 2000 MB Program, ACTIA No. 21.
4. The second stage of the Hesperian Boulevard/Lewelling Boulevard Widening project (ACTIA No. 17B) is being implemented with the Lewelling/East Lewelling Blvd Widening project (ACTIA No. 13) by Alameda County.
5. The Draft FY 2013/14 SPU reflects the shift of \$3.1M of allocated 2000 MB funding from ACTIA No. 27E to ACTIA No. 27C.
6. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project and the North and South Segments of the I-880 Southbound HOV Lane project, including follow on landscaping, are eligible for the 2000 MB commitment to the I-880 Corridor Improvements in Oakland and San Leandro project (ACTIA No. 27C).

Attachment B

**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
1986 Measure B Capital Project Remaining Commitments and Line Item Expenditures**

April 2013 - Draft

No.	Project Title	\$ x 1,000 in the FY Shown (Note 1)										Totals
		Prior to FY 13/14	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18					
MB226	I-880 to Mission Boulevard East-West Connector	\$ 15,334	\$ 5,000	\$ 22,500	\$ 15,000	\$ 25,000	\$ 6,037					\$ 88,871
MB238	Route 238/Mission-Foothill-Jackson Corridor Improvement	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ -					\$ 80,000
MB239	I-580/Redwood Road Interchange (contribution to ACTIA 12)	\$ 10,179	\$ 1,350	\$ 100	\$ 1,000	\$ 1,000	\$ 1,371					\$ 15,000
MB240	Central Alameda County Freeway System Operational Analysis	\$ 1,847	\$ 1,400	\$ 1,753	\$ -	\$ -	\$ -					\$ 5,000
MB241	Castro Valley Local Area Traffic Circulation Improvement	\$ 537	\$ 1,150	\$ 3,313	\$ -	\$ -	\$ -					\$ 5,000
MB Var	Program-wide and Project Closeout Costs (Note 2)	\$ 161	\$ 1,050	\$ 2,500	\$ 1,700	\$ 339	\$ -					\$ 5,750
Totals		\$ 108,058	\$ 9,950	\$ 30,166	\$ 17,700	\$ 26,339	\$ 7,408					\$ 199,621

Notes:

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

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Attachment C1

Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Commitment Summary

April 2013 - Draft

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	FY 13/14 Programmed Balance (\$ x 1,000)
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000
02 BART Warm Springs Extension	\$ 224,448	\$ 224,448	\$ -
03 BART Oakland Airport Connector	\$ 89,052	\$ 89,052	\$ -
04 Oakland Downtown Streetscape Project	\$ 6,358	\$ 6,358	\$ -
05 Fruitvale Transit Village - 5A/5B	\$ 4,435	\$ 4,435	\$ -
06 Union City Intermodal Station	\$ 12,561	\$ 12,561	\$ -
07A Telegraph Avenue Corridor Transit Project	\$ 11,510	\$ 11,510	\$ -
07B San Pablo Avenue Corridor Transit Improvement Project	\$ 2,262	\$ 2,262	\$ -
07C Telegraph Avenue Corridor Transit Project - Stage 2	\$ 10,672	\$ 10,672	\$ -
08A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267
10 I-880/Broadway-Jackson Interchange	\$ 8,101	\$ 8,101	\$ -
11 I-880/Washington Avenue Interchange	\$ 1,335	\$ 1,335	\$ -
12 I-580 Interchange Improvements in Castro Valley	\$ 11,525	\$ 11,525	\$ -
13 Lewelling Boulevard/East Lewelling Boulevard	\$ 13,104	\$ 13,104	\$ -
14A I-580 Auxiliary Lane Westbound (Fallon Road to Tassajara Road)	\$ 2,500	\$ 2,500	\$ -
14B I-580 Auxiliary Lane Westbound (Airway Blvd to Fallon Road)	\$ 2,686	\$ 2,686	\$ -
14C I-580 Auxiliary Lane Eastbound (El Charro Road to Airway Blvd)	\$ 7,843	\$ 7,843	\$ -
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432
16 Oakland Local Streets and Roads	\$ 5,278	\$ 5,278	\$ -

**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Commitment Summary**

April 2013 - Draft

	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	FY 13/14 Programmed Balance (\$ x 1,000)
17A Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ -
17B Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2)	\$ 686	\$ 686	\$ -
18A Westgate Parkway Extension -Stage 1	\$ 7,918	\$ 7,918	\$ -
18B Westgate Parkway Extension - Stage 2	\$ 600	\$ 600	\$ -
19 East 14th St/Hesperian Blvd/150th St Improvements	\$ 3,218	\$ 3,218	\$ -
20 Newark Local Streets	\$ 1,422	\$ 1,422	\$ -
21 I-238 Widening	\$ 81,022	\$ 81,022	\$ -
22 I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ -
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 25,029	\$ 1,500
24 Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ -
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289
26 I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 11,831	\$ -
27A Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ -
27B I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ -
27C I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350	\$ 5,350	\$ -
27D CWTP/TEP Development	\$ 50	\$ 50	\$ -
27E Studies for Congested Segments/Locations on the CMP Network	\$ 551	\$ 551	\$ -
Totals	\$ 756,469	\$ 708,981	\$ 47,488

Attachment C2

Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Capital Project Allocations and Expended to Date April 2013 - Draft						
	Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q2 FY 12/13 (12/31/12) (\$ x 1,000)	Allocated Un-Expended Q3 FY 12/13 (\$ x 1,000)		
01	\$ 13,184	\$ 11,184	\$ 4,182	\$ 7,002		
02	\$ 224,448	\$ 224,448	\$ 100,839	\$ 123,609		
03	\$ 89,052	\$ 89,052	\$ 53,103	\$ 35,949		
04	\$ 6,358	\$ 6,358	\$ 762	\$ 5,596		
05	\$ 4,435	\$ 4,435	\$ 4,435	\$ -		
06	\$ 12,561	\$ 12,561	\$ 12,561	\$ -		
07A	\$ 11,510	\$ 11,510	\$ 5,495	\$ 6,015		
07B	\$ 2,262	\$ 2,262	\$ 2,262	\$ -		
07C	\$ 10,672	\$ 10,672	\$ 10,672	\$ -		
08A	\$ 19,697	\$ 15,197	\$ 13,188	\$ 2,009		
08B	\$ 15,500	\$ 10,000	\$ 2,374	\$ 7,626		
09	\$ 6,267	\$ -	\$ -	\$ -		
10	\$ 8,101	\$ 8,101	\$ 2,169	\$ 5,932		
11	\$ 1,335	\$ 1,335	\$ 1,335	\$ -		
12	\$ 11,525	\$ 11,525	\$ 12,024	\$ (499)		
13	\$ 13,104	\$ 13,104	\$ 13,104	\$ -		
14A	\$ 2,500	\$ 2,500	\$ 1,788	\$ 712		
14B	\$ 2,686	\$ 2,686	\$ 511	\$ 2,175		
14C	\$ 7,843	\$ 7,843	\$ 7,843	\$ -		
15	\$ 27,037	\$ 12,605	\$ 604	\$ 12,001		
16	\$ 5,278	\$ 5,278	\$ 5,278	\$ -		

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**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Allocations and Expended to Date**

April 2013 - Draft

		Total Measure B Commitment (\$ x 1,000)	Total Amount Allocated To Date (\$ x 1,000)	Expended Thru Q2 FY 12/13 (12/31/12) (\$ x 1,000)	Allocated Un-Expended Q3 FY 12/13 (\$ x 1,000)
17A	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 1)	\$ 578	\$ 578	\$ 915	\$ (337)
17B	Hesperian Boulevard/Lewelling Boulevard Widening (Stage 2) (Note 5)	\$ 686	\$ 686	\$ 86	\$ 600
18A	Westgate Parkway Extension (Wal-Mart to Williams Street)	\$ 7,918	\$ 7,918	\$ 7,931	\$ (13)
18B	Westgate Parkway Extension (Davis Street) (Note 6)	\$ 600	\$ 600	\$ -	\$ 600
19	East 14th St/Hesperian Blvd/150th St Improvements (Note 6)	\$ 3,218	\$ 3,218	\$ 339	\$ 2,879
20	Newark Local Streets	\$ 1,422	\$ 1,422	\$ 1,422	\$ -
21	I-238 Widening (Note 4)	\$ 81,022	\$ 81,022	\$ 81,022	\$ -
22	I-680/I-880 Cross Connector Studies	\$ 1,233	\$ 1,233	\$ 715	\$ 518
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 25,029	\$ 19,473	\$ 5,556
24	Route 84 Expressway Widening	\$ 96,459	\$ 96,459	\$ 14,641	\$ 81,818
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 2,416	\$ 3,662
26	I-580 Corridor/BART to Livermore Studies	\$ 11,831	\$ 11,831	\$ 6,918	\$ 4,913
27	Emerging Projects	\$ -	\$ -	\$ -	\$ -
27A	Vasco Road Safety Improvements	\$ 1,500	\$ 1,500	\$ 1,500	\$ -
27B	I-80 Integrated Corridor Mobility Project	\$ 2,800	\$ 2,800	\$ 1,800	\$ 1,000
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 5,350	\$ 5,350	\$ 1,317	\$ 4,033
27D	CWTP/TEP Development	\$ 50	\$ 50	\$ -	\$ 50
27E	Studies for Congested Segments/Locations on the CMP Network	\$ 551	\$ 551	\$ -	\$ 551
Totals		\$ 756,469	\$ 708,981	\$ 395,024	\$ 313,957

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Attachment C3

Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Schedule April 2013 - Draft											
											\$ x 1,000
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	Totals (Future Allocations)		
01	ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000				2,000	\$ 2,000		
08A	I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500		1,000	3,500		\$ 4,500		
08B	I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500				4,500	\$ 5,500		
09	Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267					\$ 6,267		
15	I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432	1,500	12,932			\$ 14,432		
23	Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 25,029	\$ 1,500					\$ 1,500		
25	Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	1,500		9,789		\$ 13,289		
Totals (Projects This Sheet)		\$ 127,581	\$ 80,093	\$ 47,488	\$ 11,767	\$ 14,932	\$ 1,000	\$ 13,289	\$ 6,500	\$ 47,488	

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Attachment C4

Draft FY 2013/14 Measure B Capital Program Strategic Plan Update 2000 Measure B Allocation Plan Notes				
April 2013 - Draft				
	Total Measure B Commitment	Total Amount Allocated To Date	Remaining Programmed Balance	
				\$ x 1,000
01 ACE Capital Improvements	\$ 13,184	\$ 11,184	\$ 2,000	
Remaining 2000 Measure B allocations are anticipated for the Alameda County share of ACE capital costs for various projects approved annually in a list recommended by the SJRRC. The availability of \$2M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues.				
08A I-680 Express Lane - Southbound	\$ 19,697	\$ 15,197	\$ 4,500	
The future 2000 Measure B allocations are anticipated for future operation costs above the toll revenues available for operations as approved by the Alameda CTC in December, 2012.				
08B I-680 Express Lane - Northbound	\$ 15,500	\$ 10,000	\$ 5,500	
Remaining 2000 Measure B allocations are anticipated for future project development, system management and integration, right of way and construction phases costs incurred directly by the Alameda CTC. The availability of \$4.5M of the remaining Programmed Balance is delayed due to an advance approved in September 2011 for the I-580 EB Aux/HOT Lane project to be paid back with toll revenues.				
09 Iron Horse Transit Route	\$ 6,267	\$ -	\$ 6,267	
The future 2000 Measure B allocations are anticipated for project development, right of way and construction phase costs incurred by the implementing agency(ies).				
15 I-880/Route 92/Whitesell Drive Interchange	\$ 27,037	\$ 12,605	\$ 14,432	
Remaining 2000 Measure B allocations are anticipated for reimbursement of future project development and capital phase costs incurred by the implementing agency(ies).				
23 Isabel Avenue - Route 84/I-580 Interchange	\$ 26,529	\$ 25,029	\$ 1,500	
The future 2000 Measure B allocations are anticipated for projects adjacent to the interchange project. The interchange construction is complete and the inter-agency agreements related to the project funding are being closed out.				
25 Dumbarton Corridor Improvements (Newark and Union City)	\$ 19,367	\$ 6,078	\$ 13,289	
The future 2000 Measure B allocations are anticipated for on-going project development phases and for implementation of potential phased improvements while funding for the planned overall corridor is identified. Future allocations will be made available to implementing agencies, including \$1 million for costs incurred directly by the Alameda CTC.				
Totals (Projects This Sheet)	\$ 127,581	\$ 80,093	\$ 47,488	

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**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Line Item Expenditures**

April 2013 - Draft

No.	Project Title	\$ x 1,000 in the FY Shown												Totals		
		Prior to FY 13/14	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 18/19	FY 18/19	FY 19/20	FY 19/20				
1	ACE Capital Improvements	\$ 7,183	\$ 3,500	\$ 502	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,000	\$ 1,000	\$ -	\$ -	\$ 13,185
2	BART Warm Springs Extension	\$ 115,839	\$ 24,000	\$ 40,000	\$ 30,000	\$ 14,609	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 224,448
3	BART Oakland Airport Connector	\$ 69,051	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 89,051
4	Downtown Oakland Streetscape	\$ 762	\$ 1,750	\$ 3,846	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,358
5	Fruitvale Transit Village	\$ 4,435	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,435
6	Union City Intermodal Station	\$ 12,561	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,561
7A	Telegraph Avenue Bus Rapid Transit	\$ 6,969	\$ 4,000	\$ 540	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,509
7B	San Pablo Avenue Corridor Transit	\$ 2,262	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,262
7C	Telegraph Avenue Rapid Bus Service	\$ 10,672	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,672
8	I-680 Express Lane	\$ 16,938	\$ 4,000	\$ 2,959	\$ 3,000	\$ 3,000	\$ 2,925	\$ 750	\$ 1,125	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 35,197
9	Ironhorse Trail	\$ 500	\$ 2,500	\$ 2,000	\$ 1,267	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,267
10	I-880/Broadway-Jackson I/C	\$ 2,321	\$ 2,500	\$ 3,282	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,103
11	I-880/Washington Ave I/C	\$ 1,334	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,334
12	I-580 Castro Valley I/C	\$ 11,325	\$ 100	\$ 100	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,525
13	Lewelling/East Lewelling	\$ 13,105	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 13,105
14A	I-580 Auxiliary Lanes - W/B Fallon to Tassajara	\$ 2,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,500
14B	I-580 Auxiliary Lanes - W/B Airway to Fallon	\$ 1,761	\$ 925	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,686
14C	I-580 Auxiliary Lanes - E/B El Chorro to Airway	\$ 7,844	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,844
15	Rte 92/Clawiter-Whitesell I/C	\$ 2,104	\$ 8,000	\$ 10,000	\$ 6,933	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 27,037
16	Oakland Local Streets	\$ 5,278	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,278

**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Project Line Item Expenditures**

April 2013 - Draft

No.	Project Title	\$ x 1,000 in the FY Shown												Totals		
		Prior to FY 13/14	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 18/19	FY 18/19	FY 19/20	Totals				
17	Hesperian/Lewelling Widening	\$ 1,264	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,264
18	Westgate Extension	\$ 8,518	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 8,518
19	E. 14th/Hesperian/150th Improvements	\$ 839	\$ 1,000	\$ 1,379	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,218
20	Newark Local Streets	\$ 1,422	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,422
21	I-238 Widening	\$ 81,022	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 81,022
22	I-680/I-880 Cross Connector Study	\$ 740	\$ 493	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,233
23	Isabel - Route 84/I-580 I/C	\$ 23,283	\$ 1,746	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 26,529
24	Route 84 Expressway	\$ 19,641	\$ 19,000	\$ 11,568	\$ 12,000	\$ 15,000	\$ 19,250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 96,459
25	Dumbarton Corridor	\$ 3,916	\$ 2,000	\$ 2,000	\$ 2,000	\$ 5,000	\$ 4,451	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,367
26	I-580 Corridor/BART to Livermore	\$ 8,168	\$ 2,750	\$ 913	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,831
27	Congestion Relief Emergency Fund - Unallocated	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
27A	Vasco Road	\$ 1,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,500
27B	I-80 ICM	\$ 2,799	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,799
27C	I-880 Corridor Improvements in Oakland and San Leandro	\$ 3,187	\$ 2,163	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,350
27D	CWTP/TEP Development	\$ 50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 50
27E	Studies for Congested Segments/Locations on the C/MIP	\$ -	\$ 450	\$ 101	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 551
Totals		\$ 451,093	\$ 100,877	\$ 80,690	\$ 55,200	\$ 37,609	\$ 26,626	\$ 1,750	\$ 2,125	\$ 500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 756,470

Attachment D2

**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Program Advances and Repayments**

April 2013 - Draft

		\$ x 1,000 in FY Shown										
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Totals	
Sources of Funds (Repayments of Advances/Loans)												
1	I-580 EB Aux/HOT Payback from Toll Revenues				\$ 250	\$ 1,500	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250		\$ 8,500
2	2012 STIP Exchange (Route 84 Expressway - South Segment)					\$ 37,030						\$ 37,030
3	Total Sources of Funds (Repayments)	\$ -	\$ -	\$ -	\$ 250	\$ 38,530	\$ 1,500	\$ 2,000	\$ 2,000	\$ 1,250		\$ 45,530

		\$ x 1,000 in FY Shown										
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	FY 19/20	FY 20/21	Totals	
Uses of Funds (Expenditures for Advances)												
4	I-580 EB Aux/HOT Expenditures funded by Loan	\$ 1,500	\$ 6,000	\$ 1,000								\$ 8,500
5	2012 STIP Exchange (See Project Detail Sheet)	\$ 6,500	\$ -	\$ -	\$ -	\$ 30,530	\$ -	\$ -	\$ -	\$ -		\$ 37,030
6	Total Uses of Funds (Expenditures)	\$ 8,000	\$ 6,000	\$ 1,000	\$ -	\$ 30,530	\$ -	\$ -	\$ -	\$ -		\$ 45,530

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Attachment D3

**Draft FY 2013/14 Measure B Capital Program Strategic Plan Update
2000 Measure B Capital Program Advances - 2012 STIP Exchange Project Detail Sheet**

April 2013 - Draft

		\$ x 1,000 in FY Shown					Totals
		FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17	
STIP Exchange Projects							
1	East Bay Bus Rapid Transit (AC Transit)					\$ 5,000	\$ 5,000
2	I-880/Broadway-Jackson (Alameda)					\$ 2,500	\$ 2,500
3	Crow Canyon Road Safety Improvements (Ala. County)					\$ 1,000	\$ 1,000
4	Niles Canyon Rd (Rte 84), Paloma Rd and Pleasanton-Sunol Rd Intersection (Ala. County)					\$ 1,500	\$ 1,500
5	East-West Connector (Alameda CTC)					\$ 14,300	\$ 14,300
6	I-880 Reconstruction, 29th/23rd (Alameda CTC)	\$ 1,000					\$ 1,000
7	I-880/Mission Blvd (Rte 262) Phase 1B/2 Interchange Completion (VTA)	\$ 3,500					\$ 3,500
8	Automall Parkway Project (Fremont)					\$ 3,500	\$ 3,500
9	42nd Ave/High St Access Improvement (Oakland)					\$ 2,000	\$ 2,000
10	Route 85/Hesperian Blvd/150th Ave Channelization Improvements (San Leandro)	\$ 1,000					\$ 1,000
11	RIP-TE Payback of TE Capacity to San Mateo County (TBD)					\$ 200	\$ 200
12	RIP-TE Reserve (Alameda CTC)					\$ 530	\$ 530
13	RIP-TE I-880 SB HOV Lane Widening Project Landscape/Hardscape at Marina/Davis I/C (Alameda CTC)	\$ 1,000					\$ 1,000
14	Totals	\$ 6,500	\$ -	\$ -	\$ -	\$ 30,530	\$ 37,030

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Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Downtown Oakland Streetscape Improvements (ACTC Project No.604.0) Approval of Time Extension for Project Specific Funding Agreement No. 2003-02 (Amendment No. 2) Between the Alameda CTC and the City of Oakland**

Recommendation

It is recommended that the Commission authorize the Executive Director to execute an amendment to the Project Specific Funding Agreement with the City of Oakland for the Downtown Oakland Streetscape Improvements Project (ACTC Project No. 604.0) to extend the termination date until December 31, 2015 to allow for the completion of the construction phase of the project.

Summary

On March 25, 2013, staff received a letter from the City of Oakland (Attachment A) requesting an amendment to the Project Specific Funding Agreement with the Alameda CTC for the Downtown Oakland Streetscape Improvements Project (ACTC Project No. 604.0). The recommended action will allow the City of Oakland, the project sponsor, to complete the final design and construction of the project.

Background

The Streetscape improvements along Broadway, Telegraph Avenue and Washington Street in downtown Oakland will replace existing sidewalks, curbs and gutters and will add pedestrian and transit amenities. The improvements on Broadway between 17th Avenue and 20th Avenue are complete and a portion of the improvements on Telegraph Avenue are complete. The remainder will be constructed after completion of the Basement Backfill and Repair Program (BBRP). The BBRP program will be completed by fall 2014. The repackaging of the design documents and the advertising and award of the remainder of the Telegraph Avenue improvements, the Latham Square and the Old Oakland Streetscape improvements are anticipated in spring 2014. Construction will be completed in summer 2015.

The recommended action will extend the termination date of PSFA No. A003-02 until December 31, 2015.

Fiscal Impacts

Approval of the recommended action is fiscally neutral, as the requested action extends the termination date. The funding for the Downtown Oakland Streetscape Improvements Project has already been allocated and is reflected in the current 2000 Measure B Capital Program FY 2012-13 Strategic Plan Update.

Attachment(s)

Attachment A: City of Oakland letter dated March 25, 2013.



250 FRANK H. OGAWA PLAZA, SUITE 5313 • OAKLAND, CALIFORNIA 94612-2034

Office of Neighborhood Investment

(510) 238-3015
FAX (510) 238-3691

March 25, 2013

Alameda County Transportation Commission
1333 Broadway, Suites 220 and 300
Oakland, CA. 94612

RE: Project Specific Funding Agreement (PSFA – ACTIA 2003-02)

Mr. Hank Hauge:

The City of Oakland would like to request an extension for Project 604.0 - The Downtown Oakland Streetscape Improvement Project.

These projects have been delayed due to deteriorated sub-sidewalk basement structures. The City has made significant progress by establishing a Basement Backfill and Repair Program which has made grants and loans available to property owners in the affected areas. Projects 4A, 4B and 4C are anticipated to go to construction in the Spring and Summer of 2014 and be complete by the middle of 2015.

Based on this schedule and time required to close out reimbursement for these projects, we respectfully request an extension of the Project Specific Funding Agreement (PSFA - ACTIA 2003-02) to December 31, 2015. We appreciate your consideration and are very excited to see these bicycle and pedestrian projects implemented.

A handwritten signature in black ink, appearing to read "G. Durney", with a rectangular box drawn around the end of the signature.

George Durney
City of Oakland
Project Manager
Office of Neighborhood Investment
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA. 94612

cc: Patrick Lane
Jens Hillmer

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Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: **Westgate Parkway Extension Project (ACTIA 18B)**
Allocation of 2000 Measure B Capital Funding

Recommendation

It is recommended that the Commission approve the following action related to the Westgate Extension Parkway Project (ACTIA No. 18B):

1. Allocation of \$97,000 of 2000 Measure B capital funding from the Programmed Balance for the Westgate Parkway Extension Project (ACTIA NO. 18B).

Summary

The Westgate Parkway Extension Project (ACTIA No. 18B) is one the 27 capital projects included in the 2000 Measure B Expenditure Plan. The project has been split into two stages. The first stage was completed by the City of San Leandro leaving a 2000 Measure B Programmed Balance of \$2.285 million for Stage 2. The City of San Leandro requested the transfer of \$2.188 million from the remaining Programmed Balance for Stage 2 to another project included in the 2000 Measure B Expenditure Plan. The transfer was approved as reflected in the FY 2012/13 Strategic Plan Update, and resulted in an unallocated balance of \$97,000 remaining on the Westgate Parkway Extension Project.

The second phase of the Westgate Parkway Extension has been incorporated into the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane Project, which is currently under construction. The City of San Leandro has committed \$600,000 of the 2000 Measure B commitment for the Westgate Parkway Extension Project to the I-880 Southbound HOV Lane improvements being implemented by the Alameda CTC.

The recommended allocation combined with the previously allocated balance of \$503,000 will result in the entire commitment of \$600,000 being allocated and available for encumbrance and subsequent expenditure by the Alameda CTC.

Discussion

The Westgate Parkway Extension Project began before the I-880 Southbound HOV Lane Project. Stage 1 of the Westgate Parkway Extension did not connect directly with the State Highway System and was able to be implemented independent of the interchange with I-880. The second stage has been coordinated with the I-880 Southbound HOV Lane Project throughout the project development of the HOV Lane Project which began after the approval of the I-Bond funding in 2006. The Alameda CTC has worked cooperatively with the City of San Leandro to incorporate and coordinate the Stage 2 scope, along with other local improvements, with the interchange reconfigurations included in the I-880 Southbound HOV Lane projects.

Fiscal Impact

Approval of the recommended action will result in \$97,000 of 2000 Measure B capital funding being made available for encumbrance and subsequent expenditure. The recommended action is consistent with the 2000 Measure B Allocation Plan approved in the FY 2012/13 Strategic Plan Update.



Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) - Approval of Amendment to Professional Services Agreement (A99-0003) with PB Americas for Right of Way Closeout Activities and Design Service During Construction**

Recommendations

It is recommended that the Commission approve the following actions related to the I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196):

1. Increase the commitment of 1986 Measure B capital funding to the project by \$250,000; and
2. Authorization for the Executive Director, or designee of the Executive Director, to execute Amendment No. 5 to the professional services agreement with PB Americas (Agreement No. ACTA A99-0003) for additional services related to right of way closeout, design services during construction, and project closeout activities for an additional contract amount not to exceed \$250,000; and to extend the termination date of the agreement to December 31, 2015 to allow for project completion and closeout.

Summary

The I-880/Mission Boulevard (Route 262) Interchange Completion Project (ACTA MB196) is of one the remaining capital projects included in the 1986 Measure B Expenditure Plan. The Measure B project was split into two stages. The first stage, Phase 1A, was the majority of the 1986 Measure B project including the interchange reconfiguration and the mainline widening for the HOV lane. Phase 1A was complete in 2009. Phase 1B consisted of the Mission Boulevard (Route 262) widening and Kato Road ramps reconfiguration which were deferred from the Phase 1A scope. Phase 1B was subsequently combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements to create the I-880/Mission Boulevard (Route 262) Interchange Completion Project. The Interchange Completion project is being implemented by the VTA as part of their BART to Silicon Valley efforts. Construction on the Interchange Completion Project began during 2012.

Table 1 below summarizes Agreement A99-0003 with PB Americas.

Table 1: Summary of Agreement No. A99-0003 with PB Americas		
Description	Amendment Amount	Total Contract Not to Exceed Amount
Professional Services Agreement (PSA) with PB Americas for Final Design Services. Dated August 5, 1999	NA	\$4,000,000
Amendment No. 1 for additional design services (UPRR and Grade Sep). Dated June 28, 2001.	\$ 3,700,000	\$ 7,700,000
Amendment No. 2 for reduction in design scope (transferred to VTA Team) and addition of \$1M for Phase 1A design services during construction. Dated January 6, 2006.	\$ (300,000)	\$ 7,400,000
Amendment No. 3 for additional design and metric-to-English conversion. Dated July 26, 2007.	\$ 250,000	\$ 7,650,000
Amendment No. 4 for additional design, coordination, and right of way support activities Dated June 25, 2009.	\$ 440,000	\$ 8,090,000
Recommended Amendment No. 5 for Phase 1B design services during construction and right of way closeout activities. Effective April 25, 2013 (Proposed)	\$ 250,000	\$ 8,340,000
Total Proposed Contract Not to Exceed Amount		\$ 8,340,000

Discussion

The widening of Mission Boulevard (Route 262) included in Phase 1B required the replacement of the multiple railroad bridges crossing Mission Boulevard. Coordination with the railroad was a primary consideration related to the decision to defer that portion of the project while Phase 1A proceeded into construction.

Phase 1B was subsequently combined with the Warren Avenue Grade Separation and Truck Rail Transfer Facility improvements to create the I-880/Mission Boulevard (Route 262) Interchange Completion Project. The Interchange Completion project is being implemented by the VTA as part of their BART to Silicon Valley efforts.

In addition to the Phase 1B design related issues being coordinated with the VTA Team, the PB Americas Team has been facilitating activities involving the VTA, City of Fremont and Caltrans

related to right of way closeout and utility relocation for the Measure B project. The Alameda CTC has been facilitating the right of way and utility relocation activities using the 1986 Measure B funding committed to the project. The recommended action will allow for the closeout of those transition activities and for design services during construction related to the Phase 1B portion of the Interchange Completion Project.

The budget for the design services during construction is approved on a task-by-task basis. The recommended contract amendment will establish a not to exceed total intended to accommodate the services required throughout the duration of the Interchange Completion Project construction phase currently scheduled for completion by mid-2015.

Fiscal Impact

Approval of the recommended action will authorize the encumbrance and subsequent expenditure of up to \$250,000 of 1986 Measure B capital funding. The recommended action is consistent with the 1986 Measure B commitments approved in the FY 2012/13 Strategic Plan Update.

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Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of the Alameda CTC Investment Policy**

Recommendation

It is recommended that the Commission approve the attached Alameda CTC Investment Policy effective April 2013. This Policy will replace the ACTIA and ACCMA policies, which currently guide Alameda CTC's investments.

Summary

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

The policy allows Alameda CTC to engage the services of investment advisors to assist in the management of the investment portfolio. The investment advisors would be allowed to purchase and sell investment securities in accordance with this investment policy and the California Government Code and must be registered under the Investment Advisors Act of 1940 or operate under the fiduciary exemption from the Security and Exchange Commission. The investment advisor will not maintain custody of Alameda CTC cash or assets. A third party bank custodian will hold Alameda CTC cash and assets in the name of Alameda CTC. Investment advisors also will be required to use a competitive process in selecting broker/dealers for each transaction.

The policy requires the Investment Officers to design internal controls around investments that would prevent the loss of public funds from fraud, employee error, misrepresentation by third parties, unanticipated changes in financial markets or imprudent actions by employees and officers

of the Alameda CTC. It also allows the Investment Officers to periodically reset performance benchmarks to reflect changing investment objectives and constraints as Alameda CTC heads into a period of external financing need which has brought the maturity of the portfolio into a very short timeframe based on projected liquidity needs.

Discussion

Some of the key changes to the investment policy from that of the Alameda County Transportation Improvement Authority (ACTIA) relate to the minimum credit quality rating required on some authorized investments, including obligations of the State of California or that of the other 49 states, medium-term notes, and negotiable certificates of deposit. The Alameda County Congestion Management Agency's (ACCMA) investment policy did not have a minimum credit rating requirement beyond that of the California Government Code. Authorized investment types that required a minimum rating in the AA category have been changed to a minimum rating requirement in the A category in line with the requirements of the California Government Code. This change was made to reflect a change that Standard and Poor's and Moody's have implemented in the way they assign credit ratings. This methodology change caused nearly an across the board downgrade in many different investment type categories. The downgrades are more a function of the change in rating methodology than of changes in the financial condition of the issuers; therefore management, along with our investment advisors, believes that this change will not increase the risk in Alameda CTC's investment portfolio.

Attachment(s)

Attachment A: Alameda CTC Investment Policy April 2013

Alameda County Transportation Commission

Investment Policy

April 2013

I. Introduction

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

II. Governing Authority

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

III. Scope

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

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

IV. General Objectives

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

1. Safety

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

2. *Liquidity*

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

3. *Return*

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

V. Standard of Care

1. *Prudence*

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

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

2. *Delegation of Authority and Responsibilities*

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

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

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

Alameda CTC Investment Policy April 2013

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

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

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

VI. Selection of Financial Institutions and Broker/Dealers

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

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

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

VII. Safekeeping and Custody

1. Delivery vs. Payment

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

Alameda CTC Investment Policy April 2013

2. *Third-Party Safekeeping*

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

3. *Internal Controls*

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

VIII. **Authorized Investments**

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

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

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

Alameda CTC Investment Policy April 2013

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

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

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

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

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

- a. Maximum maturity: 90 days
 - b. Maximum percent of portfolio: 20%
4. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue-producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency.
- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 10%
 - c. Minimum credit quality: A- (S&P); or A3 (Moody's); or A- (Fitch)
 - d. Maximum per issuer: 5%
5. Registered treasury notes or bonds of any of the other 49 states in addition to California, including bonds payable solely out of revenues from a revenue-

Alameda CTC Investment Policy April 2013

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

- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 10%
 - c. Minimum credit quality: A- (S&P); or A3 (Moody's); or A- (Fitch)
 - d. Maximum per issuer: 5%
6. Bankers' Acceptances, otherwise known as bills of exchange or time drafts which are drawn on and accepted by a commercial bank.
- a. Maximum maturity: 180 days
 - b. Maximum percent of portfolio: 40%
 - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
 - d. Maximum per issuer: 5%
7. Commercial paper rated in the highest short-term rating category, as provided by a nationally recognized statistical rating organization. The entity that issues the commercial paper shall meet all of the following conditions: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); and (c) has debt other than commercial paper, if any, that is rated "A" or higher by a nationally recognized statistical-rating organization.
- a. Maximum maturity: 270 days
 - b. Maximum percent of portfolio: 25%
 - c. Minimum credit quality: A1 (S&P); or P1 (Moody's); or F1 (Fitch)
 - d. Maximum per issuer: 5%
8. Medium-term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years or less, issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated a minimum of "A" or its equivalent by a nationally recognized statistical rating organization.
- a. Maximum maturity: 5 years
 - b. Maximum percent of portfolio: 30%
 - c. Minimum credit quality: A- (S&P); or A3 (Moody's); or A- (Fitch)
 - d. Maximum per issuer: 5%

Alameda CTC Investment Policy April 2013

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

10. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank, a savings association or a federal association, a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank.
 - a. Maximum maturity: 3 years
 - b. Maximum percent of portfolio: 30%
 - c. Minimum credit quality: A- (S&P); or A3 (Moody's); or A- (Fitch)
 - d. Maximum per issuer: 5%

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

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

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

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

12. The California Asset Management Program (CAMP)

- a. Maximum percent of portfolio: 5%

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

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

Alameda CTC Investment Policy April 2013

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

- a. Maximum percent of portfolio: 20%
- b. Maximum per fund: 5%
- c. Minimum rating: AAAM (S&P); or Aaa-mf (Moody's); AAAMmf (Fitch)

Important Notes:

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

IX. Ineligible Investments

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

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

X. Investment Parameters

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

2. Market Risk - Market risk is the risk that the portfolio will fluctuate due to changes in the general level of interest rates. Alameda CTC recognizes that, over time, longer-term portfolios have the potential to achieve higher returns. On the other hand, longer-term portfolios have higher volatility of return. Alameda CTC shall mitigate market risk by providing adequate liquidity for short-term cash needs, and by making some longer-term investments only with funds that are not needed for current cash flow purposes. Alameda CTC further recognizes that certain types of securities, including variable rate securities, securities with principal paydowns prior to maturity, and securities with embedded options, will affect the market risk profile of the portfolio differently in different interest rate environments. Alameda CTC, therefore, adopts the following strategies to control and mitigate its exposure to market risk:
 - a. Alameda CTC shall maintain a minimum of three months of budgeted operating expenditures in short term investments to provide sufficient liquidity for expected disbursements;
 - b. The maximum percent of callable securities in the portfolio shall be 15%;
 - c. The maximum stated final maturity of individual securities in the portfolio shall be five years, except as otherwise stated in this policy;
 - d. Liquidity funds will be held in LAIF or in money market instruments maturing within one year or less;
 - e. Longer term/Core funds will be defined as the funds in excess of liquidity requirements. The investments in this portion of the portfolio will have

Alameda CTC Investment Policy April 2013

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

- f. The duration of the portfolio shall at all times be approximately equal to the duration of a Market Benchmark Index selected by Alameda CTC based on Alameda CTC's investment objectives, constraints and risk tolerances, plus or minus 10%.
3. Maximum percentages for a particular issuer or investment type may be exceeded at a point in time subsequent to the purchase of a particular issuer or investment type. Securities need not be liquidated to realign the portfolio; however, consideration should be given to this matter when future purchases are made to ensure that appropriate diversification is maintained.

XI. Performance and Program Evaluation

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

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

Appendix I

AUTHORIZED INVESTMENTS SUMMARY TABLE

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
US. Treasury Notes, Bonds, Bills or Certificates of Indebtedness	100%	100%	None	5 years	5 years	NA	NA
Federal or U.S. Sponsored Obligations fully guaranteed by Federal Agencies or U.S. Government Sponsored Enterprises	100%	100%	Max 35% per issuer	5 years	5 years	NA	Senior Debt
Repurchase Agreements	NA	20%	Strict collateral requirements; Master Repurchase Agreement	1 year	90 days	NA	NA
State of California and California Local Agency Bonds	NA	10%	Max 5% per issuer	5 years	5 years	NA	A- (S&P) or A3 (Moody's) or A- (Fitch)
Bonds of any of the other 49 states in addition to California	NA	10%	Max 5% per issuer	5 years	5 years	NA	A- (S&P) or A3 (Moody's) or A- (Fitch)
Bankers' Acceptances	40%	40%	Max 5% per issuer	180 days	180 days	NA	A1 or P1 or F1

Alameda CTC Investment Policy April 2013

INVESTMENT	% OF PORTFOLIO		PURCHASE RESTRICTIONS	MAXIMUM MATURITY		MINIMUM CREDIT QUALITY	
	Per Cal. Gov't Code	Alameda CTC Policy	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy	Per Cal. Gov't Code	Alameda CTC Policy
Commercial paper of US corporations with total assets exceeding \$500,000,000	25%	25%	Max 5% of outstanding paper of any single issuer & max 5% of portfolio of any one issuer	270 days	270 days	A1 or P1 or F1	A1 or P1 or F1
Medium Term Corporate Notes of U.S. Corporations	30%	30%	Max 5% per issuer	Max 5 years	5 years	A	A- (S&P) or A3 (Moody's) or A- (Fitch)
California Collateralized Time Deposits	NA	10%	Max 5% per issuer	NA	1 year	NA	NA
Negotiable Certificate of Deposits	30%	30%	Max 5% per issuer	5 years	3 years	NA	A- (S&P) or A3 (Moody's) or A- (Fitch)
State of California- Local Agency Investment Fund (LAIF)	NA	NA	As limited by LAIF (currently \$50 million)	NA	NA	NA	NA
California Asset Management Program	NA	5%	NA	NA	NA	NA	NA
Shares of Beneficial Interests (Money Market Funds)	20%	20%	Max 5% per fund		N/A	AAA	AAAm (S&P) or Aaa-mf (Moody's) or AAAmf (Fitch)



Memorandum

DATE: April 11, 2013

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of the Creation of an Alameda CTC Other Postemployment Benefit Trust through the California Employers' Retiree Benefit Trust and Delegate the Authority to Request Disbursements from that Trust**

Recommendation

It is recommended that the Commission approve:

1. The creation of an Alameda CTC Other Postemployment Benefit (OPEB) trust through the California Employers' Retiree Benefit Trust (CERBT) administered by CalPERS and the transfer of the balances in the currently active Alameda County Transportation Improvement Authority (ACTIA) and Alameda County Congestion Management Agency (ACCMA) trusts into the newly created Alameda CTC trust and
2. The delegation of authority to request disbursements from the newly created Alameda CTC CERBT trust to the Executive Director and the Director of Finance (see attachment B).

Summary

As one of the steps in the merger of the ACTIA and the ACCMA, Alameda CTC needs to create a new trust to accumulate and prefund other postemployment benefits in the name of Alameda CTC and transfer the balances in the two separate currently active trusts into the new Alameda CTC trust. ACTIA set up a trust through the Community Bank of the Bay in 2005 and ACCMA set up the CERBT trust with CalPERS in 2007 to prefund postemployment benefits in response to the Government Accounting Standards Board's (GASB) statement number 45 establishing measurement standards and requiring state and local government employers to include postemployment benefit liabilities on their annual financial statements and allowing the establishment of a trust to accumulate funds to pay for or to prefund these benefits. In essence, GASB statement no. 45 made the reporting requirements and accounting treatment for OPEB much the same as the reporting requirements and accounting treatment for pensions. It is recommended that the Alameda CTC move forward with one consolidated trust with the CERBT and delegating the authority to request disbursements from that trust to the designated positions.

Discussion

There are several reasons why staff believes that the CERBT trust is the best OPEB trust option for the Alameda CTC. The CERBT trust reduces Alameda CTC's fiduciary responsibility as staff would not be required to establish internal trustees made up of staff or Commission members. It also is actively managed by investment professionals and offers three different risk levels of investment strategies with varying levels of projected return ranging from 6.39 percent to 7.61 percent from

which the Alameda CTC can choose based on its comfort level and goals for the trust. Reporting requirements are also minimized for Alameda CTC as CalPERS does the required financial reporting for the overall trust. The Alameda CTC would only need to include the required footnote information in its annual financial statements as it currently does for the ACCMA's CERBT trust. CalPERS has very straightforward administrative procedures in which the Alameda CTC staff has experience dealing with while administering the ACCMA trust over the last couple of years. Since its inception in 2007, the CERBT has proven to be a very low cost choice for OPEB trusts. Over 300 California public employers have chosen the CERBT for their OPEB trust funds to date.

Fiscal Impact

There is no direct financial impact to the Alameda CTC's budget if this item is approved, however the CERBT trust has the potential to save the agency money if the CERBT trust out performs the current ACTIA OPEB trust with Community Bank of the Bay and can save staff time administratively through the reduction of investment management and reporting requirements.

Attachment

Attachment A: CERBT Sample OPEB Trust Agreement

Attachment B: Resolution – Delegation of Authority to Request Disbursements

CALIFORNIA EMPLOYERS' RETIREE BENEFIT TRUST PROGRAM ("CERBT")

**AGREEMENT AND ELECTION
OF**

(NAME OF EMPLOYER)

**TO PREFUND OTHER POST EMPLOYMENT
BENEFITS THROUGH CalPERS**

WHEREAS (1) Government Code Section 22940 establishes in the State Treasury the Annuitants' Health Care Coverage Fund for the prefunding of health care coverage for annuitants (Prefunding Plan); and

WHEREAS (2) The California Public Employees' Retirement System (CalPERS) Board of Administration (Board) has sole and exclusive control and power over the administration and investment of the Prefunding Plan (sometimes also referred to as CERBT), the purposes of which include, but are not limited to (i) receiving contributions from participating employers and establishing separate Employer Prefunding Accounts in the Prefunding Plan for the performance of an essential governmental function (ii) investing contributed amounts and income thereon, if any, in order to receive yield on the funds and (iii) disbursing contributed amounts and income thereon, if any, to pay for costs of administration of the Prefunding Plan and to pay for health care costs or other post employment benefits in accordance with the terms of participating employers' plans; and

WHEREAS (3) _____
(NAME OF EMPLOYER)

(Employer) desires to participate in the Prefunding Plan upon the terms and conditions set by the Board and as set forth herein; and

WHEREAS (4) Employer may participate in the Prefunding Plan upon (i) approval by the Board and (ii) filing a duly adopted and executed Agreement and Election to Prefund Other Post Employment Benefits (Agreement) as provided in the terms and conditions of the Agreement; and

WHEREAS (5) The Prefunding Plan is a trust fund that is intended to perform an essential governmental function within the meaning of Section 115 of the Internal Revenue Code as an agent multiple-employer plan as defined in Governmental Accounting Standards Board (GASB) Statement No. 43 consisting of an aggregation of single-employer plans, with pooled administrative and investment functions;



NOW, THEREFORE, BE IT RESOLVED THAT EMPLOYER HEREBY MAKES THE FOLLOWING REPRESENTATION AND WARRANTY AND THAT THE BOARD AND EMPLOYER AGREE TO THE FOLLOWING TERMS AND CONDITIONS:

A. Representation and Warranty

Employer represents and warrants that it is a political subdivision of the State of California or an entity whose income is excluded from gross income under Section 115 (1) of the Internal Revenue Code.

B. Adoption and Approval of the Agreement; Effective Date; Amendment

(1) Employer's governing body shall elect to participate in the Prefunding Plan by adopting this Agreement and filing with the CalPERS Board a true and correct original or certified copy of this Agreement as follows:

Filing by mail, send to: CalPERS
 Affiliate Program Services Division
 CERBT (OPEB)
 P.O. Box 1494
 Sacramento, CA 95812-1494

Filing in person, deliver to: CalPERS Mailroom
 Affiliate Program Services Division
 CERBT (OPEB)
 400 Q Street
 Sacramento, CA 95811

(2) Upon receipt of the executed Agreement, and after approval by the Board, the Board shall fix an effective date and shall promptly notify Employer of the effective date of the Agreement.

(3) The terms of this Agreement may be amended only in writing upon the agreement of both CalPERS and Employer, except as otherwise provided herein. Any such amendment or modification to this Agreement shall be adopted and executed in the same manner as required for the Agreement. Upon receipt of the executed amendment or modification, the Board shall fix the effective date of the amendment or modification.

(4) The Board shall institute such procedures and processes as it deems necessary to administer the Prefunding Plan, to carry out the purposes of this Agreement, and to maintain the tax exempt status of the Prefunding Plan. Employer agrees to follow such procedures and processes.

C. Other Post Employment Benefits (OPEB) Cost Reports and Employer Contributions

(1) Employer shall provide to the Board an OPEB cost report on the basis of the actuarial assumptions and methods prescribed by the Board. Such report shall be for the Board's use in financial reporting, and shall be prepared at least as often as the minimum frequency required by GASB 43. This OPEB cost report may be prepared as an actuarial valuation report or, if the employer is qualified under GASB 45 and 57, may be prepared as an Alternative Measurement Method (AMM) report.

- (a) Unless qualified under GASB 45 and 57 to provide an AMM report, Employer shall provide to the Board an actuarial valuation report. Such report shall be for the Board's use in financial reporting, and shall be prepared at least as often as the minimum frequency required by GASB 43 and 57, and shall be:
 - 1) prepared and signed by a Fellow or Associate of the Society of Actuaries who is also a Member of the American Academy of Actuaries or a person with equivalent qualifications acceptable to the Board;
 - 2) prepared in accordance with generally accepted actuarial practice and GASB 43, 45 and 57; and,
 - 3) provided to the Board prior to the Board's acceptance of contributions for the valuation period or as otherwise required by the Board.
- (b) If qualified under GASB 45 and 57, Employer may provide to the Board an AMM report. Such report shall be for the Board's use in financial reporting, shall be prepared at least as often as the minimum frequency required by GASB 43 and 57, and shall be:
 - 1) affirmed by Employer's external auditor, or by a Fellow or Associate of the Society of Actuaries who is also a Member of the American Academy of Actuaries or a person with equivalent qualifications acceptable to the Board, to be consistent with the AMM process described in GASB 45;
 - 2) prepared in accordance with GASB 43, 45, and 57; and,
 - 3) provided to the Board prior to the Board's acceptance of contributions for the valuation period or as otherwise required by the Board.

(2) The Board may reject any OPEB cost report submitted to it, but shall not unreasonably do so. In the event that the Board determines, in its sole discretion, that the OPEB cost report is not suitable for use in the Board's financial statements or if Employer fails to provide a required OPEB cost report, the Board may obtain, at

Employer's expense, an OPEB cost report that meets the Board's financial reporting needs. The Board may recover from Employer the cost of obtaining such OPEB cost report by billing and collecting from Employer or by deducting the amount from Employer's account in the Prefunding Plan.

(3) Employer shall notify the Board of the amount and time of contributions which contributions shall be made in the manner established by the Board.

(4) Employer contributions to the Prefunding Plan may be limited to the amount necessary to fully fund Employer's actuarial present value of total projected benefits, as supported by the OPEB cost report acceptable to the Board. As used throughout this document, the meaning of the term "actuarial present value of total projected benefits" is as defined in GASB Statement No. 45. If Employer's contribution causes its assets in the Prefunding Plan to exceed the amount required to fully fund the actuarial present value of total projected benefits, the Board may refuse to accept the contribution.

(5) No contributions are required. If an employer elects to contribute then the contribution amount should not be less than \$5000 or the employer's annual required contribution (ARC), whichever amount is lower. Contributions can be made at any time following the seventh day after the effective date of the Agreement provided that Employer has first complied with the requirements of Paragraph C.

D. Administration of Accounts, Investments, Allocation of Income

(1) The Board has established the Prefunding Plan as an agent plan consisting of an aggregation of single-employer plans, with pooled administrative and investment functions, under the terms of which separate accounts will be maintained for each employer so that Employer's assets will provide benefits only under employer's plan.

(2) All Employer contributions and assets attributable to Employer contributions shall be separately accounted for in the Prefunding Plan (Employer's Prefunding Account).

(3) Employer's Prefunding Account assets may be aggregated with prefunding account assets of other employers and may be co-invested by the Board in any asset classes appropriate for a Section 115 Trust.

(4) The Board may deduct the costs of administration of the Prefunding Plan from the investment income or Employer's Prefunding Account in a manner determined by the Board.

(5) Investment income shall be allocated among employers and posted to Employer's Prefunding Account as determined by the Board but no less frequently than annually.

(6) If Employer's assets in the Prefunding Plan exceed the amount required to fully fund the actuarial present value of total projected benefits, the Board, in compliance with applicable accounting and legal requirements, may return such excess to Employer.

E. Reports and Statements

- (1) Employer shall submit with each contribution a contribution report in the form and containing the information prescribed by the Board.
- (2) The Board shall prepare and provide a statement of Employer's Prefunding Account at least annually reflecting the balance in Employer's Prefunding Account, contributions made during the period and income allocated during the period, and such other information as the Board determines.

F. Disbursements

- (1) Employer may receive disbursements not to exceed the annual premium and other costs of post employment healthcare benefits and other post employment benefits as defined in GASB 43.
- (2) Employer shall notify CalPERS in writing in the manner specified by CalPERS of the persons authorized to request disbursements from the Prefunding Plan on behalf of Employer.
- (3) Employer's request for disbursement shall be in writing signed by Employer's authorized representative, in accordance with procedures established by the Board. The Board may require that Employer certify or otherwise establish that the monies will be used for the purposes of the Prefunding Plan.
- (4) Requests for disbursements that satisfy the requirements of paragraphs (2) and (3) will be processed monthly.
- (5) CalPERS shall not be liable for amounts disbursed in error if it has acted upon the written instruction of an individual authorized by Employer to request disbursements. In the event of any other erroneous disbursement, the extent of CalPERS' liability shall be the actual dollar amount of the disbursement, plus interest at the actual earnings rate but not less than zero.
- (6) No disbursement shall be made from the Prefunding Plan which exceeds the balance in Employer's Prefunding Account.

G. Costs of Administration

Employer shall pay its share of the costs of administration of the Prefunding Plan, as determined by the Board.

H. Termination of Employer Participation in Prefunding Plan

- (1) The Board may terminate Employer's participation in the Prefunding Plan if:

- (a) Employer gives written notice to the Board of its election to terminate;
- (b) The Board finds that Employer fails to satisfy the terms and conditions of this Agreement or of the Board's rules or regulations.

(2) If Employer's participation in the Prefunding Plan terminates for any of the foregoing reasons, all assets in Employer's Prefunding Account shall remain in the Prefunding Plan, except as otherwise provided below, and shall continue to be invested and accrue income as provided in Paragraph D.

(3) After Employer's participation in the Prefunding Plan terminates, Employer may not make contributions to the Prefunding Plan.

(4) After Employer's participation in the Prefunding Plan terminates, disbursements from Employer's Prefunding Account may continue upon Employer's instruction or otherwise in accordance with the terms of this Agreement.

(5) After thirty-six (36) months have elapsed from the effective date of this Agreement or at such earlier date as may be approved by the Board in its sole discretion:

- (a) Employer may request a trustee to trustee transfer of the assets in Employer's Prefunding Account. Upon satisfactory showing to the Board that the transfer will satisfy applicable requirements of the Internal Revenue Code and the Board's fiduciary duties, then the Board shall effect the transfer within one hundred twenty (120) days. The amount to be transferred shall be the amount in the Employer's Prefunding Account as of the disbursement date and shall include investment earnings up to the investment earnings allocation date immediately preceding the disbursement date. In no event shall the investment earnings allocation date precede the transfer by more than 120 days.
- (b) Employer may request a disbursement of the assets in Employer's Prefunding Account. Upon satisfactory showing to the Board that all of Employer's obligations for payment of post employment health care benefits and other post employment benefits and reasonable administrative costs of the Board have been satisfied, then the Board shall effect the disbursement within one hundred twenty (120) days. The amount to be disbursed shall be the amount in the Employer's Prefunding Account as of the disbursement date and shall include investment earnings up to the investment earnings allocation date immediately preceding the disbursement date. In no event shall the investment earnings allocation date precede the disbursement by more than 120 days.

(6) After Employer's participation in the Prefunding Plan terminates and at such time that no assets remain in Employer's Prefunding Account, this Agreement shall terminate.

(7) If, for any reason, the Board terminates the Prefunding Plan, the assets in Employer's Prefunding Account shall be paid to Employer after retention of (i) amounts sufficient to pay post employment health care benefits and other post employment benefits to annuitants for current and future annuitants described by the employer's current substantive plan (as defined in GASB 43), and (ii) amounts sufficient to pay reasonable administrative costs of the Board.

(8) If Employer ceases to exist but Employer's Prefunding Plan continues to exist and if no provision has been made by Employer for ongoing payments to pay post employment health care benefits and other post employment benefits to annuitants for current and future annuitants, the Board is authorized to and shall appoint a third party administrator to carry out Employer's Prefunding Plan. Any and all costs associated with such appointment shall be paid from the assets attributable to contributions by Employer.

(9) If Employer should breach the representation and warranty set forth in Paragraph A., the Board shall take whatever action it deems necessary to preserve the tax-exempt status of the Prefunding Plan.

I. General Provisions

(1) Books and Records.

Employer shall keep accurate books and records connected with the performance of this Agreement. Employer shall ensure that books and records of subcontractors, suppliers, and other providers shall also be accurately maintained. Such books and records shall be kept in a secure location at the Employer's office(s) and shall be available for inspection and copying by CalPERS and its representatives.

(2) Audit.

- (a) During and for three years after the term of this Agreement, Employer shall permit the Bureau of State Audits, CalPERS, and its authorized representatives, and such consultants and specialists as needed, at all reasonable times during normal business hours to inspect and copy, at the expense of CalPERS, books and records of Employer relating to its performance of this Agreement.
- (b) Employer shall be subject to examination and audit by the Bureau of State Audits, CalPERS, and its authorized representatives, and such consultants and specialists as needed, during the term of this Agreement and for three years after final payment under this Agreement. Any examination or audit shall be confined to those matters connected with the performance of this Agreement, including, but not limited to, the costs of administering this Agreement. Employer shall cooperate fully with the Bureau of State Audits, CalPERS, and its authorized representatives, and such consultants and specialists as needed, in connection with any

examination or audit. All adjustments, payments, and/or reimbursements determined to be necessary by any examination or audit shall be made promptly by the appropriate party.

(3) Notice.

- (a) Any notice, approval, or other communication required or permitted under this Agreement will be given in the English language and will be deemed received as follows:
1. Personal delivery. When personally delivered to the recipient. Notice is effective on delivery.
 2. First Class Mail. When mailed first class to the last address of the recipient known to the party giving notice. Notice is effective three delivery days after deposit in a United States Postal Service office or mailbox.
 3. Certified mail. When mailed certified mail, return receipt requested. Notice is effective on receipt, if delivery is confirmed by a return receipt.
 4. Overnight Delivery. When delivered by an overnight delivery service, charges prepaid or charged to the sender's account, Notice is effective on delivery, if delivery is confirmed by the delivery service.
 5. Telex or Facsimile Transmission. When sent by telex or fax to the last telex or fax number of the recipient known to the party giving notice. Notice is effective on receipt, provided that (i) a duplicate copy of the notice is promptly given by first-class or certified mail or by overnight delivery, or (ii) the receiving party delivers a written confirmation of receipt. Any notice given by telex or fax shall be deemed received on the next business day if it is received after 5:00 p.m. (recipient's time) or on a nonbusiness day.
 6. E-mail transmission. When sent by e-mail using software that provides unmodifiable proof (i) that the message was sent, (ii) that the message was delivered to the recipient's information processing system, and (iii) of the time and date the message was delivered to the recipient along with a verifiable electronic record of the exact content of the message sent.

Addresses for the purpose of giving notice are as shown in Paragraph B.(1) of this Agreement.

- (b) Any correctly addressed notice that is refused, unclaimed, or undeliverable because of an act or omission of the party to be notified shall be deemed effective as of the first date that said notice was refused, unclaimed, or deemed undeliverable by the postal authorities, messenger or overnight delivery service.
- (c) Any party may change its address, telex, fax number, or e-mail address by giving the other party notice of the change in any manner permitted by this Agreement.
- (d) All notices, requests, demands, amendments, modifications or other communications under this Agreement shall be in writing. Notice shall be sufficient for all such purposes if personally delivered, sent by first class, registered or certified mail, return receipt requested, delivery by courier with receipt of delivery, facsimile transmission with written confirmation of receipt by recipient, or e-mail delivery with verifiable and unmodifiable proof of content and time and date of sending by sender and delivery to recipient. Notice is effective on confirmed receipt by recipient or 3 business days after sending, whichever is sooner.

(4) Modification

This Agreement may be supplemented, amended, or modified only by the mutual agreement of the parties. No supplement, amendment, or modification of this Agreement shall be binding unless it is in writing and signed by the party to be charged.

(5) Survival

All representations, warranties, and covenants contained in this Agreement, or in any instrument, certificate, exhibit, or other writing intended by the parties to be a part of their Agreement shall survive the termination of this Agreement until such time as all amounts in Employer's Prefunding Account have been disbursed.

(6) Waiver

No waiver of a breach, failure of any condition, or any right or remedy contained in or granted by the provisions of this Agreement shall be effective unless it is in writing and signed by the party waiving the breach, failure, right, or remedy. No waiver of any breach, failure, right, or remedy shall be deemed a waiver of any other breach, failure, right, or remedy, whether or not similar, nor shall any waiver constitute a continuing waiver unless the writing so specifies.

(7) Necessary Acts, Further Assurances

The parties shall at their own cost and expense execute and deliver such further documents and instruments and shall take such other actions as may be reasonably required or appropriate to evidence or carry out the intent and purposes of this Agreement.

A majority vote of Employer's Governing Body at a public meeting held on the _____ day of the month of _____ in the year _____, authorized entering into this Agreement.

Signature of the Presiding Officer: _____

Printed Name of the Presiding Officer: _____

Name of Governing Body: _____

Name of Employer: _____

Date: _____

BOARD OF ADMINISTRATION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

BY _____
RAND ANDERSON
AFFILIATE PROGRAM SERVICES DIVISION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM

To be completed by CalPERS The effective date of this Agreement is: _____
--



**DELEGATION OF AUTHORITY
TO REQUEST DISBURSEMENTS**

**RESOLUTION
OF THE**

Commission

(GOVERNING BODY)

OF THE

Alameda County Transportation Commission

(NAME OF EMPLOYER)

The _____ Commission delegates to the incumbents
(GOVERNING BODY)

in the positions of _____ Executive Director _____ and
(TITLE)

_____ Director of Finance _____ and/or
(TITLE)

_____ authority to request on
(TITLE)

behalf of the Employer disbursements from the Other Post Employment Prefunding
Plan and to certify as to the purpose for which the disbursed funds will be used.

By _____

Title _____

Witness _____

Date _____

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EAST BAY BICYCLE COALITION

Working for safe, convenient and enjoyable bicycling for all people in the East Bay

April 5, 2013

Tess Lengyel
Alameda County Transportation Commission
1333 Broadway, Suite 200
Oakland CA 946122

Re: East Bay Bicycle Coalition appointee to the Citizen's Watchdog Committee

Dear Ms. Lengyel:

Pursuant to our authority under Measure B, this letter hereby appoints to the Alameda County Transportation Commission Citizen's Watchdog Committee, the following person:

Sandra Hamlat
400 Perkins St #606
Oakland, CA 94610

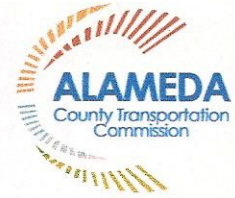
Our prior appointee Aaron Welch had to step down. Please let me know if you have any questions about this appointment.

Cordially yours,

Advocacy Director
East Bay Bicycle Coalition
(0) 510.845.7433 ext 4
dave@ebbc.org

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Application for the Alameda CTC Citizens Watchdog Committee (CWC)



The Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets on the second Monday of the month quarterly, from 6:30 to 8:30 p.m. Each member is appointed for a two-year term.

Membership qualifications:

Each CWC member must be a resident of Alameda County and must not be an elected official at any level of government or be a public employee of any agency that oversees or benefits from the proceeds of the Measure B sales tax or have any economic interest in any Measure B-funded projects or programs.

Name: SANDRA HAMLAT
Home Address: 400 PERKINS ST, #606, OAKLAND, CA 94610
Mailing Address (if different): _____
Phone: (home) (510) 363-5522 (work) SAME (fax) N/A
Email: sandra.hamlat@gmail.com

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Bio or Resume**

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

Signature Sandra Hamlat Date April 10, 2013

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

Appointing Party:

Signature: _____

Date: _____

I. Commission/Committee Experience: What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.

Currently, I am the Advocacy Committee Chair of the East Bay Bicycle Coalition (EBBC) board of directors. In this role I also serve as on the Berkeley Climate Action Coalition steering committee as the Transportation Working Group Chair and the Oakland Climate Action Coalition Transportation and Land Use Committee Co-chair. Over the last approximately seven years, I have served as the Endorsement Committee Chair of local League of Conservation Voters board of directors. I also have experience in being a member of the executive committee of the local League of Conservation Voters board of directors, which sets the agenda and ensures that the organization as a whole fulfills its mission. I was the co-founder and executive committee member of CicLAvia, a bicycle and pedestrian advocacy organization located in Los Angeles. From 2006 to 2010, I was a member of the Environment Commission of the 47th California State Assembly District, which advised then-state Assembly member Karen Bass on environmental issues and policy for the district.

II. Statement of Qualifications: Provide a brief statement indicating why you are interested in serving on the CWC and why you are qualified for this appointment.

Over the last approximately ten years, I have managed environmental planning projects that include transportation programs and projects that expand access, improve mobility, foster vibrant as well as livable communities. Specifically as the Advocacy Committee Chair of the East Bay Bicycle Coalition, I am actively engaging in Climate Action Plans in the East Bay to ensure that they include critical bicycle, pedestrian, and transit facilities so that the region can reduce its greenhouse gas emissions. Also as an Associate Planner/Parks and Recreation Specialist with the Baldwin Hills Conservancy (a state agency), I engaged project sponsors to connect key parklands and make the region more accessible and safe both on bike and foot. I was also a co-founder of CicLAvia, an open streets program in Los Angeles that has been wildly successful with around 130,000 participants at each event.

My educational background includes a Master's degree in Urban and Regional Planning with an emphasis on Environmental Policy and Regional Conservation Planning from the University of California at Irvine and a Bachelor of Science degree in Environmental Economics and Policy with a minor in City Planning from the University of California at Berkeley.

On a more personal note, I have been committed since high school to using alternative transportation such as bicycling and walking for commuting to work and school as my primary mode of transportation.

III. Relevant Work or Volunteer Experience: Please list your current employer or relevant volunteer experience including organization, address, position and dates.

As mentioned above from 2011 until the present, I have been a member of the East Bay Bicycle Coalition board of directors. My position is the Advocacy Committee Chair. EBBC is located at 2208 Shattuck Avenue, Berkeley, CA 94704.

Since 2006 until present, I have been a member of local League of Conservation Voters boards of directors. My position is the Endorsement Committee Chair. The mailing address of the League of Conservation Voters of the East Bay is 1814 Franklin, Oakland, CA 94612.

IV. Bio

In addition to being the Advocacy Committee Chair of EBBC, I have around ten years of environmental planning and project management experience, which includes analyzing bicycle and pedestrian issues.

I was also a co-founder and Executive Committee member of CicLAvia. The mission of CicLAvia is to transform streets of Los Angeles into public spaces that allow people to safely walk and bicycle without cars.

As an undergraduate at the University of California at Berkeley, I participated in a practicum class that worked on bicycle planning projects for the City of Berkeley, including publishing a study with bicycle user counts so that the City could better accommodate student cyclists.

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Mayor Tim Sbranti, City of Dublin

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

Citizen Advisory Committee (CAC)

Appoint
(action required)

Vacant

Steve Jones

e-mail him

Paratransit Advisory and Planning Committee (PAPCO)

Reappoint
(no action required)

Shawn Costello
5450 DeMarcus Blvd., Apt. 210
Dublin, CA 94568
Email: shawn_costello2000@yahoo.com
Phone: (510) 551-8082
Term Began: April 2012
Term Expires: April 2014

4-7-13

Date

Tim Sbranti

Mayor Tim Sbranti, City of Dublin

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by email, mail, or fax to:

Alameda CTC
Attn: Angie Ayers
1333 Broadway, Suite 300
Oakland, CA 94612
Email: aayers@alamedactc.org
Fax: 510-893-6489

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Attachment A
Alameda CTC Community Advisory Committee Appointment Detail for
Vice Mayor Marilyn Ezzy Ashcraft, City of Alameda

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

Citizen Advisory Committee (CAC)

Appoint
(action required)

Vacant

*John Knox White
3239 Central Avenue
Alameda, CA 94501
jknoxwhite@gmail.com
(510) 277-2089*

Paratransit Advisory and Planning Committee (PAPCO)

Current Appointment:
(no action required)

Harriette Saunders
2104 Eagle Avenue, Apt. B
Alameda, CA 94501
Email: harriettesaunders@gmail.com
Phone: (510) 473-0690
Term Began: October 2012
Term End: October 2014

3/28/13

Date



Vice Mayor Marilyn Ezzy Ashcraft, City of Alameda

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail, email, or fax to:

Alameda CTC
Attn: Angie Ayers
1333 Broadway, Suite 300
Oakland, CA 94612
Email: aayers@alamedactc.org
Fax: 510-893-6489

Application for the Alameda CTC
Citizens Advisory Committee (CAC)



The Alameda CTC invites Alameda County residents to serve on its **Citizens Advisory Committee**, which meets on the third Thursday of the month, five times per year, from 5:30 to 8:30 p.m. Each member is appointed for a two-year term.

Name: John Knox White
Home Address: 3239 Central Ave, Alameda, CA 94501
Mailing Address (if different): _____
Phone: (home) 510-521-8096 (work) 510-277-2089 (fax) _____
Email: jknoxwhite@gmail.com

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.

Please See attached Resume

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

Signature [Signature] Date 3/28/13

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

Appointing Commissioner:

Signature: _____

Date: _____

John Knox White

Executive Summary

Transportation Demand Management (TDM) • Communications • Project Management
Leader in Bay Area TDM programs with nearly seven years of government grant management and TDM project management experience. Organized self-motivator who has earned the respect of the elected officials, regional staff, and professionals with whom he has worked. Strategic problem-solver with the ability to work across all levels of an organization and community. Successful in developing regional policies and policy analysis that effectively implement change resulting in behavior change and shifts in transportation mode choice.

Professional Experience

2013–present

Sercro Inc. / SFMTA

San Francisco, CA

Technical Analyst (Sercro Inc. employee supporting the SFMTA’s *SFpark* program)

Project management, communications, and analytical work in support of the SFpark program

- Managing and developing an evaluation of San Francisco’s electric vehicle policies.
- Produced reports on analysis of disabled parking placard laws and practices across the US and analysis of proposed changes to local and state disabled placard practices and rules.
- Providing community outreach, with an emphasis on communication with targeted businesses, for proposed parking changes.

2005–2012

TransForm

Oakland, CA

Program Director

Developed, funded, and directed TravelChoice, an award-winning transportation demand management (TDM) program that partnered with private developers and public agencies to successfully effect a change in transportation mode-choice.

- Crafted a new program through a 12-month strategic planning process, working with organizational and regional partners to develop a successful TDM program.
- Developed a unique communication program that resulted in significant behavior change through outreach and effective messaging utilizing innovative materials and information dissemination tools across a variety of traditional and digital formats, including multi-lingual (Spanish, Chinese, Vietnamese) outreach.
- Negotiated and managed compliance for Federal, regional and local grants, including CalTrans pass-through funds.
- Formed strategic partnerships with private businesses and organizations that increased the reach and impact of the program.
- Successfully completed all project phases on time and under budget, including managing a dynamic staff of full-time and part-time employees.

World Class Transportation Advocate

Oversaw TransForm’s regional advocacy work at BART and AC Transit, working to strengthen the agencies’ strategic plans in support of creating a sustainable regional transportation system.

- Worked effectively with a regional coalition of labor, developers, elected officials, and advocates.
- Developed a program that worked directly with local and regional elected officials and staff members to gain support for transportation-related proposals and significantly change the regional dialog on transportation planning.

2000–2005 Market Development Company New York, NY

Director of Sales and Marketing

Grew the client base and expanded the list of programs offered by Market Development Company, resulting in an increase in annual revenues.

- Initiated new customer relationships and worked with clients to develop programs to create greater product visibility. Prepared sales-presentation materials and client proposals, resulting in an annual 10% increase in business.
- Maintained and improved relationships with dozens of clients.

Related Experience

2012–present City of Alameda Planning Board Alameda, CA

Board Member

Appointed by Mayor Marie Gilmore to the City of Alameda’s Planning Board, a policy-making body serving the city council that works with city staff and regional planning and transportation agencies to formulate policy regarding all planning. Projects include:

- Developing transportation and land-use policy for Alameda Point, the former naval air station redevelopment project.
- Developed form-based codes for downtown business district.
- Approved first state-certified Housing Element since 1992.

2002–2009 City of Alameda Transportation Commission Alameda, CA

Chair

Appointed by Mayor Ralph Appezato to the City of Alameda’s inaugural Transportation Commission; elected chair by commission members for seven straight years. The Transportation Commission, a policy-making body serving the city council, works with city staff and regional planning and transportation agencies to formulate policy regarding all transportation modes. Projects include:

- Developed and co-wrote a groundbreaking Transportation Management Plan for the City of Alameda, which has been adopted into the City’s General Plan.

2012–present Alameda Point Collaborative Alameda, CA

Board Member

Alameda Point Collaborative provides housing to families and individuals who have been homeless. APC serves 500 people each year, including nearly 300 children and youth, with supportive services including specialized services for children and youth as well as on-the-job training and employment opportunities.

2003–2004 BikeAlameda Alameda, CA

Board Member

BikeAlameda is a decade-old advocacy organization that runs education and valet-parking events and advocates for an improved bicycle environment. As a Board member, helped to raise the profile of the organization among numerous business, community, and political organizations.

Education

1986–1990 University of Colorado, Boulder Boulder, CO

Bachelor of Arts, Psychology

(Including one year of Marketing, two years of Engineering/Computer Science studies.)

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2012/2013**

Suffix	Last Name	First Name	City	State	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '12*
1	Ms. Tabata, Chair	Midori	Oakland	CA	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms. Welsh, Vice-Chair	Ann	Pleasanton	CA	Alameda County Supervisor Nate Miley, District 4	Oct-09	Jan-12	Jan-14	1
3	Mr. Ansell	Mike	Livermore	CA	Alameda County Mayors' Conference, D-1	Sep-12		Sep-14	0
4	Mr. Bucci	Mike	Newark	CA	Alameda County Supervisor Richard Valle, District 2	Sep-12		Sep-14	0
5	Mr. Chen	Alexander	Fremont	CA	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	2
6	Ms. Gigli	Lucy	Alameda	CA	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	1
7	Mr. Johansen	Jeremy	San Leandro	CA	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	0
8	Mr. Jordan	Preston	Albany	CA	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-12	Sep-14	2
9	Mr. Maddox	Heath	Berkeley	CA	Transit Agency (Alameda CTC)	Sep-12		Sep-14	0
10	Ms. Zimmerman	Sara	Berkeley	CA	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	2
11	Vacancy				Alameda County Mayors' Conference, D-2				

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**Alameda County Transportation Commission
 Citizen Advisory Committee
 Roster - Fiscal Year 2012/2013**

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '12*
1	Mr.	Ferrier, Chair	Barry	Union City	City of Union City Mayor Carol Dutra-Vernaci	Jan-04	Apr-12	Apr-14	0
2	Ms.	Dorsey, Vice-Chair	Cynthia	Oakland	Alameda County Supervisor Keith Carson, D-5	Feb-02	Apr-12	Apr-14	0
3	Ms.	Chinn	Val	Hayward	City of Livermore Mayor John Marchand	Dec-99	Jan-12	Jan-14	0
4	Ms.	Hilliard	Frances	Oakland	City of Oakland Vice Mayor Larry Ried	Jun-02	Mar-13	Mar-15	0
5	Mr.	Jefferson	Alton	San Leandro	Alameda County Supervisor Wilma Chan, D-3	Sep-08	Jan-13	Jan-15	1
6	Dr.	Jindal	Roop	Hayward	Alameda County Supervisor Scott Haggerty, D-1	Oct-03	Jan-12	Jan-14	0
7	Ms.	LePell	Audrey	Hayward	City of Hayward Councilmember Marvin Peixoto	May-04	Jan-12	Jan-14	0
8	Mr.	Mann	Harpal	Union City	Alameda County Supervisor Richard Valle, D-2	Mar-11	Mar-13	Mar-15	1
9	Mr.	Murray	Al G.	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Oct-12		Oct-14	0
10	Mr.	Posson	Mark	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Jan-12		Jan-14	0
11	Ms.	Powell	Michelle	Fremont	City of Fremont Councilmember Suzanne Chan	Jan-12		Jan-14	0
12	Mr.	Scheuerman	John	Emeryville	City of Emeryville Councilmember Ruth Atkin	Sep-12		Sep-14	0
13	Ms.	Diane	Shaw	Fremont	AC Transit Director Greg Harper	Jul-12		Jul-14	0

**Alameda County Transportation Commission
Citizen Advisory Committee
Roster - Fiscal Year 2012/2013**

	Title	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '12*
14		Vacancy			Alameda County Supervisor Nate Miley, D-4				
15		Vacancy			BART Director Tom Blalock				
16		Vacancy			City of Alameda Vice Mayor Marilyn Ezzy Ashcraft				
17		Vacancy			City of Albany Mayor Peggy Thomsen				
18		Vacancy			City of Dublin Mayor Tim Sbranti				
19		Vacancy			City of Newark Councilmember Luis Freitas				
20		Vacancy			City of Oakland Councilmember Rebecca Kaplan				
21		Vacancy			City of Piedmont Mayor John Chiang				
22		Vacancy			City of San Leandro Vice Mayor Michael Gregory				

**Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2012-2013**

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

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Paratransit Advisory and Planning Committee Meeting Minutes Monday, February 25, 2013, 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> Carmen Rivera- Hendrickson
<u>P</u> Will Scott, Vice-Chair	<u>P</u> Gaye Lenahan	<u>P</u> Michelle Rousey
<u>P</u> Aydan Aysoy	<u>P</u> Jane Lewis	<u>P</u> Harriette Saunders
<u>A</u> Larry Bunn	<u>P</u> Rev. Carolyn Orr	<u>P</u> Esther Waltz
<u>P</u> Shawn Costello	<u>P</u> Suzanne Ort	<u>P</u> Hale Zukas
<u>P</u> Herb Hastings	<u>P</u> Sharon Powers	
<u>A</u> Joyce Jacobson	<u>P</u> Vanessa Proee	

Staff:

<u>A</u> Matt Todd, Principal Transportation Engineer	<u>A</u> John Nguyen, Hatch Mott MacDonald
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Krystle Pasco, Paratransit Coordination Team
<u>P</u> Naomi Armenta, Paratransit Coordinator	<u>P</u> Margaret Strubel, Acumen Building Enterprise, Inc.
<u>P</u> Danielle Rose, Nelson/Nygaard	

1. Welcome and Introductions

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

Guests Present: Jennifer Cullen, Senior Support Program of the Tri-Valley

2. Public Comments

There were no public comments.

3. Approval of January 28, 2013 Meeting Minutes

Esther Waltz moved to approve the PAPCO January 28, 2013 minutes. Shawn Costello seconded the motion. The motion carried unanimously (18-0).

4. Begin to establish Finance and Program Plan Review Subcommittees

Membership

Naomi Armenta stated PAPCO members are being asked to volunteer to be appointed to the Fiduciary Training and Finance Subcommittee, which will take place on Friday, March 22, 2013, from 1 to 3 p.m. at the Alameda CTC. The committee will discuss PAPCO's fiduciary responsibilities and review the base program plans and compliance reports and identify any issues and questions for programs. The Fiduciary Training and Finance Subcommittee is a part of the Program Plan Review process and appointed members will be expected to attend both subcommittees. Since this is a standing subcommittee, appointed PAPCO members will receive a per diem.

The following PAPCO members volunteered to serve on the Finance subcommittee:

- Shawn Costello
- Joyce Jacobson
- Rev. Carolyn Orr
- Sharon Powers
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Esther Waltz

Naomi then asked for members to volunteer to be appointed to the Program Plan Review Subcommittees. Program Plan Review is a primary PAPCO responsibility. According to the bylaws, members will review mandated and non-mandated services for cost effectiveness and adequacy of service levels and to make recommendations to the board for requests for funding. This year, PAPCO will be responsible for reviewing and recommending funding for the Measure B-funded paratransit program totaling more than \$10.2 million.

Final recommendations will go before the PAPCO in April for final approval before going to the Commission. Appointed members will be responsible for carefully reviewing extensive materials provided prior to the meetings and coming prepared with comments and questions. The Program Plan Review Subcommittee meetings are scheduled for April 4, 2012 and April 5, 2013 from 9:30 a.m. to 3:30 p.m. at Alameda CTC, and lunch will be provided. Appointed

PAPCO members will receive a per diem for each day in attendance. Staff distributed Program Plan Review Subcommittee Forms for members to sign up.

The following PAPCO members volunteered to serve on the Program Plan Review subcommittee:

- Larry Bunn
- Shawn Costello
- Joyce Jacobson
- Gaye Lenahan
- Jane Lewis
- Jonah Markowitz
- Rev. Carolyn Orr
- Suzanne Ortt
- Sharon Powers
- Vanessa Proee
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Esther Waltz

5. Begin to establish Gap Grant Cycle 5 Review Subcommittee Membership

Naomi Armenta stated that PAPCO members are being asked to volunteer to be appointed to the Gap Grant Cycle 5 Review Subcommittee. This grant call will be competitive and evaluation and scoring will be important in this process. Staff held a mandatory workshop on Thursday, February 7, 2013 which was attended by approximately 30 potential applicants. The process will be similar to other subcommittees wherein members will be appointed and will receive a per diem for attending the three subcommittee meetings. The meetings will take place on Friday, March 15th, Wednesday, March 27th, and Friday, April 12th from 10-1 p.m. at the Alameda CTC.

Naomi went over the review process and expectations for each of the three subcommittee meetings. During the first meeting, members will do initial scoring and identify questions for the applicants. During the second meeting members will receive answers to the questions from the applicants, finalize scores and begin to look at geographic equity and partial funding options. During the final meeting, which will take place after Program Plan Review to see what the base

programs have planned, members will finalize recommendations and establish final reasoning and rationales.

Naomi stated all members that are appointed to this subcommittee will be responsible for reviewing and pre-scoring all grant applications prior to the actual review subcommittee meeting. Members will have approximately one week to complete this process and forward their scores to staff. The time commitment is substantial for this subcommittee and all members should consider their ability to meet this commitment prior to signing up. Volunteers need to be available to attend all three meetings. Staff is able to arrange accessible materials.

The following PAPCO members volunteered to serve on the Gap Grant Cycle 5 Review subcommittee:

- Shawn Costello
- Joyce Jacobson
- Sandra Johnson Simon
- Rev. Carolyn Orr
- Sharon Powers
- Carmen Rivera-Hendrickson
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Esther Waltz
- Hale Zukas

Questions and feedback from PAPCO members:

- Will PAPCO members have a say in the scoring criteria before they are finalized? The scoring criteria have already been finalized. The criteria are a part of the guidelines but the scoring guidance has not been released yet.
- Can PAPCO members have input on the scoring guidance? Staff will email the guidance to interested PAPCO members, Hale, Carmen, Carolyn, and Esther. Suggestions for edits to the scoring guidance will be due by the end of this week.
- The time of the subcommittee meeting will be changed to 10 a.m. to 1 p.m.

6. Begin to establish a Subcommittee for 5310 Scoring

Naomi went over PAPCO's role as the Alameda County Paratransit Coordinating Council (PCC) with regard to county, state and federal funding as requested by MTC. 5310 provides capital grants to assist private, nonprofit,

corporations and public agencies to purchase vehicles and other radio equipment or dispatching software. The applications are due March 11th. Materials will be accessible to appointed members prior to the scoring meeting on March 18th at 10 a.m. Representatives of applying organizations will be invited to the scoring meeting to observe and to provide input as appropriate. Members will be asked to work cooperatively with each other to obtain a consensus score. Members appointed to this subcommittee will receive a per diem for participation.

The following PAPCO members volunteered to serve on the 5310 Scoring subcommittee:

- Aydan Aysoy
- Shawn Costello
- Herb Hastings
- Joyce Jacobson
- Sandra Johnson-Simon
- Gaye Lenahan
- Suzanne Ortt
- Carmen Rivera-Hendrickson
- Michelle Rousey
- Will Scott
- Sylvia Stadmire
- Esther Waltz

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

Shawn Costello noted the new West Dublin/Pleasanton BART station's buttons are falling off the elevator panels and is an ongoing issue. Staff will follow up with Laura Timothy and will include Shawn's contact information.

Michelle Rousey noted the Ashby BART station's accessible gates are closing on people and needs to be fixed.

Herb Hastings worked with Supervisor Scott Haggerty on updating the Shadow Cliffs Regional Park bus stop. After eight years of work, the bus stop is reopening in April and there will be a ribbon cutting ceremony. Herb will notify the committee when it will take place.

Hale Zukas noted the BART Accessibility Task Force meets at 2:30 p.m. on the 4th Thursday of the month at MTC. Naomi added these meetings are a great

opportunity to provide feedback on BART issues as BART staff members are present at all meetings.

Harriette Saunders attended the Commissioners' retreat and it was very accessible to transit. The hotel itself was also very accessible. There were several Assemblymembers and Senators present at the retreat who offered their assistance on addressing transportation issues.

Jonah Markowitz will not be at the next PAPCO meeting due to Passover.

Carmen Rivera-Hendrickson noted Transform's transportation summit and advocacy day on April 22nd in Sacramento. More information is available at <http://transform.org/choice2013>. Carmen will be speaking at this event. She has also applied to be on the rail committee which was also sent to Naomi for further distribution.

8. Committee Reports

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

The next SRAC meeting is on March 5th and will include ethics training.

B. Citizens Watchdog Committee (CWC)

The next CWC meeting is on March 11th.

9. Mandated Program and Policy Reports

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

10. Information Items

A. Mobility Management

Naomi gave a quick overview of the Walk Friendly Communities' *Giving Cities Legs* resource booklet that can be downloaded online. Staff is currently working on gathering travel training information for a web and print resource.

B. Outreach Update

Krystle Pasco gave an update on the following upcoming outreach events:

- 3/16/13 – Transition Information Fair, College of Alameda from 9:30 a.m. to 3 p.m.
- 3/21/13 – USOAC Annual Convention, Oakland Zoo from 9 a.m. to 4 p.m.

- 4/23/13 – North Berkeley Senior Center Health Fair, North Berkeley Senior Center from 1 p.m. to 4 p.m.
- 4/25/13 – Albany Senior Center Senior Resource Fair, Albany Senior Center from 10 a.m. to 1 p.m.

C. Other Staff Updates

John Hemiup gave a quick update on the One Bay Area Grant. There was an applicant workshop on February 7th and applications are due March 15th. There is approximately \$65.2 million available for various projects.

Naomi reported John Hemiup will be making a presentation on paratransit at the PPC meeting in March and possibly at the Commission meeting. In April, East Bay Paratransit may be making a similar presentation at the PPC and Commission meetings.

Naomi also noted a request for transit stories from a staff member, Laurel Poeton, in an effort to portray personal stories around transportation through our outreach and social media efforts.

11. Draft Agenda Items for March 25, 2013 PAPCO Meeting

- A. One Bay Area Grant Program Update
- B. Finance Subcommittee Status Report
- C. Annual Mobility Workshop Update
- D. Gap Grant Cycle 5 Update
- E. Update on HDTS/WSBTS

12. Adjournment

The meeting adjourned at 2:20 p.m.

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Alameda CTC Joint Paratransit Advisory and Planning Committee and Paratransit Technical Advisory Committee Meeting Minutes Monday, February 25, 2013 at 2:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

TAC Members:

- List of TAC members with attendance status: Beverly Bolden (A), Dana Bailey (A), Pam Deaton (A), Louie Despeaux (A), Shawn Fong (A), Brad Helfenberger (A), Karen Hemphill (A), Kim Huffman (A), Drew King (A), Jackie Krause (A), Kadri Klm (P), Kevin Laven (A), Isabelle Leduc (A), Wilson Lee (A), Hakeim McGee (P), Cindy Montero (A), Mallory Nestor (A), Joann Oliver (A), Gail Payne (P), Mary Rowlands (A), Tammy Siu (A), Mia Thibeaux (A), Laura Timothy (A), Leah Talley (A), Mark Weinstein (A), David Zehnder (A)

PAPCO Members:

- List of PAPCO members with attendance status: Sylvia Stadmire, Chair (P), Will Scott, Vice-Chair (P), Aydan Aysoy (P), Larry Bunn (A), Shawn Costello (P), Herb Hastings (P), Joyce Jacobson (A), Sandra Johnson-Simon (P), Gaye Lenahan (P), Jane Lewis (P), Jonah Markowitz (A), Rev. Carolyn Orr (P), Suzanne Ortt (P), Sharon Powers (P), Vanessa Proee (P), Carmen Rivera-Hendrickson (P), Michelle Rousey (P), Harriette Saunders (P), Esther Waltz (P), Hale Zukas (A)

Staff:

- List of staff with attendance status: Matt Todd, Principal Transportation Engineer (A), John Hemiup, Senior Transportation Engineer (P), Naomi Armenta, Paratransit Coordinator (P), Danielle Rose, Nelson/Nygaard (P), Krystle Pasco, Acumen Building Enterprise, Inc. (P), Margaret Strubel, Acumen Building Enterprise, Inc. (P), John Nguyen, Hatch Mott MacDonald (A)

1. Welcome and Introductions

Paratransit Coordinator Naomi Armenta called the meeting to order at 2:30 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Drennen Shelton, Metropolitan Transportation Commission; Jennifer Cullen, Senior Support Program of the Tri-Valley

2. Public Comment

There were no public comments.

3. TAC Report

Naomi noted that TAC met in December and February and received an update on the Coordinated Public Transit – Human Services Transportation Plan. TAC also discussed the program plan applications, funding and received a presentation from two community based transportation providers, Alzheimer's Services of the East Bay and Senior Helpline Services Volunteer Driver Program. TAC also did an initial Mobility Workshop brainstorm at their last meeting.

4. Discussion on the Updated Coordinated Public Transit – Human Services Transportation Plan

Drennen Shelton gave an update on MTC's Coordinated Public Transit – Human Services Transportation Plan. She stated the plan is a federal requirement from the Federal Transit Administration to coordinate three funding sources, Section 5310 for the elderly and disabled, Section 5316 for job access and reverse commute, and Section 5317 for New Freedom funding. Overall, the coordinated plan's purpose is to identify gaps in the region and to provide solutions for those gaps.

The plan update process consisted of a technical advisory committee that convened in May 2012. This committee reviewed updated regional demographic and transportation data, and identified potential gaps. These gaps include limitations of ADA paratransit, need for alternatives to fixed-route transit, safety and comfort improvements for pedestrians and transit users, and information and assistance finding and using transportation services.

Drennen stated the recommended priority solutions included mobility management, travel training, and coordination activities. Regional coordination strategies which include strengthening mobility management, promoting walk-able communities, complete streets, and integration of transportation and land use decisions would also help address transportation gaps and needs.

MTC staff is currently accepting public comment on the Coordinated Plan until March 8th. The draft Coordinated Plan update will be presented to MTC's Programming and Allocations Committee with comments and will be adopted on March 27th.

Questions and feedback from PAPCO members:

- A member commented veterans' transportation is included in the Coordinated Plan for specialized funding for transporting veterans.
- A member stated New Freedom funding was collapsed into Section 5310 funding as a result of MAP-21. However, there will be one last New Freedom funding cycle for FY 2012, which will be released soon.
- A member noted more research needs to happen around scooters and oversized mobility devices that are not able to use regular ADA paratransit.
- A member commented there will be a new veterans' facility in the City of Alameda and accessible transportation will be an issue.
- A member stated the volunteer driver program of the Senior Support Program of the Tri-Valley will drive veterans out to Palo Alto for their appointments due to limited VA shuttle service in their area. Outreach, which serves the Palo Alto area, has a great system and has received grant funding to accommodate veterans transportation.
- How does the Coordinated Plan fit into MTC's other plans including fixed route and the Transit Sustainability Project? Drennen reports MTC has identified the need for more efficiency through efforts like mobility management and more efficiency through paratransit trips.

5. Paratransit Gap Grant Cycle 5 Program Update

The deadline for the Gap Grant Cycle 5 applications is March 4th. Staff facilitated a mandatory applicant workshop on February 7th and has been fielding questions and comments by prospective applicants. There were about 23 organizations representing nonprofits, city programs, and community based

organizations at the workshop. There was time set aside for collaboration during the workshop to encourage better coordination throughout the county. A PAPCO subcommittee will review the applications on March 15th.

6. 2013 Annual Mobility Workshop Brainstorm

Naomi gave a brief overview of previous workshop presentations and highlights. Naomi requested brainstorming ideas for this year's Mobility Workshop, which will take place on Monday, July 1st at the Ed Roberts Campus. Naomi noted potential ideas included:

- Engaging Ed Roberts Campus tenants
- Interactive sessions
- Hot topics discussion with lunchtime roundtable
- Universal design/independent living with Ed Roberts Campus that includes a tour of the BART station and how it connects with the Ed Roberts Campus
- Mobility device show and tell
- Overview of Gap Grant Cycle 5 recipients
- Overview and update of MAP-21 bill
- Creative outreach and education ideas that include other programs and social media communication
- Best practices on providing information in multiple languages
- Model travel training center
- Outreach database overview
- 511 as a travel tool for accessible transportation
- Peer-to-peer car sharing and ride sharing technology, LYFT, and the integration of smart phones within transportation

Questions and feedback from PAPCO members:

- A member suggested inviting Outreach to present their services
- A member proposed a hot topic on veterans transportation
- A member suggested a hot topic on stand-by's and paratransit
- A member recommended integrating the Resource fair bingo activity with any potential show and tell portion
- A member noted there should be a BART train operator announcement of Ed Roberts Campus at Ashby BART station
- A member suggested a travel training session and AC Transit bus tour

- A member commented the room layout from last year's workshop was great
- A member suggested inviting Alameda CTC commissioners and other elected officials to speak and/or observe

7. Draft Agenda Items for April 9, 2013 TAC Meeting

- A. Community Based Transportation Provider
- B. Update on HDTS/WSBTS
- C. Technical Exchange – Recurring Items

8. Adjournment

The meeting adjourned at 3:40 p.m.

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**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2012/2013**

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

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2012/2013**

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



Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: **Approval of Legislative Positions and Update**

Recommendations

It is recommended that the Commission approve legislative positions and the legislative update.

Summary

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

Alameda CTC's legislative program was approved in December 2013 establishing legislative priorities for 2013 and is included in summary format in Attachment A. The 2013 Legislative Program is divided into five sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues germane to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

The following summarizes legislative information and activities at the federal, state and local levels.

Federal Update

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

Fiscal Year 2013 Budget Complete

Both the House and Senate passed bills that fund the government through September 30, 2013, averting a government shutdown for the remainder of FY13, incorporating, for the most part, the mandated cuts under sequestration. Most agencies will continue to be funded at FY12 levels. The bill also restores more than \$500 million for surface transportation programs administered by DOT (including highways and rail infrastructure), based on funding levels in last year's *MAP-21* transportation law.

Budget Resolutions

Both the Senate and House adopted budget resolutions that set the stage for future funding limits at the federal government. Both plans use the same overall discretionary spending cap for FY14, \$966 billion; but the spending plans differ between the House and the Senate. Attachment B shows a side by side comparison of the separate plans. The House plan anticipates balancing the budget in 10 years (in FY23) by cutting spending by more than \$4 trillion and keeping tax revenues at current estimated levels. It would slow the rapid projected growth in entitlement spending by turning Medicare into a voucher-like program, reducing the federal contribution to Medicaid, and giving states more flexibility to run their health care programs for the poor. It also calls for the repeal of the Affordable Care Act.

In contrast, the Senate Budget Chairman reduces the annual deficit down to \$566 billion by FY23, a reduction of \$1.85 trillion, through a mix of spending cuts and tax increases, which would also replace the sequester. The Senate plan also directs the Finance Committee to increase revenue by \$975 billion over the same 10-year time period, most likely via tax reform.

MAP-21 and Freight

As part of Map 21, a national freight plan must be developed and updated every five years. The Department of Transportation is establishing a National Freight Advisory Committee to provide recommendations to support the freight elements mandated by MAP-21. Alameda CTC is seeking this as an opportunity for representation on a national level to address freight both nationally and locally. The following describes some of the activities that will be conducted for development of a national freight plan.

MAP-21 establishes a policy to improve conditions and performance of the national freight network to support global competitiveness, address congestion, and improve productivity, safety and accountability in the operation and maintenance of the network as well as environmental impacts. To achieve this, MAP-21 requires the establishment of a national freight network that identifies a primary freight network (PFN), as designated by the Secretary, any portions of the Interstate System not designated as part of the PFN, and critical rural freight corridors. The PFN is required to be established within a year of MAP-21 enactment, which means by summer 2013. The Department of Transportation may designate a PFN that contains a maximum of 27,000 centerline miles of existing roadways that are most critical to the movement of freight, and may add up to 3,000 additional centerline miles of roads critical to future efficient movement of goods on the PFN. States will be responsible for designating the critical rural freight corridors.

In addition, MAP-21 requires that within three years a national freight strategic plan is developed in consultation with States and other stakeholders to:

- assess the condition and performance of the national freight network;
- identify highway bottlenecks that cause significant freight congestion;
- forecast freight volumes;
- identify major trade gateways and national freight corridors;
- assess barriers to improved freight transportation performance;
- identify routes providing access to energy areas;
- identify best practices for improving the performance of the national freight network and mitigating the impacts of freight movement on communities; and
- provide a process for addressing multistate projects and strategies to improve freight intermodal connectivity.

State Update

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

Budget

February Numbers: Continuing the strong January revenues, February is also showing revenues above anticipated amounts. Overall, tax receipts for the fiscal year-to-date remain \$4.5 billion over projections according to the State Controller's February revenue report. Personal income tax receipts were down slightly by about \$441 million, which was due to tax refund checks being sent in February instead of January. Sales tax revenue was up by \$363 million and corporate income tax receipts were above projections by \$26 million.

Active Transportation Account: The Governor's budget proposes to consolidate into the Active Transportation Account the funds from the Bicycle Transportation Account, Safe Routes to School, the Environmental Enhancement & Mitigation Account (EEMP), as well as federal Transportation Alternative Program funds and federal Recreational Trails Program funds.

Significant advocacy efforts have been conducted to keep the funds in separate accounts based upon testimony received during budget hearings in March. Whether the Governor's proposal will stay intact or the programs will be separated will be determined over the coming months during budget hearings.

The Governor's draft proposal directs the CTC to develop guidelines and project selection criteria for these funds. The CTC is directed to work with various state agencies as well as metropolitan planning organizations and regional transportation agencies. The funds deposited into the Active Transportation Account would be divided as follows: 40% to metropolitan planning organizations, 10% to small urban and rural regions, 50% to projects competitively awarded by the state on a statewide basis.

Policy Highlights

A Look Ahead: The Legislature started its Spring Break on March 21st and will reconvene on April 1st. The activity level in Sacramento will increase in April when policy committees and budget subcommittees begin going through agendas to address the almost 2,000 pieces of legislation introduced in this session. The first policy committee deadline is May 3rd, which is when all bills with fiscal impacts must be moved to the Appropriations Committee.

New Senate Environmental Quality Chair: Senate Pro Tem Steinberg appointed Senator Jerry Hill from San Mateo County to replace Senator Mike Rubio as the chair of the Senate Committee on Environmental Quality. The Committee is expected to address CEQA issues this year which is a priority for both Steinberg and the Governor.

Working Groups: The Business, Transportation & Housing (BT&H) Agency has sent notices to those selected to participate on the Freight Advisory Committee. The Committee consists of 55 representatives, which is comprised of business interests and state and local government groups. This group is charged with developing a state freight plan as called for in MAP-21.

In addition, there has been much speculation about the formation of the transportation working group specified in the Governor's budget. This group has not been officially created, but internal meetings have been held between BT&H, Caltrans, CTC, and other state agencies. BT&H is also working with legislative staff to discuss the intent and goals of the transportation working

group.

Supermajority Update: Two special elections were held in March to fill vacancies in the Senate. Assemblyman Ben Hueso won the 40th Senate district seat which was vacated when Senator Juan Vargas was elected to Congress. A runoff election was avoided when Hueso received over 50% of the votes cast. His win restores the supermajority in the Senate.

There was also a special election for the 32nd Senate District seat, which was vacated when Senator Gloria Negrete McLeod was elected to Congress. In this race Assemblywoman Norma Torres, who received 43.6% of the votes, will face a runoff election against Paul Leon, who received 26.4% of the votes, on May 14.

Even with Hueso moving to the Senate, the Assembly supermajority remains intact for a few more months. Assemblyman Bob Blumenfield recently won a seat on the Los Angeles City Council, and he will be stepping down this summer to take that seat. It appears that it is only a matter of time before the supermajority returns to the Assembly.

Strategic Growth Council (SGC): The SGC was created in statute in an effort to coordinate the activities of state agencies and departments in pursuing greenhouse gas reduction goals. The SGC is comprised of the agency secretaries from BT&H, Resources, Health & Human Services, Cal Environmental Protection Agency, and Office of Planning and Research, as well as one public member. The actions of the SGC will greatly influence the Administration's position on legislation and policy goals.

At its last meeting the SGC authorized staff to spend up to \$50,000 on a report examining the barriers to infill development. These include identifying conflicting policies and outdated rules that inhibit infill development, addressing the infrastructure needs to implement SB 375, and providing access to infill financing mechanisms. The findings of this report will influence the Administration's position on bills that focus on infill development. The report will also review policies and investments to improve schools in infill areas.

In addition, the SGC received an update on efforts to develop "self-review" criteria for departments and agencies that would guide their decisions on infrastructure investments in a manner that is consistent with state priorities. This process will leverage the planning efforts underway for the five-year infrastructure plan, which will be released soon by the Governor, and the Transportation Agency's workgroup on transportation funding needs. As referenced in the Governor's Budget Summary, and noted above, the Transportation Agency will be forming a working group to examine transportation funding needs and priorities, and how to address these needs at the state and local level.

Emerging Legislative Issues and Recommended Legislative Positions

CEQA: With over 20 bills in print, so far, making various changes to the California Environmental Quality Act, there is no shortage of ideas on how to "modernize" the process. However, changes to CEQA will face hurdles. In March, a coalition of environmental groups and labor organizations held a press conference announcing their united front opposing any efforts to weaken CEQA. While the door was left open a crack for minor changes, the odds of making substantive changes may be eroding.

Fees & Taxes: There are two new bills introduced that are aimed at funding the implementation of sustainable communities strategies. AB 431 (Mullin) would allow an MPO to place a sales

tax measure on the ballot that covers some or all of the MPO's planning area. The bill would require 25% be allocated to transportation projects, 25% to affordable housing projects, and 25% to parks and recreation programs. The funds must be spent on projects that conform with the sustainable communities strategy. AB 431 is fairly brief and does not address how the expenditure plan is developed and it does not specify a return to source. AB 431 is sponsored by the Nonprofit Housing Association of Northern California.

Another bill, AB 1002 (Bloom), would impose a \$6 fee on the registration on each vehicle. The bill provides a general outline of how the funds would be allocated with 50% allocated on a per capita basis to cities and counties, 40% to transit operators and transportation commissions, and 10% to metropolitan planning organizations for competitive grants. The funds must be used to implement sustainable communities strategies.

CTC Oversight: Another new bill of significance is AB 1290 by Speaker John Pérez. This bill expands the membership of the California Transportation Commission from 13-18 members. The new members include one additional appointee made by the Senate and Assembly, bringing the number of appointees from each house to two each. The bill would also specify that the Secretary of Transportation, the Chairperson of CARB, and the Director of Housing and Community Development would also be ex-officio members of the CTC.

AB 1290 would also expand the responsibilities of the CTC to oversee and assess the progress regions make in implementing their sustainable communities strategies. The bill also directs the CTC to include in its guidelines for regional transportation plans an assessment of alternative land use scenarios and transportation system alternatives used in adoption of the regional transportation plan and the sustainable communities strategy. The guidelines would require annual updates from the transportation planning agencies describing progress made toward implementing the sustainable communities strategy. A summary of these assessments would be included in the CTC's annual report.

Oil Severance Tax: Senator Noreen Evans from Santa Rosa has introduced a measure that would tax oil companies 9.9% on oil drilled on land and in California's coastal waters. California is the only oil producing state that doesn't have an oil extraction tax. The tax is estimated to generate \$2 billion per year. The bill designates the University of California, California State University, Community Colleges, and state parks as the recipients of the funds. The measure will require a 2/3 vote, as well as the blessing of the Governor who has said that he won't raise taxes without a vote of the people.

Staff recommends a support position on the following bill:

AB 14 (Lowenthal) State freight plan

This bill would require the Business, Transportation and Housing Agency to prepare a state freight plan with specified elements to govern the immediate and long-range planning activities and capital investments of the state with respect to the movement of freight. This bill would require the agency to establish a freight advisory committee with various responsibilities in that regard. The initial state freight plan would be submitted to the Legislature, the Governor, and certain state agencies by December 31, 2014, and updated every 5 years thereafter. As noted above under the discussion of MAP-21, this bill supports the efforts to establish a national freight plan and helps to fulfill the requirements at the state level for doing so under MAP-21. Staff recommends a **SUPPORT** position on this bill.

Staff is analyzing bills, coordinating with other agencies and will be bringing bill positions to the commission in the coming months.

Legislative Coordination and Partnership Activities

Legislative coordination efforts

In addition to the local legislative coordination activities, Alameda CTC is leading an effort to develop and provide statewide information on the benefits of Self-Help Counties and is also coordinating the legislative platform and priorities with the Bay Area Congestion Management Agencies. The SHCC is planning a state lobbying day in spring 2013 to bring counties together to visit legislators to support lowering the voter threshold and significant funding for transportation from cap and trade revenues. Alameda CTC will be making a legislative visit to Washington, D.C. in April and will hold its third legislative roundtable on April 24th.

Fiscal Impact

No direct fiscal impact

Attachments

Attachment A: Alameda CTC Legislative Program and Actions Summary
Attachment B: Comparison of Senate and House Budget Resolutions for FY 2014



2013 Alameda County Legislative Priorities

This legislative program supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities."

Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measurable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment"
 [This legislative program table will be updated on a monthly basis]

Issue	Priority	Strategy	Actions	Legislation	Status
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. Support legislation that increases the buying power of the gas tax Support efforts to increase transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means. Support legislation for alternative financing methods such as high-occupancy toll lanes, and allow funds collected on the HOT lanes by the California Highway Patrol to be reinvested within that corridor. 	<ul style="list-style-type: none"> Leading a portion of Self-Help Counties Coalition (SHCC) efforts to reduce voter-threshold requirements 	<ul style="list-style-type: none"> Support positions on SCA 8 (Corbett), SCA 4 (Liu), SCA 11 (Hancock) to reduce voter threshold to 55 percent; AB 210 (Wickowski) to allow Alameda CTC to place another measure on the ballot 	<ul style="list-style-type: none">
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> Support legislation that provides increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations. Support legislation that protects against transportation funding diversions to the General Fund. Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs. Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. Seek, acquire and implement grants to advance project and program delivery. Support Alameda County as the recipient of funds to implement pilot programs with innovative project implementation or transportation-funding mechanisms. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> Support legislation and policies that improve environmental streamlining and project reviews to expedite project delivery. Support legislation that improves the ability to deliver projects and programs in a timely, cost effective manner using contracting flexibility. Support innovative project delivery methods. Support HOT lane expansion in Alameda County and the Bay Area. Support policies that allow local agencies to advertise, award and administer state highway system contracts largely funded by locals 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> Support legislation that reduces project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems. Support legislation that accelerates funding for transportation infrastructure projects that create jobs and economic growth in Alameda County. 	<ul style="list-style-type: none"> On-going monitoring, and work through the SHCC to provide input to the Secretary of Transportation on streamlining project delivery 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">

Issue	Priority	Strategy	Actions	Legislation	Status
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing and jobs. Support local flexibility and decision-making on land-use for transit oriented development and priority development areas. Support innovative financing opportunities to fund TOD and PDA implementation that will increase mobility and jobs and reduce GHGs. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> Support policies that provide multimodal transportation systems with multiple choices and better access for all kinds of transportation users. Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people. Support flexibility in transportation delivery to address climate change, senior population growth and transit maintenance and security, without creating unfunded mandates or dramatically increasing costs. Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education. Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. 	<ul style="list-style-type: none"> On-going work with agency coordination, grant development and legislative advocacy 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support climate change legislation that provides funding for innovative infrastructure, operations, programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support climate change legislation that expands transit services and supports safe, efficient, clear connections to transit services, including bike/ped infrastructure. To achieve necessary increases in public transit ridership to address GHG emissions from transportation sources, support legislation that augments but does not replace transit funding, nor create unfunded mandates. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Engage in development of the statewide cap-and-trade expenditure plan and advocate increased transportation funding statewide and in Alameda County. 	<ul style="list-style-type: none"> Working with the SHCC, MTC the CMAs and local agencies on this effort. Submitted a letter to CARB on March 8 supporting the Transportation Coalition for Livable Communities platform 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> A draft Cap and Trade expenditure plan will be released in April for review by the Department of Finance.
Partnerships	Support legislation and policies that support emerging technologies	<ul style="list-style-type: none"> Support legislation that offers incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions. 	<ul style="list-style-type: none"> On-going monitoring 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">
	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems. Support legislation and policies that promote governmental efficiencies and cost savings in transportation. Support legislation that improves the ability to enhance or augment Alameda CTC projects and programs that affect bordering counties or regional networks. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for state and local contracts. 	<ul style="list-style-type: none"> On-going coordination at the SHCC, the Bay Area CMAs, and with Alameda CTC's local partners legislative roundtable. An updated Alameda CTC procurement policy will support business participation efforts. 	<ul style="list-style-type: none"> 	<ul style="list-style-type: none">

Comparison of Senate and House Budget Resolutions for Fiscal Year 2014



Comparing the House and Senate Budget Resolutions

Republican Rep. Paul D. Ryan's budget blueprint would balance the budget in 10 years by cutting spending by a total of \$5.7 trillion compared with the Congressional Budget Office's baseline, which assumes war costs will grow with inflation. Against Ryan's own current policy baseline, which assumes lower war costs, his plan would cut only \$4.6 trillion. Democratic Sen. Patty Murray's budget calls for a combination of new revenue and spending cuts to reduce the deficit by \$1.8 trillion from CBO's baseline. The House budget panel approved the Ryan plan on a 22-17 party-line vote Wednesday; the Senate panel approved Murray's proposal 12-10 on Thursday.

	House Republican Plan	Senate Democratic Plan
Tax code	Would allow floor consideration of a comprehensive overhaul of the tax code, but does not assume a change in revenue relative to the CBO baseline.	Would direct the Finance Committee to increase revenue by \$975 billion over 10 years.
Discretionary spending and sequester	Calls for transferring the defense sequester to domestic programs and reducing discretionary spending overall.	Calls for replacing the fiscal 2013 sequester with a combination of new revenue and spending cuts.
Health care	<p>Calls for repeal of the health care law's exchange subsidies and Medicaid expansion, saving \$1.8 trillion.</p> <p>Calls for converting Medicaid into a block grant for states.</p> <p>For those now 55 and under, calls for a choice between traditional Medicare and a premium-support-based program upon retirement.</p>	Calls for cutting \$275 billion from mandatory health programs without making major structural changes to entitlements.
Other mandatory programs	<p>Calls for the president and Congress to submit plans to shore up the Social Security trust funds</p> <p>Calls for cutting \$31 billion from farm programs.</p>	Calls for cutting \$23 billion from agriculture programs.
Economic stimulus	None	Calls for providing \$100 billion for infrastructure investments and worker training programs.

SOURCE: House and Senate Budget Committees

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Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: FY 2012/13 Coordinated Funding Program: Summary of Applications Received

Recommendation:

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

Discussion:

On February 4, 2013 the Alameda CTC released a call for projects requesting applications for transportation projects through its FY 2012/13 Coordinated Funding Program. The fund sources in this unified call for projects included:

- \$53.9 million in Federal One Bay Area Grant (OBAG) Funds (from Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds)
- \$2.5 million in Measure B Bicycle/Pedestrian Countywide Discretionary Funds
- \$2.2 million in Measure B Countywide Express Bus Service Funds
- \$1.5 million in Vehicle Registration Fee (VRF) Pedestrian and Bicycle Access and Safety Program Funds
- \$5 million in VRF Transit for Congestion Relief Program Funds

Applications were due to Alameda CTC on March 15, 2013.

The Alameda CTC received 69 applications requesting a total of \$121.1 Million. There are 20 projects requesting approximately \$83.6 Million of OBAG –PDA supportive funds; 15 Projects requesting \$15.2 of Million OBAG-LSR funds; 34 projects requesting Measure B /VRF Bicycle / Pedestrian funds.

A detailed summary is included in the staff memo (Attachment A).

Next Steps: A draft program of projects will be presented to the Committees and Commission in May and a final program in June 2013.

Attachment:

Attachment A: FY 2012/13 Coordinated Funding Program: Summary of Applications Received

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**FY 2012/13 COORDINATED FUNDING PROGRAM
SUMMARY OF APPLICATIONS RECEIVED**

Coordinated CFP - Applications Received

Source of Requested Funds

Index Application#	Jurisdiction	Project	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB - VRF Transit	Total Requested	Total Project Cost
1	OBAG-003 AC Transit	Line 51 Corridor GPS-based Transit Signal Priority				\$ 1,000,000	\$ 1,000,000	\$ 11,515,000
2	OBAG-004 AC Transit	East Bay Bus Rapid Transit Bike/Ped Elements		\$ 7,189,000			\$ 7,189,000	\$ 7,189,000
3	OBAG-042 Alameda County PWA	"A" Street Class II Bike Lane			\$ 54,000		\$ 54,000	\$ 244,000
4	OBAG-043 Alameda County PWA	Niles Canyon Road Ped Safety			\$ 95,000		\$ 95,000	\$ 140,000
5	OBAG-044 Alameda County PWA	Mabel Ave Ped Safety			\$ 445,000		\$ 445,000	\$ 1,035,000
6	OBAG-045 Alameda County PWA	E Castro Valley Blvd Bike Lane			\$ 480,000		\$ 480,000	\$ 540,000
7	OBAG-046 Alameda County PWA	Fairmont Dr Bike Lane			\$ 380,000		\$ 380,000	\$ 380,000
8	OBAG-047 Alameda County PWA	Mines Rd Bike Lane			\$ 50,000		\$ 50,000	\$ 56,000
9	OBAG-048 Alameda County PWA	"A" Street Ped Safety			\$ 400,000		\$ 400,000	\$ 1,245,000
10	OBAG-001 City of Alameda PWD	Estuary Crossing Shuttle				\$ 489,000	\$ 489,000	\$ 941,000
11	OBAG-002 City of Alameda PWD	Cross Alameda Trail			\$ 793,000		\$ 793,000	\$ 991,000
12	OBAG-049 City of Albany	Albany Bike/Ped Wayfinding			\$ 280,000		\$ 280,000	\$ 311,000
13	OBAG-050 City of Albany	Buchanan/Marin Bikeway			\$ 536,000		\$ 536,000	\$ 1,225,000
14	OBAG-032 City of Berkeley	Project 2: Shattuck Reconfiguration & Ped Safety		\$ 2,777,000			\$ 2,777,000	\$ 3,152,000
15	OBAG-033 City of Berkeley	Project 1: BART Plaza & Transit Area Improvements		\$ 7,784,000			\$ 7,784,000	\$ 10,456,000
16	OBAG-034 City of Berkeley	Project 3: Hearst Ave Complete Streets		\$ 1,150,000			\$ 1,150,000	\$ 2,865,000
17	OBAG-008 City of Dublin	Village Parkway Bicycle & Pedestrian Improvements		\$ 2,533,000			\$ 2,533,000	\$ 2,862,000
18	OBAG-009 City of Dublin	Iron Horse Trail/BART Connectivity Feasibility Study		\$ 268,000	\$ 41,000		\$ 309,000	\$ 350,000
19	OBAG-010 City of Dublin	Anador Plaza Road Complete Street Improvements		\$ 4,813,000			\$ 4,813,000	\$ 5,437,000
20	OBAG-031 City of Emeryville	Christie Ave Bay Trail Gap Closure			\$ 550,000		\$ 550,000	\$ 550,000
21	OBAG-041 City of Fremont	Fremont City Center multi-Modal Improvements		\$ 6,360,000			\$ 6,360,000	\$ 14,340,000
22	OBAG-035 City of Hayward	Main St. Complete St			\$ 2,027,000		\$ 2,027,000	\$ 2,127,000
23	OBAG-051 City of Hayward	Update of Citywide Bicycle MP, Prep of Ped MP, SR2S			\$ 300,000		\$ 300,000	\$ 300,000
24	OBAG-013 City of Livermore	Arroyo Las Positas Class I Multi-Use Trail			\$ 2,918,000		\$ 2,918,000	\$ 3,771,000
25	OBAG-014 City of Livermore	Segment 1 of the Iron Horse Trail, a Class I Multi-Use Trail		\$ 1,630,000			\$ 1,630,000	\$ 1,841,000

**FY 2012/13 COORDINATED FUNDING PROGRAM
SUMMARY OF APPLICATIONS RECEIVED**

Coordinated CFP - Applications Received

Source of Requested Funds

Index Application#	Jurisdiction	Project	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB - VRF Transit	Total Requested	Total Project Cost
26	City of Oakland	Park Blvd Path Feasibility Study			\$ 197,000		\$ 197,000	\$ 395,000
27	City of Oakland	Lakeside Green Street Project		\$ 7,000,000			\$ 7,000,000	\$ 11,505,000
28	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project			\$ 206,000		\$ 206,000	\$ 2,062,000
29	City of Oakland	Lake Merritt BART Bikeways		\$ 2,112,000			\$ 2,112,000	\$ 2,640,000
30	City of Oakland	Broadway Shuttle				\$ 546,000	\$ 546,000	\$ 2,670,000
31	City of Oakland	Lake Merritt Chanel Bike/Ped Bridge			\$ 400,000		\$ 400,000	\$ 15,000,000
32	City of Oakland	Tyrone Carney Park/105th Reconfiguration		\$ 1,571,000			\$ 1,571,000	\$ 1,972,000
33	City of Oakland	7th St W Oakland Transit Village Phase II		\$ 3,288,000			\$ 3,288,000	\$ 4,066,000
34	City of Oakland	MLK Jr. Way & Peralta Phase I		\$ 5,453,000			\$ 5,453,000	\$ 6,160,000
35	City of Oakland	Coliseum BART Corridor and Infrastructure Connections		\$ 2,321,000			\$ 2,321,000	\$ 2,823,000
36	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan			\$ 102,000		\$ 102,000	\$ 120,000
37	City of Pleasanton	Bernal Avenue Bridge Over Arroyo de la Laguna			\$ 500,000		\$ 500,000	\$ 2,200,000
38	City of Pleasanton	I-580 At Foothill Road Interchange Improvements		\$ 1,130,000	\$ 500,000		\$ 1,630,000	\$ 4,560,000
39	City of Pleasanton	Foothill Road - Bicycle Lane Gap Closure		\$ 915,000			\$ 915,000	\$ 1,035,000
40	City of Pleasanton	Feasibility Study for Ped & Bike Bridges			\$ 25,000		\$ 25,000	\$ 50,000
41	City of Pleasanton	Microwave Ped & Bike Detection in Hacienda			\$ 205,000		\$ 205,000	\$ 205,000
42	City of San Leandro	W San Leandro Bikeways			\$ 569,000		\$ 569,000	\$ 569,000
43	City of San Leandro	San Leandro Downtown Parking Mgmt		\$ 332,000			\$ 332,000	\$ 332,000
44	City of San Leandro	E 14th St S Area Streetscape		\$ 5,303,000	\$ 327,000		\$ 5,630,000	\$ 6,320,000
45	City of San Leandro	W Juana Ped Improvements			\$ 724,000		\$ 724,000	\$ 724,000
46	City of Union City	BART Phase 2 & Decoto Rd. Complete Streets		\$ 19,734,000			\$ 19,734,000	\$ 32,538,000
47	Cycles of Change	Bike Go Round			\$ 360,000		\$ 360,000	\$ 840,000
48	EBRPD	Iron Horse Trail - Dublin/Pleasanton BART to Santa Rita			\$ 750,000		\$ 750,000	\$ 4,320,000
49	EBRPD	Niles Canyon Regional Trail Feasibility Study			\$ 75,000		\$ 75,000	\$ 150,000
50	EBRPD	Bay Trail - Gilman to Buchanan			\$ 1,000,000		\$ 1,000,000	\$ 4,851,000
51	EBRPD	Shadow Cliffs to Del Valle Trail			\$ 1,200,000		\$ 1,200,000	\$ 1,430,000
52	LAVTA	LAVTA Measure B Countywide Express Bus Service				\$ 1,000,000	\$ 1,000,000	\$ 3,905,000
53	LAVTA	LAVTA Route 10 & Rapid Route VRF Project				\$ 1,000,000	\$ 1,000,000	\$ 7,333,000
54	LARPD	Sycamore Grove Park Trail Renovation			\$ 1,717,000		\$ 1,717,000	\$ 1,852,000
		Sub-total Coordinated/PDA-supportive only	\$ -	\$ 83,663,000	\$ 18,206,000	\$ 4,035,000	\$ 105,904,000	\$ 196,490,000

**FY 2012/13 COORDINATED FUNDING PROGRAM
SUMMARY OF APPLICATIONS RECEIVED**

Coordinated CFP - Applications Received

Source of Requested Funds

Index Application#	Jurisdiction	Project	OBAG - LSR	OBAG - PDA	MB - VRF Bike/Ped	MB - VRF Transit	Total Requested	Total Project Cost
55	Alameda County PWA	Pavement Rehabilitation in Unincorporated Alameda Cty	\$ 1,665,000				\$ 1,665,000	\$ 1,882,000
56	City of Alameda	Alameda City Pavement Rehabilitation - FY 2014/15	\$ 635,000				\$ 635,000	\$ 829,000
57	City of Albany	Santa Fe Avenue Pavement Rehabilitation	\$ 149,000				\$ 149,000	\$ 344,000
58	City of Berkeley	Project 3: Hearst Ave Complete Streets	\$ 1,006,000				\$ 1,006,000	\$ 1,136,000
59	City of Dublin	Dublin Boulevard Street Resurfacing	\$ 470,000				\$ 470,000	\$ 729,000
60	City of Emeryville	Emeryville Street Rehabilitation	\$ 100,000				\$ 100,000	\$ 712,000
61	City of Fremont	Fremont 2014 Pavement Rehabilitation	\$ 2,105,000				\$ 2,105,000	\$ 3,912,000
62	City of Hayward	Pavement Rehabilitation - Industrial Blvd	\$ 1,335,000				\$ 1,335,000	\$ 1,578,000
63	City of Livermore	2014 Arterial Street Rehabilitation	\$ 1,053,000				\$ 1,053,000	\$ 1,366,000
64	City of Newark	Enterprise Drive Pavement Rehabilitation	\$ 454,000				\$ 454,000	\$ 760,000
65	City of Oakland	Oakland Pavement Rehabilitation	\$ 3,851,000				\$ 3,851,000	\$ 4,351,000
66	City of Piedmont	City of Piedmont Pavement Rehabilitation Project	\$ 129,000				\$ 129,000	\$ 586,000
67	City of Pleasanton	Valley Avenue & Hopyard Road Rehabilitation	\$ 832,000				\$ 832,000	\$ 1,070,000
68	City of San Leandro	San Leandro Boulevard Reconstruction	\$ 804,000				\$ 804,000	\$ 1,548,000
69	City of Union City	Pavement Rehabilitation - Whipple Road (Ithaca to Anaral)	\$ 669,000				\$ 669,000	\$ 760,000
		Sub-total LSR-only	\$ 15,257,000	\$ -	\$ -	\$ -	\$ 15,257,000	\$ 21,563,000
Grand-total Coordinated/PDA-supportive and LSR			\$ 15,257,000	\$ 83,663,000	\$ 18,206,000	\$ 4,035,000	\$ 121,161,000	\$ 218,053,000

Grand-total OBAG	\$ 98,920,000	Grand-total Measure B - VRF	\$ 22,241,000
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Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: Alameda CTC Semi-Annual Programs Status Update

Recommendation

This is an informational item only. No action is requested.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs, services, and projects in Alameda County.

In November 2010, voters approved the Measure F Vehicle Registration Fee (VRF) Program, thereby authorizing the collection of an annual \$10 per vehicle registration fee starting in May 2011. Funds raised by the VRF Program are for local transportation purposes in Alameda County.

On a monthly basis, Alameda CTC disburses Measure B and VRF pass-through program funds to (20) twenty agencies/jurisdictions through formulas and percentages. During the first half of FY 12-13, the pass-through funded programs received the following funds listed in Table 1 on the next page.

Pass-through program recipients are required to submit separate annual independent audited financial statements and accompanying descriptive compliance reports for Measure B and VRF by the end of each calendar year.

Local agencies/jurisdictions and nonprofit organizations may also receive Measure B and VRF grant funds through Alameda CTC's discretionary grant funding programs. Grant recipients are required to submit progress reports every six months. These progress reports summarize the status of grant programs semi-annually (as reported by recipients).

**Table 1:
Measure B and VRF Pass-Through funds Received Per Program
(first half of FY 12-13)**

Measure B Programs	Measure B Funds (in millions)	Vehicle Registration Fee Programs	VRF Funds (in millions)	Total Funds (in millions)
Local Streets and Roads (Local Transportation)	\$13.0	Local Streets and Roads	\$3.9	\$16.9
Mass Transit	\$12.3		N/A	\$12.3
Special Transportation for Senior and People with Disabilities (Paratransit)	\$5.2		N/A	\$5.2
Bicycle and Pedestrian Safety	\$2.2		N/A	\$2.2
TOTALS	\$32.7		\$3.9	\$36.6

Discussion

Summary of Measure B Pass-through Fund Program

Since the 2000 Measure B sales tax collections began on April 1, 2002, Alameda CTC has collected and distributed approximately \$632.0 million in Measure B program funds, including pass-through and grant funds, to local agencies, transit agencies, jurisdictions, and nonprofit organizations for transportation purposes.

For FY 12-13, Measure B net sales tax revenues are projected to generate \$106.4 million. Of this amount, approximately \$60.0 million will be distributed to eligible jurisdictions as Pass-through funds.

During the first half of FY 12-13, the actual net sales tax revenue was \$58.1 million. This is a positive initial indication that the actual total net revenues in FY 12-13 may be higher than originally projected. Thus, recipients may receive more pass-through dollars to support their transportation projects and programs.

As agencies address their transportation funding needs, it is important to note the Master Program Funding Agreement (MPFA) states that Local Streets and Roads funds are eligible for uses on an array of local transportation improvements. Local Streets and Roads funds can be used for more than just traditional roadway improvements. This is a versatile program which allow for expenditures for bicycle/pedestrian, paratransit and transit improvements as well as roadway.

An amended MPFA was signed in the spring of 2012 between the Alameda CTC and recipients of Measure B and VRF revenues. The MPFA enacted a “Reserve Fund Policy” that established three types of reserve funds with specified periods of time to expend the funds as follows:

1. The “Capital Fund Reserve” establishes funds for specific large capital projects and recipients shall expend all funds prior to the end of the third fiscal year following the fiscal year the reserve was established.
2. The “Operational Fund Reserve” establishes funds to address operational issues and maintain transportation operations. The amount retained in this fund may not exceed 50

percent of anticipated annual combined Measure B and VRF funds. This fund may be a revolving fund and is not subject to an expenditure timeframe.

3. The “Undesignated Fund Reserve” establishes funds to maintain transportation needs over a fiscal year. This fund may not contain more than 10 percent of annual pass-through revenues.

The MPFA outlines in the “Timely Use of Funds Policy” that any funds that are not spent in a timely manner, or in accordance with the “Reserve Fund Policy”, are subject to rescission.

Measure B FY 12-13 Pass-through Program highlights are noted below:

- In the first half of FY 12-13, Alameda CTC distributed approximately \$32.7 million in Measure B pass-through funds as depicted by program distribution in Table 2 on the following page.

Table 2: Measure B Pass-through Funding Distribution
(First half of FY 12-13)

Program/Projects	Amount Distributed <i>(in millions)</i>	Percent
Local Streets and Roads (Local Transportation)	\$ 13.0	39.8%
Mass Transit	\$ 12.3	37.6%
Paratransit	\$ 5.2	15.9%
Bicycle and Pedestrian	\$ 2.2	6.7%
TOTAL	\$ 32.7	100%

- Alameda CTC distributed pass-through funds to (20) twenty jurisdictions including (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; Alameda County; and (5) five transportation agencies: Alameda-Contra Costa Transit District (AC Transit), Altamont Commuter Express (ACE) Rail Service, Livermore Amador Valley Transit Authority (LAVTA), San Francisco Bay Area Rapid Transit District (BART), and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

A summary of local agencies’ Measure B Local Street & Roads (Local Transportation) program VRF Local Road Improvement and Repair program pass-through fund balances and anticipated expenditures has been included as Attachment (E).

Summary of Vehicle Registration Fee Pass-through Fund Program

Since Vehicle Registration Fee collections began in May 2011, Alameda CTC has collected \$20.8 million in net funds. Alameda CTC began distributing VRF pass-through funds to local jurisdictions in Spring 2012. These pass-through funds are eligible exclusively for local street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the VRF per the Master Program Funding Agreement.

For FY 12-13, VRF fund collections are projected to generate \$10.2 million. Of this amount, approximately \$6.1 million will be distributed to eligible jurisdictions as Pass-through funds.

VRF FY 12-13 Pass-through Fund program highlights are noted below:

- For FY 12-13, to date Alameda CTC VRF actual net revenue is approximately \$6.5 million.
- Of the \$6.5 million, Alameda CTC distributed \$3.9 million (60%) in VRF pass-through program funds to recipients for local streets and roads improvements.
- The remaining \$2.6 million (40%) is reserved for discretionary grant programs.
- Alameda CTC distributed VRF pass-through funds to (14) fourteen local cities: Alameda, Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City; and Alameda County.

Summary of Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four competitive grant programs to local agencies, transit agencies, and nonprofit organizations for transportation purposes. Alameda CTC evaluates grant proposals before awarding grants to project sponsors. For the Bicycle and Pedestrian Countywide Discretionary Fund (CDF) and the Paratransit Gap Grant programs, community advisory committees also review and make funding recommendations to the Commission for approval.

For FY 12-13, to date, Alameda CTC has reimbursed project sponsors approximately \$1.5 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

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

Alameda CTC has allocated approximately \$10.1 million to (44) forty-four bicycle and pedestrian projects related to capital projects, master planning activities, and bicycle education efforts. Alameda CTC's Bicycle and Pedestrian Advisory Committee (BPAC) provides project funding recommendations to the Commission. Currently, there are (10) ten active bicycle/pedestrian projects financed through this grant fund.

For FY 12-13, to date, Alameda CTC has reimbursed approximately \$578,000 to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus services throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

Alameda CTC has allocated approximately \$7.4 million to (7) seven express bus service projects. Currently, there are (3) three active express bus service projects.

For FY 12-13, to date, Alameda CTC has reimbursed over \$272,000 to project sponsors.

Paratransit Gap Grant Program

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

Alameda CTC has allocated approximately \$12.2 million to (58) fifty-eight transportation projects and programs for seniors and people with disabilities. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding. Currently, there are (22) twenty-two active Paratransit Gap projects.

For FY 12-13, to date, Alameda CTC has reimbursed approximately \$609,000 to project sponsors.

Transit Center Development Grant Program

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

Alameda CTC allocated over \$1.6 million to TCD projects throughout Alameda County. Currently, there are (2) two active TCD projects.

For FY 12-13, to date, Alameda CTC is awaiting a reimbursement request from the project sponsors.

Measure B Grant program highlights

- Since the start of Measure B grant funding in 2004, over 40 agencies and nonprofit organizations have received grant awards through the four grant programs.
- As of September 2012, Alameda CTC has funded 118 grant projects in the amount of approximately \$31.3 million in Measure B funding.
- To date, there are (81) eight-one completed projects which have expanded access to transportation and improved mobility in Alameda County for each type of grant program.
- These Measure B grant funded projects and programs have been successful at meeting and exceeding performance measures and other markers of success.
- These grant programs have leveraged Measure B funds to cover total grant program costs of approximately \$119.0 million.
- Currently, there are (37) thirty-seven active grants.

- In February 2013, Alameda CTC announced a new call-for-projects for the Paratransit Gap Grant Cycle 5 Program. Selected projects for funding will be recommended to the Commission in May 2013.
- Similarly, in February 2013, as part of the Coordinated Funding Program, a call-for-projects was announced for Measure B Bicycle/Pedestrian Cycle 5 (\$2.5 million) and Express Bus Cycle 3 (\$2.2 million) grant funds. This program coordinates the programming of Measure B, federal and VRF funds. These projects will be a recommended for the Commission's approval in June 2013.

VRF Grant program highlights

- The FY 2012/13 Coordinated Program aligned the discretionary VRF programs for Transit for Congestion Relief and Pedestrian and Bicyclist Access Safety Programs with the One Bay Area Grant call-for-projects (federal funding). The call-for-projects was released in February 2013. The available funding included \$1.5 million of VRF grant funds to the Bicycle/Pedestrian Program and \$5.0 million to the Transit Program. This program coordinates the programming of Measure B, federal and VRF funds.
- Funds will be available in FY 13/14 and will be the first year of VRF grant funding.
- A list of projects will be a recommended for the Commission's funding approval in June 2013.

Summary of Measure B Grant Funding Cycles

The following Table 3 depicts the Measure B grant cycles, including the Measure B award amount to date and the total number of projects for each cycle. In lieu of issuing a Call for Projects for the grant programs in FY 10/11 and 11/12, the Commission approved supplemental funding, funding reallocation, and/or time extensions (*reference as "mid-cycle"*).

Table 3: Total Measure B Grant Programs Summary

Program	Cycle	Start Date	Measure B Awards	Total Project Costs	Total Projects	Active Projects
Bicycle and Pedestrian	1	02/26/04	\$1,250,000	\$5,845,092	7	0
	2	04/28/05	\$1,000,000	\$2,143,921	8	0
	3	07/01/07	\$2,407,292	\$16,592,705	14	0
	4	07/01/09	\$4,926,682	\$10,760,667	12	7
	Mid-Cycle	07/01/10	\$484,000	\$4,204,000	3	3
		Subtotal:	\$10,067,974	\$39,546,385	44	10
Express Bus	1	07/01/06	\$3,170,843	\$12,284,677	3	1
	2	07/01/09	\$3,907,157	\$5,448,679	3	1
	Mid-Cycle	07/01/10	\$321,000	\$321,000	1	1
			Subtotal:	\$7,399,000	\$18,054,356	7
Paratransit	1 & 2	07/01/04	\$1,536,365	\$1,536,365	16	0
	3	07/01/06	\$4,126,162	\$4,759,835	16	4
	4	07/01/08	\$6,133,191	\$8,876,540	20	12
	Mid-Cycle	07/01/10	\$391,244	\$564,500	6	6
			Subtotal:	\$12,186,952	\$15,737,240	58
Transit Center Development	1	07/01/05	\$340,390	\$1,662,175	4	0
	2	07/01/07	\$767,000	\$43,369,344	4	1
	Mid-Cycle	07/01/10	\$500,000	\$500,000	1	1
			Subtotal:	\$1,607,390	\$45,531,519	9
Total:			\$31,261,316	\$118,869,500	118	37

Attachments

- Attachment A: Bicycle and Pedestrian CDF Measure B Grant Program Status Update on active projects
- Attachment B: Express Bus Service Measure B Grant Program Status Update on active projects
- Attachment C: Paratransit Measure B Gap Grant Program Status Update on active projects
- Attachment D: Transit Center Development Measure B Grant Program Status Update
- Attachment E: Summary of local agencies' Measure B Local Street & Roads (Local Transportation) program VRF Local Road Improvement and Repair program pass-through fund balances and anticipated expenditures

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Bicycle and Pedestrian CDF Grant Program

Attachment A: Bicycle and Pedestrian Countywide Discretionary Fund Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 4 Bicycle and Pedestrian Grant Projects

1. **Alameda Countywide Bicycle Plan Update (Alameda CTC):** Alameda CTC is coordinating updates of the Countywide Bicycle Plan and the Countywide Strategic Pedestrian Plan that will reflect current bicycling and walking conditions, needs, and priorities in Alameda County.
 - The Draft Plan was released on June 25, 2012.
 - The Final Draft Plan was adopted in October 2012.
 - The project is in the process of closing-out.

2. **Alamo Canal Regional Trail – Interstate 580 Undercrossing (Construction) (City of Dublin):** The Alamo Canal Regional Trail in Dublin will connect with the Centennial Trail in Pleasanton, creating a 3.6-mile continuous Class 1 multi-use path.
 - The project started construction on April 16, 2012.
 - The project is completed as of October 2012.
 - The City is performing bicycle/pedestrian counts to evaluate the project.

3. **Bicycle Safety Education Program (East Bay Bicycle Coalition [EBBC]):** EBBC is educating and training bicyclists on safe biking techniques, ranging from proper and safe riding to basic repair and maintenance. This project also includes the coordination with the Cycles of Change on their Neighborhood Bicycle Transportation Centers' bicycle distribution and education program (aka Bike-Go-Round).
 - The Project Sponsor continues to conduct Traffic Skills 101 Classes, Train-the-Trainer sessions, Family Cycling Workshops, Kids' Bike Rodeos, Lunchtime Commute Workshops, How-to-Ride-a-Bike Classes and Police Diversion Outreach classes.

4. **East Bay Greenway Environmental Review and Implementation Strategy (Alameda CTC):** The East Bay Greenway eliminates barriers separating local communities and provides mobility for economically and socially disadvantaged communities through safe connections to five BART stations, two downtown areas, and multiple parks and schools, by building a 12-mile walking and biking path under and adjacent to the BART tracks between Oakland and Hayward.
 - Alameda CTC in collaboration with local and regional partners is currently obtaining environmental clearance to construct the segment that will connect to the Oakland Coliseum BART Station.

5. **Lakeshore/Lake Park Avenue Complete Streets Project (City of Oakland):** The City of Oakland is coordinating improvements to create a "complete street" near Lakeshore and Lake Park Avenues.
 - Construction is completed and the project is closing out.

Bicycle and Pedestrian CDF Grant Program

6. **Newark Pedestrian and Bicycle Master Plan (City of Newark):** The City of Newark is drafting its first Pedestrian and Bicycle Master Plan to thoroughly address gap closure needs and safety improvements, and to increase convenient access to public transit, activity centers, and schools.
 - The draft version of the plan, is available online for public viewing at <http://newarkbikepedplan.fehrandpeers.net/draft-documents>.
 - The final draft master plan will be reviewed by the Newark Planning Commission and City Council by July 2013.
7. **Tri-City Senior Walk Clubs (City of Fremont):** Each “Walk This Way Program” session, led by a fitness instructor/program facilitator, includes a 16-week curriculum of educational and motivational classes to promote the health benefits of walking, teach awareness of pedestrian safety and personal security, including how to avoid falls and injuries, and encourage walking as a mode of transportation and a means of connecting with public transit and local activity centers.
 - The Project Sponsor reviewed project progress with Generations Community Wellness and determined the changes needed for future program implementation.
 - The Project Sponsor continues to conduct outreach and promotion to individuals.

Mid-Cycle Bicycle and Pedestrian Grant Projects

1. **Safe Routes to School - Bike Mobility (Alameda CTC):** The Bike Mobile is a pilot program managed under the Alameda CTC’s Safe Routes to Schools (SR2S) program. The Bike Mobile and its bicycle mechanic staff will visit schools and community organizations and events to deliver no-cost, hands-on bicycle repair and bicycle safety training to promote riding bikes to school.
 - On April 24, 2012, the Alameda CTC and the Metropolitan Transportation Commission (MTC) with partner Cycles of Change launch the new Bike Mobile program and the newly designed Bike Mobile vehicle at an inaugural ceremony and bike “Fix-a-Thon”.
 - The program will run through November 2013.
2. **Safe Routes to School - Operations (Alameda CTC):** Alameda CTC’s SR2S program goal is to educate and encourage children to walk and bike to school through walking, school buses, bicycle education, safety training, and parent- and student-coordinated education efforts.
 - The program has reached almost 150 schools throughout the county.
3. **Safe Routes to School – Technical Assistance Program (Alameda CTC):** The SR2S Technical Assistance Program aim is to provide Capital Project development resources (i.e. Environmental Documents, Design Phase) to local agencies, and to assist agencies in competing for other capital focused SR2S grant programs.
 - The Alameda CTC Commission approved a federal funding exchange with the San Joaquin Regional Rail Commission in March 2012.

Express Bus Service Grant Program

Attachment B: Express Bus Service Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 1 Express Bus Service Grant Projects

1. **LAVTA Bus Rapid Transit (LAVTA):** LAVTA's is currently mirroring the existing Route 10 and has maintained 15-minute headways on the Pleasanton portion of the existing Local 10 line. The Project Sponsor has also added Transit Signal Priority technology to the intersections in Pleasanton to speed up the current service, allowing this travel-time-sensitive rapid project to migrate to the Dublin side of Interstate 580.
 - In January 2011, the Project Sponsor launched Bus Rapid Transit service operations.

Cycle 2 Express Bus Service Grant Projects

1. **LAVTA Express Bus Operating Assistance (LAVTA):** LAVTA Express Bus works in tandem with other local service programs to create, expand, and enhance express bus services countywide, with a focus on three existing, vital lines: the 20 X, the 12V, and the 70X.
 - All Measure B-funded routes are currently in operation.
 - The grant will continue financing operations through October 2013.

Mid-Cycle Express Bus Service Grant Projects

1. **Expansion of Transit Center at San Leandro Bart (AC Transit):** AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.
 - This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.

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Paratransit Gap Grant Program

Attachment C: Paratransit Gap Grant Program Status Update on Active Projects

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 3 Paratransit Gap Grant Projects

1. **Countywide Mobility Coordination Program (Alameda CTC):** This project provides a service called the Wheelchair and Scooter Breakdown Transportation Service (WSBTS) for wheelchair and scooter users in Alameda County that are stranded due to a mechanical breakdown of their mobility device or a medical emergency that has separated them from their chair.
 - This service is available 7 days a week, 24 hours a day, and is free to the wheelchair or scooter user.
 - A Request for Proposal is being developed to select a transportation provider to continue operating this service in FY 13-14.

2. **South County Taxi Pilot Program (Alameda CTC and City of Fremont):** The South County Taxi Pilot Program continues to provide safety-net, same-day taxi service to city-based program registrants in the cities of Fremont, Union City, and Newark.
 - Tri-City paratransit staff, Alameda CTC staff, the contractor, and the Paratransit Coordination staff hold regular meetings to review complaints and operational procedures and to ensure all parties involved understand project expectations.

3. **Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle Expansion (Bay Area Community Services (BACS)):** This BACS project fills a service gap in the City of Oakland's shuttle network by expanding services of the existing Dimond-Fruitvale Senior Shuttle and East Oakland Senior Shuttle programs.
 - In the first half of FY 12-13, BACS provided trips to 973 one way riders and exceeded the goal of 70 one-way trips per month by 209.
 - BACS provided 2 days per week service for Dimond/Fruitvale and East Oakland residents – serving 8 senior residential facilities.

4. **Tri-City Travel Training Pilot Program (City of Fremont):** Tri-City Travel Training teaches seniors and people with disabilities in Fremont, Newark, and Union City how to use public transportation, including AC Transit buses and BART trains.
 - The Project Sponsor is implementing travel training workshops at various locations throughout the community.
 - Follow-up surveys are sent to workshop participants to enable continuous program improvement.
 - The Project Sponsor continues to provide travel training workshops to teach older adults and people with disabilities how to use public transit to get to various community destinations.
 - Alameda CTC extended the project end date to December 2014 to coincide with the city's New Freedom Grant funding.

Paratransit Gap Grant Program

Cycle 4 Paratransit Gap Grant Projects

- 1. New Freedom Fund Grant Match Program (AC Transit):** AC Transit is determining the feasibility of establishing a mobility management structure within its jurisdiction, by identifying and cataloging all transportation resources in the East Bay that will foster coordinated transportation services.
 - Alameda CTC extended the project end date to September 2013 to provide additional time to implement the project.
 - A Request for Proposal for a vendor to perform the inventory was released in February 2013, and submittals are currently under evaluation.

- 2. Driving Growth through Transportation: Special Transportation Services for Individuals with Dementia (Alzheimer's Services of the East Bay (ASEB)):** ASEB continues to provide transportation to those with moderate to late stage Alzheimer's disease or dementia, consistently increasing the number of individuals served and the trips provided with each fiscal year.
 - ASEB is installing new GPS tracking devices to improve transit operations.
 - In the first half of FY 12-13, ASEB had an average daily ridership of 109 clients.

- 3. North County Youth/Adults with Disabilities Group Trip Project (Bay Area Outreach and Recreation Program (BORP)):** BORP provides accessible group trip transportation in North County for children, youth, and adults with disabilities who participate in sports and recreational programs.
 - In the first half of FY 12-13, BORP conducted a total of 651 one way trips - 117 for children and youth with disabilities and 534 for adults with disabilities.

- 4. Mobility Matters! (Center for Independent Living):** The Center for Independent Living continues to expand the Outreach & Travel Training Project of Northern Alameda County, which conducts group and individualized travel training for seniors and people with disabilities in northern Alameda County.
 - The Project Sponsor and its partnering agencies continue to provide travel training to consumers. In the first half of FY 12-13, approximately 105 consumers were trained.

- 5. Albany Senior Center Community Shuttle Bus (City of Albany):** This shuttle bus enriches the lives of seniors and those with disabilities by expanding transportation services; the popular program provides a door-to-door shopping program, transportation for a walking group that goes on scenic walks in the Bay Area, and takes seniors on recreational day trips that provide lifelong learning and socialization.
 - The Project Sponsor consistently meets or exceeds project performance measures.
 - To date, the Project Sponsor has provided 4,630 shopping trips; 4,288 recreational day trips; 550 community-based organization field trips; and 4,464 walking club trips.

- 6. 94608 Area Demand Response Shuttle Service for Seniors and/or People with Disabilities (City of Emeryville):** The shuttle service program provides free ridership anywhere within the 94608 zip code to seniors and those with disabilities.

Paratransit Gap Grant Program

- The *8-To-Go* service is featured in the City News/Activity Guide, which is delivered to every address in Emeryville and available for pick-up in many commercial areas.
 - The participants report over 90% satisfaction with the quality of service. In December 2012, the project provided 51 individual riders with 302 one-way trips.
- 7. VIP Rides Program (City of Fremont):** The City of Fremont links seniors and those with disabilities with volunteers who accompany them on paratransit rides through the VIP Rides Program, which provides assistance where needed, provides cost-effective, streamlined service delivery, and alleviates demand on existing paratransit services.
- The Project Sponsor continues services for one-way escorted trips. Escorted trips for medical appointments still accounts for the majority of the trips provided.
- 8. GRIP – Grocery Return Improvement Project (City of Oakland):** GRIP offers on-demand return trips for individuals for grocery needs, provides on-demand or scheduled service for areas not served by East Bay Paratransit, and transports people awaiting Americans with Disabilities Act (ADA) certification.
- All three components of the grant are active: 21-day Referral, Grocery Return, and Out of ADA programs.
 - In the first half of FY 12-14, the Project sponsor reports 636 grocery return trips provided with 62 trips provided to riders outside of the ADA service area.
- 9. Taxi – Up & Go Project! (City of Oakland – Department of Human Resources):** A partnership between the City of Oakland Paratransit for the Elderly and Disabled Program (OPED) and the Senior Companion Program (SPC), Taxi – Up & Go enhances and expands the taxi scrip program, providing transportation access escorts and case management support for frail, mono-lingual, and socially isolated residents in the City of Oakland.
- The Project sponsor increased the number of training sessions for volunteers and caregivers. In the first half of FY 12-13, 250 individuals were trained as a Taxi escort and 419 clients transported for a total of 1,078 one-way trips provided.
- 10. Downtown Route (DTR) (City of Pleasanton):** The DTR provides shared-ride paratransit services to Pleasanton and Sunol residents, connecting senior housing complexes with the Main Street business district via a shuttle bus on a circular route through downtown Pleasanton.
- The Project sponsor offering a three-day-a-week DRT schedule to meet the current ridership need.
 - In the first half of FY 12-13, 1,533 DTR trips were provided with 45 new unduplicated riders.
- 11. Paratransit Vehicle Donation Program and Dial-A-Ride Scholarship Project (LAVTA):** The keystone of this project is offering surplus paratransit vehicles retired from the Wheels Dial-a-Ride fleet to community-based organizations, in addition to offering Dial-a-Ride scholarships.
- The Project Sponsor continues to provide scholarships to riders to improve transportation options for individuals.

Paratransit Gap Grant Program

- 12. Volunteers Assisting Same Day Transportation and Escorts (Senior Support Program of the Tri Valley):** The Volunteers Assisting Same Day Transportation program provides same-day, door-to-door transportation service in the Greater Bay Area for seniors, in addition to volunteer escorts for those who cannot use public transportation independently.
- Over 300 Tri-Valley seniors are signed up for the Volunteers Assisting Same Day Transportation and program since the program inception in 2008.
 - In the first of FY 12-13, the program has driven 26 new seniors, and 96 unduplicated riders over 961 one-trips.

Mid-Cycle Paratransit Gap Grant Projects

- 1. Tri-City Mobility Management Program (City of Fremont):** The City of Fremont provides mobility management services for seniors and persons with disabilities in the Tri-City area to assist individuals navigate the transportation system.
 - The Project Sponsor assigned a program manager responsible for project development, implementation, and outreach of mobility management activities.
- 2. Central County Taxi Pilot Program (Alameda CTC):** The Central County Taxi Pilot Program seeks to provide same-day taxi service to city-based program registrants in the cities of Hayward and San Leandro
 - Paratransit staff, Alameda CTC staff, the contractor, and the Paratransit Coordination staff hold regular meetings to review complaints and operational procedures, and to ensure all parties involved understand project expectations.
 - The program launched in October 2013 and has seen a rapid increase of nearly 400 trips per months in recent months.
- 3. Volunteer Drivers Program (Senior Helpline Services):** The Project sponsor will develop and provide coordination, outreach, management, oversight, and mileage reimbursement for a volunteer-based driver program to provide one-on-one, door-through-door, escorted transportation for ambulatory seniors who are unable to utilize other modes of transportation.
 - The Project Sponsor initiated this program starting in FY 12-13, and anticipating an extensive volunteer outreach process recruit members to provide escort services to seniors and people with disabilities.
- 4. Countywide Mobility Management Program Pilot (Alameda CTC):** The Project sponsor will coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County.
 - The Project Sponsor is implementing the program elements for a referral system.
- 5. Minimum Level of Service (City of Oakland):** Minimum Service Level (MSL) grants are designated to help City-based programs meet Minimum Service Levels.
 - The City of Oakland receives up to \$25,000 to fulfill their MSL requirements.
- 6. Minimum Level of Service (City of San Leandro):** Minimum Service Level (MSL) grants are designated to help City-based programs meet Minimum Service Levels.

Paratransit Gap Grant Program

- The City of San Leandro receives up to \$75,000 to fulfill their MSL requirements.

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Transit Oriented Development Grant Program**Attachment D: Transit Center Development Grant Program
Status Update on Active Projects**

The active projects in this program appear below according to grant cycle. The Project Sponsor for each project is in parentheses.

Cycle 2 Transit Center Development Grant Projects

- 1. West Oakland Seventh Street Transit Village Streetscape (City of Oakland):** This transit village streetscape project improves bicycle and pedestrian access to the West Oakland BART Station.
 - Phases I and II, which include construction on the south side and median, are complete.
 - The contractor is working on fabrication and installation of Blues Walk of Fame tiles in the sidewalk area near the BART station
 - The project is scheduled to be completed by October 31, 2013.

Mid-Cycle Transit Center Development Grant Projects

- 1. Sustainable Communities - Technical Assistance Program (Alameda CTC):** The Sustainable Communities Technical Assistance Program (SC-TAP) Program provides jurisdictions technical assistance to complete studies and plans in a variety of topics that help advance Transit Oriented Development projects. This program continues to provide jurisdictions technical support for Transit Oriented Development related projects and studies.
 - Of the several studies conducted, the City of Oakland's Priority Development Area study has yet to be completed.
 - The TAP provides a pool of on-call consultants with technical expertise to overcome barriers to advancing TODs in Alameda County

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Measure B Fund Balances

Local Streets and Roads Program (Local Transportation)

Jurisdiction	FY 11-12	FY 12-13	FY 12-13	FY 12-13	Anticipated
	Ending Balance	Estimated Revenue ¹	Available Revenue	Expenditures ²	Balance ³
Alameda County	\$ 2,279,991	\$ 2,437,405	\$ 4,717,396	\$ 3,314,631	\$ 1,402,765
City of Alameda	\$ 3,595,357	\$ 1,535,302	\$ 5,130,659	\$ 2,686,019	\$ 2,444,640
City of Albany	\$ -	\$ 368,779	\$ 368,779	\$ 368,779	\$ -
City of Berkeley	\$ 1,890,611	\$ 2,567,952	\$ 4,458,563	\$ 4,038,462	\$ 420,101
City of Dublin	\$ 843,851	\$ 355,891	\$ 1,199,742	\$ 1,199,742	\$ -
City of Emeryville	\$ 299,292	\$ 229,355	\$ 528,647	\$ 528,647	\$ -
City of Fremont	\$ 2,425,662	\$ 1,984,345	\$ 4,410,007	\$ 3,200,601	\$ 1,209,406
City of Hayward	\$ 812,042	\$ 1,938,174	\$ 2,750,216	\$ 2,217,000	\$ 533,216
City of Livermore	\$ 1,101,756	\$ 870,734	\$ 1,972,490	\$ 1,154,100	\$ 818,390
City of Newark	\$ 395,385	\$ 402,162	\$ 797,547	\$ 797,547	\$ -
City of Oakland	\$ 7,359,967	\$ 9,153,477	\$ 16,513,444	\$ 11,407,000	\$ 5,106,444
City of Piedmont	\$ 288,307	\$ 370,793	\$ 659,100	\$ 207,340	\$ 451,760
City of Pleasanton	\$ 1,129,416	\$ 688,018	\$ 1,817,434	\$ 1,382,434	\$ 435,000
City of San Leandro	\$ 1,887,609	\$ 1,203,624	\$ 3,091,233	\$ 930,459	\$ 2,160,774
City of Union City	\$ 1,295,284	\$ 630,536	\$ 1,925,820	\$ 1,044,339	\$ 881,481
Total	\$ 25,604,530	\$ 24,736,547	\$ 50,341,077	\$ 34,477,100	\$ 15,863,977

Vehicle Registration Fee Fund Balances

Local Road Improvement and Repair Program

Jurisdiction	FY 11-12	FY 12-13	FY 12-13	FY 12-13	Anticipated
	Ending Balance	Estimated Revenue ¹	Available Revenue	Expenditures ²	Balance ³
Alameda County	\$ 683,580	\$ 695,634	\$ 1,379,214	\$ 199,486	\$ 1,179,728
City of Alameda	\$ 331,303	\$ 337,447	\$ 668,750	\$ -	\$ 668,750
City of Albany	\$ 74,674	\$ 70,811	\$ 145,485	\$ 145,485	\$ -
City of Berkeley	\$ 474,334	\$ 449,798	\$ 924,132	\$ 102,500	\$ 821,632
City of Dublin	\$ 250,727	\$ 237,287	\$ 488,014	\$ 488,014	\$ -
City of Emeryville	\$ 44,867	\$ 45,765	\$ 90,632	\$ 90,632	\$ -
City of Fremont	\$ 1,067,554	\$ 1,088,048	\$ 2,155,602	\$ 544,024	\$ 1,611,578
City of Hayward	\$ 731,460	\$ 742,264	\$ 1,473,724	\$ 1,049,000	\$ 424,724
City of Livermore	\$ 437,264	\$ 446,009	\$ 883,273	\$ 345,400	\$ 537,873
City of Newark	\$ 217,184	\$ 221,373	\$ 438,557	\$ 40,000	\$ 398,557
City of Oakland	\$ 1,891,353	\$ 1,791,663	\$ 3,683,016	\$ 1,000,000	\$ 2,683,016
City of Piedmont	\$ 49,408	\$ 46,852	\$ 96,260	\$ -	\$ 96,260
City of Pleasanton	\$ 362,934	\$ 343,680	\$ 706,614	\$ 706,614	\$ -
City of San Leandro	\$ 425,278	\$ 433,784	\$ 859,062	\$ -	\$ 859,062
City of Union City	\$ 367,037	\$ 374,378	\$ 741,415	\$ 258,707	\$ 482,708
Total	\$ 7,408,957	\$ 7,324,793	\$ 14,733,750	\$ 4,969,862	\$ 9,763,888

Note:

¹ FY 12-13 Estimated Revenue is based on a 2% (for VRF) and 3% (for MB) growth escalation of the jurisdiction's FY 11-12 revenue.

² The FY 12-13 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 11-12 Compliance Report.

³ The Anticipated Balance is the estimated FY 13-14 beginning balance.

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Memorandum

DATE: April 11, 2013
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
SUBJECT: Alameda CTC Semi-Annual Capital Projects Status Update

Recommendations

This item is of information only. No action is requested

Summary

The Semi-Annual Capital Projects Status Update provides information related to the 44 active capital projects being implemented by the Alameda CTC and/or being funded wholly, or in part, with Measure B Capital funds. The active capital projects are listed in Table A in Attachment A. The list of 44 projects includes 36 Measure B funded capital projects, i.e. projects funded wholly, or in part, with funding from either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. Six active capital projects are funded by the 1986 Measure B Capital Program, and 31 projects are funded by the 2000 Measure B Capital Program. One project is funded by both the 1986 and 2000 Measure B Capital Programs (thus the total of 36 Measure B funded individual active projects). The other eight projects included in the 44 are capital projects being implemented by the Alameda CTC using non-Measure B capital funding sources. Table A in Attachment A includes a summary of current project status information including the current project phase, the begin and end dates for construction, the amounts of 1986 and 2000 Measure B funding, and the total project funding.

Table B in Attachment B includes two planning projects funded by the 2000 Measure B Capital Program along with the 12 completed 2000 Measure B capital projects and the 44 active projects for a total of 58 projects. By including the completed projects from the 2000 Measure B Capital Program, Table B in Attachment B accounts for the total of \$756.5 million of 2000 Measure B Capital Program funding commitments to the projects, and sub-projects, funded by the 2000 Measure B Capital Program.

Additional, project-specific, information is available in the Project Fact Sheets which are updated regularly and posted on the Alameda CTC website.

The 44 active capital projects are each included in one of the following four project types as indicated in Table A in Attachment A:

1. Mass Transit (Seven projects);
2. Bicycle and Pedestrian (Three projects);
3. Local Streets & Roads (Seven projects); and
4. Highway (Twenty-seven projects).

The 44 active capital projects are also segregated by whether or not the Alameda CTC is the implementing agency. The Alameda CTC is implementing 27 of the 44 active capital projects shown in Table A. The remaining 17 projects are projects funded by Measure B (1986 MB or 2000 MB) being implemented by other agencies.

Projects Being Implemented by the Alameda CTC

The Alameda CTC is the implementing agency for the following capital projects, or phases of the following capital projects, included in the 44 active capital projects shown in Attachment A. The project type is indicated in parentheses following the project title. The Alameda CTC project number is also shown in parentheses.

1. I-880 to Mission Blvd East-West Connector in Fremont and Union City (LSR)(505.0);
2. Central Alameda County Freeway System Operational Analysis (Highway)(508.0);
3. I-880/Broadway-Jackson Interchange Improvement (Highway)(610.0);
4. I-580 Castro Valley Interchanges Improvements (Highway)(612.0);
5. Route 84 Expressway – North Segment (Highway) (624.1)(I-Bond);
6. Route 84 Expressway – South Segment (Highway) (624.2);
7. Route 84 Expressway – Landscaping (Highway) (624.3);
8. East Bay Greenway (Coliseum BART to 85th Avenue)(Bicycle and Pedestrian)(635.1);
9. I-680 Sunol Express Lane – Southbound (Highway)(710.4);
10. I-880 North Safety and Operational Improvements at 23rd - 29th (Highway)(717.0)(I-Bond);
11. I-580 Corridor Environmental Mitigation (Highway)(720.3);
12. I-580 Eastbound Express Lanes (Highway)(720.4);
13. I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Highway) (720.5)(I-Bond);

14. I-680 Sunol Express Lane – Northbound (Highway)(721.0);
15. I-580 Corridor Right of Way Preservation (Mass Transit)(723.0);
16. I-580 Westbound Express Lane (Highway)(724.1);
17. I-580 Westbound HOV Lane - East Segment (Highway)(724.4)(I-Bond);
18. I-580 Westbound HOV Lane - West Segment (Highway)(724.5)(I-Bond);
19. I-580 Westbound HOV Lane - Landscaping (Highway)(724.6);
20. I-880 Southbound HOV Lane - North Segment (Highway)(730.1)(I-Bond);
21. I-880 Southbound HOV Lane - South Segment (Highway)(730.2)(I-Bond);
22. I-880 Southbound HOV Lane – Landscaping/Hardscaping (Highway)(730.3);
23. Webster Street Smart Corridor (LSR)(740.0);
24. I-80 Gilman (Highway)(765.0);
25. I-680 / I-880 Cross Connector Studies (Highway)(770.0);
26. I-580 San Leandro Landscaping (Highway)(774.0); and
27. I-80 Integrated Corridor Mobility (Highway)(791.0)(I-Bond).

The eight I-Bond funded projects (indicated by “I-Bond” in parentheses) are a very high priority for the Alameda CTC given the stringent nature of the delivery deadlines associated with the I-Bond funding and the commitments made by the Alameda CTC in the baseline agreements required for the I-Bond funding. Construction contracts have been awarded for seven of the eight I-Bond projects being implemented in part by the Alameda CTC. The Alameda CTC took the lead on the project development and right of way phases for the I-Bond projects with most of the construction contracts being administered by Caltrans. The one exception is the I-80 Integrated Corridor Mobility Project, for which the Alameda CTC is administering a portion of the multiple construction phase contracts. The construction contract for the eighth I-Bond project, the I-880 North Safety and Operational Improvements at 23rd - 29th Project, is expected to be awarded by the end of 2013, and is expected to be administered by Caltrans.

Five of the projects listed above are “Study Only,” which implies that the Measure B funds can be expended on studies and project development phases without funding for the capital phases identified. The five Study Only projects are the Central Alameda County Freeway System Operational Analysis; I-880/Broadway-Jackson Interchange Improvement; I-680 Sunol Express Lane – Northbound, I-80 Gilman, and I-680 / I-880 Cross Connector Studies.

The I-680 Sunol Express Lane – Southbound project has transitioned from capital project delivery to operations. The Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA) operates the

southbound express lane. The Alameda CTC is a member of the Sunol JPA along with the Santa Clara Valley Transportation Authority (VTA). The Alameda CTC is the managing agency and is currently closing out the capital project.

Measure B Funded Projects Being Implemented by Other Agencies

The following seventeen (17) Measure B funded projects are being implemented by other agencies (the project type is indicated in parenthesis):

1. I-880 / Mission Blvd (Route 262) Interchange Completion (Highway)(501.0);
2. Route 238 / Mission-Foothill-Jackson Corridor Improvement (LSR)(506.0);
3. Castro Valley Local Area Traffic Circulation Improvement (LSR)(509.0);
4. Altamont Commuter Express Rail (Mass Transit)(601.0);
5. BART Warm Springs Extension (Mass Transit)(602.0);
6. BART Oakland Airport Connector (Mass Transit)(603.0);
7. Downtown Oakland Streetscape Improvement (Bicycle Pedestrian)(604.0);
8. Union City Intermodal Station (Mass Transit)(606.0);
9. Telegraph Avenue Corridor Transit Project (Mass Transit)(607.0);
10. Iron Horse Transit Route (Bicycle Pedestrian)(609.0);
11. Leweling / East Leweling Boulevard Widening (LSR)(613.0);
12. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Highway)(615.0);
13. Hesperian Blvd / Leweling Blvd Intersection Improvement (LSR)(617.1);
14. East 14th St / Hesperian Blvd / 150th St Intersection Improvements (LSR)(619.0);
15. I-580 / Isabel Avenue (Route 84) Interchange (Highway)(623.0);
16. Dumbarton Corridor Improvements (Mass Transit)(625.0); and
17. I-580 Corridor / BART to Livermore Studies (Mass Transit)(626.0).

The Measure B funded projects being implemented by other agencies include three projects from the 1986 Measure B. The first three projects on the list above are funded by the 1986 Measure B. The other fourteen (14) projects listed are funded by the 2000 Measure B.

The projects listed above are stand-alone projects being implemented by other agencies that are expected to result in some level of capital construction activity with the exception of the Study Only projects. The I-580 Corridor / BART to Livermore Studies Project and the Dumbarton Corridor Improvements Projects are considered Study Only projects, which allows that Measure B funding can be used for studies and project development without the expectation that the construction capital is

fully funded. The Dumbarton Corridor Improvements Projects has a special requirement from the Expenditure Plan that full funding for the Dumbarton Rail Corridor alternative be identified before Measure B funds can be used for phases beyond preliminary engineering and environmental studies.

The construction of two Measure B funded projects is being integrated with the construction of a larger project with limits that envelop the Measure B funded project limits. The I-880 / Mission Boulevard (Route 262) Interchange Completion project has been integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA, which is currently under construction. The Westgate Parkway Extension – Stage 2 project is the second phase of the Westgate Parkway Extension project included in the 2000 Measure B Capital Program. The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment, which is currently under construction.

Discussion/Background

1986 Measure B (ACTA) Capital Projects

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan which have deleted projects from the 1986 Expenditure Plan and created replacement projects.

- Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
 - 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, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - I-880 to Mission Boulevard East-West Connector Project (505.0).

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

1. I-880/Mission Boulevard (Route 262) Interchange Completion Project (501.0);
2. I-880 to Mission Boulevard East-West Connector Project (505.0);
3. Route 238/Mission-Foothill Corridor Improvement Project in Hayward (506.0);
4. Central Alameda County Freeway System Operational Analysis (507.0); and
5. Castro Valley Local Area Traffic Circulation Improvement Project (509.0).

In addition to the five individual capital projects listed above, there is a sixth commitment of 1986 Measure B capital funds:

6. Program-Wide and Project Closeout Costs (600.0)

The Program-Wide and Project Closeout Costs commitment is a lump sum commitment to miscellaneous costs for multiple projects being closed out. Project closeout costs are typically incurred after the project is perceived as complete by most users of the facility for capital projects, or by users of the information for Study Only projects. The approach of combining the closeout out costs for multiple projects into a single, program-wide commitment simplifies the project controls and budgeting processes. The closeout costs are tracked by individual project as they are incurred. The authority to incur the closeout costs for individual projects is limited by the lump sum commitment of 1986 Measure B capital funding to the Program-Wide and Project Closeout Costs in the annual Strategic Plan Update. The 1986 Measure B commitment to the Program-Wide and Project Closeout Costs line item is reviewed and adopted each year during the Strategic Plan Update process, and is coordinated with the Alameda CTC annual budget process.

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 45 projects or project segments funded by the 2000 Measure B Capital Program as shown in Attachment B.

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 traveling public as quickly as possible. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it has resulted in one of the most competitive public works bidding environments in decades. The timing of this favorable bidding market has proven to be beneficial to the delivery of the capital program in the form of lower than expected bids. The remaining projects to be delivered face a continuing uncertainty related to outside funding that the previously delivered projects did not experience.

Alameda CTC Active Measure B (1986 and 2000) Capital Project Schedules

The current project construction schedules and total project funding amounts for the 44 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the “pipeline to construction” and the estimated value of the projects.

- Nineteen (19) projects with total project costs of more than \$2.56 billion are in the Construction phase;

- Thirteen (13) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$782 million;
- Four (4) are in the Preliminary Engineering/Environmental Studies phase with more than \$384 million of funding;
- Four (4) are in the Scoping phase with more than \$20 million of funding; and
- Four (4) other projects are listed in the Project Closeout phase with total costs of more than \$234 million.

Projects in the Pipeline to Construction

The current phase and scheduled construction dates for each of the 44 active capital projects included in this Update are shown in Table A in Attachment A. The projects can be grouped as follows to provide a sense for the number of projects in the pipeline to construction and where they are in the pipeline.

- Ten (10) projects have construction scheduled to begin in 2013 or later;
- Seven (7) have construction begin and end dates to be determined (shown as “TBD” in Attachment A), including follow on landscaping projects for which the construction phase schedules are dependent on the preceding projects in the corridor being completed, and one corridor environmental mitigation project which includes a variety of mitigation measures and sub-projects; and
- Six (6) projects will not have construction schedules determined (shown as “NA” in Attachment A) because they are Study Only projects (5 projects), or the project does not have a construction phase as is the case for the I-580 Right of Way Preservation project.

Projects Scheduled to Begin Construction during 2013 or Later (8 Projects)

1. East-West Connector in Fremont and Union City (Project No. 505.0) - The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is proceeding and construction is anticipated to begin by the end of 2014, pending identification of additional funding.

The project cost estimate is \$190 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 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, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP.

2. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0) – AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the design phase with construction scheduled to begin during 2014.
3. Iron Horse Transit Route (Project No. 609.0) – The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. The project is currently in the design and right of way phases. Construction is scheduled to begin during 2014.

4. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0) – The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during 2014.
5. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements(619.0) - The City of San Leandro is the project sponsor. The project is currently in the design/right of way phase. Construction is scheduled to begin in early 2015.
6. Route 84 Expressway – South Segment (624.2) The project is the southern segment of the overall project and funded by a mix of 2000 Measure B Capital Program funding along with local and state funds. The project is currently in the design phase with right of way and utility relocation activities occurring concurrently with design. Construction of the southern segment is scheduled to begin during 2015.
7. East Bay Greenway (Coliseum BART to 85th Avenue) (635.1) - The East Bay Greenway project from the Coliseum BART station to 85th Avenue is a Measure B Bicycle and Pedestrian Grant funded project being implemented by the Alameda CTC. Construction is expected to begin during 2013.
8. I-880 North Safety and Operational Improvements at 23rd/29th Avenues in Oakland (Project No. 717.0) – The I-880/ 23rd-29th project is the one I-Bond funded project not subject to the December 2012 contract award deadline since the I-Bond funding was approved in the Trade Corridor Improvement Fund (TCIF) which has a later deadline. The project is currently scheduled to begin construction by the end of 2013.
9. I-580 Eastbound Express Lane (Project No. 720.4) – The I-580 Eastbound Express Lane project is dependent on the I-580 Eastbound Auxiliary Lane project being constructed in advance to provide the required footprint for the express lane. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work, or portions of the work, can be incorporated into the auxiliary lane contract via contract change order.
10. I-580 Westbound Express Lane (Project No. 724.1) – The westbound express lane project is dependent on the I-580 Westbound HOV Lane project being constructed in advance to provide the required footprint for the express lane. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work, or portions of the work, can be incorporated into the HOV lane contract via contract change order.

Projects with Construction Schedules To Be Determined

1. Castro Valley Local Area Traffic Circulation Improvement (Project No. 509.0) – The local area circulation project consists of multiple project phases and potentially, multiple projects. The \$5 million total 1986 Measure B funding was put in place by Amendment No. 1 to the 1986 Expenditure Plan. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.
2. Route 84 Expressway – Landscaping (624.3) - The landscaping related to the north and south segments will be a separate project to follow the two other projects. Construction is currently

expected to begin in 2016, but the schedule is dependent on the closeout of the two preceding projects.

3. Dumbarton Corridor Improvements (Project No. 625.0) - The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. The project funding plan includes a significant shortfall and the project is currently included in countywide and regional discussions about future funding sources. A phased project approach has been recommended to deliver elements of the project with available funding while the overall shortfall is addressed. The Commission has approved extensions to the Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2015. The Draft EIS/EIR has been updated to reflect current funding and delivery conditions. Near term activities include funding interim bus operations, and corresponding capital improvements, to enhance ridership on the Dumbarton Bridge. A timeframe for construction of the rail project has not been determined at this point.

The Commission allocated funds for a preliminary right of way study related to the acquisition of the right of way required for the rail project. The Alameda CTC is implementing the study which is funded by 2000 Measure B and RM2 funding.

The Commission also allocated 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor.

4. I-580 Corridor Environmental Mitigation (720.3) - The I-580 Corridor Environmental Mitigation project is a separate project established to implement the various mitigation measures required for the capital projects being delivered in the corridor.
5. I-680 Sunol Express Lane - Northbound (Project No. 721.0) – The Commission has allocated 2000 Measure B funding for project development work related to the northbound express lane project. The project is being forwarded into the preliminary engineering and environmental studies phase. A timeframe for construction has not been determined at this point.
6. I-580 Westbound HOV Lane – Landscaping (724.6) - The I-580 Westbound HOV Lane – Landscaping project that will follow the construction of the east and west segments of the I-580 Westbound HOV Lane.
7. I-880 Southbound HOV Lane – Landscaping/Hardscaping (730.3) - I-880 Southbound HOV Lane – Landscaping/Hardscaping project is a separate, follow on project to the I-Bond funded southbound HOV lane project in the cities of Oakland and San Leandro. The construction schedule is dependent on the closeout of the two preceding projects.

Fiscal Impact

There is no fiscal impact; this is an informational item only.

Attachments

- Attachment A: Table A: Summary of Active Capital Projects Current Status and Funding
- Attachment B: Table B: Alameda CTC Active Capital Projects and 2000 Measure B Capital Program Summary

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Attachment A

Table A: Summary of Active Capital Projects Current Status and Funding										
Index	AlaCTC Project No.	Project Name	Project Type (Note 1)	Current Phase (Note 2)	Construction Schedule (Note 3)		Funding (\$ x million) (Note 4)			
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Total Funding (All Sources)	
1	501.0	I-880/Mission Blvd (Route 262) Interchange Completion	Hwy	Construction	Jul 2012	Mar 2015	3.5	0.0	152.2	
2	505.0	I-880 to Mission Blvd East-West Connector	LSR	Design	Nov 2014	May 2017	88.8	0.0	195.6	
3	506.0	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	Construction	Jul 2010	Jul 2013	80.0	0.0	98.0	
4	508.0	Central Alameda County Freeway System Operational Analysis	Hwy	Scoping	N/A	N/A	5.0	0.0	5.7	
5	509.0	Castro Valley Local Area Traffic Circulation Improvement	LSR	Environmental	TBD	TBD	5.0	0.0	5.0	
6	602.0	BART Warm Springs Extension	MT	Construction	Sep 2009	Dec 2015 ⁽⁹⁾	0.0	224.4	890.0	
7	603.0	BART Oakland Airport Connector	MT	Construction	Sep 2010	Nov 2014 ⁽⁶⁾	0.0	89.1	484.2	
8	604.0	Downtown Oakland Streetscape Improvement	BP	Construction	Sep 2007	Jun 2015	0.0	6.4	14.9	
9	606.0	Union City Intermodal Station	MT	Project Closeout	Jun 2007	Mar 2012	0.0	12.6	47.0	
10	607.1	Telegraph Avenue Corridor Transit Project	MT	Design	Jan 2014	Apr 2016	0.0	11.5	181.1	
11	609.0	Iron Horse Transit Route	BP	Design	May 2014	Jun 2015	0.0	6.3	11.2	
12	610.0	I-880/Broadway-Jackson Interchange Improvements (Study Only)	Hwy	Scoping	N/A	N/A	0.0	8.1	11.1	
13	612.0	I-580/Castro Valley Interchange Improvements (Note 6)	Hwy	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	33.2	
14	613.0	Lewelling/East Lewelling Blvd Widening	LSR	Construction	Jul 2009	Oct 2012	0.0	13.6	31.8	
15	615.0	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	Design	Jan 2014	Oct 2015	0.0	27.0	27.5	
16	617.1	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	LSR	Construction	Jul 2009	Oct 2012	0.0	0.2	0.2	
17	619.0	East 14th St/Hesperian Blvd/150th St Intersection Improvement	LSR	Design	Jan 2015	July 2016	0.0	3.2	5.4	
18	623.0	Isabel Avenue - Route 84/I-580 Interchange	Hwy	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	113.2	
19	624.1	Route 84 Expressway - North Segment	Hwy	Construction	Mar 2012	Apr 2014	0.0	20.5	36.6	
20	624.2	Route 84 Expressway - South Segment	Hwy	Design	Feb 2015	Dec 2016	0.0	71.9	85.4	
21	624.3	Route 84 Expressway - Landscaping	Hwy	Design	TBD	TBD	0.0	4.0	4.0	

Table A: Summary of Active Capital Projects Current Status and Funding									
Index	AlaCTC Project No.	Project Name	Project Type (Note 1)	Current Phase (Note 2)	Construction Schedule (Note 3)		Funding (\$ x million) (Note 4)		
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Total Funding (All Sources)
22	625.0	Dumbarton Corridor Improvements (Study Only)	MT	Environmental	TBD	TBD	0.0	19.4	348.7
23	626.0	I-580 Corridor/BART to Livermore Studies	MT	Environmental	N/A	N/A	0.0	6.7	15.3
24	635.1	East Bay Greenway (Coliseum BART to 85th Avenue)	BP	Construction	May 2013	Dec 2013	0.0	0.0	3.0
25	710.4	I-680 Sunol Express Lanes - Southbound	Hwy	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	41.1
26	717.0	I-880 North Safety and Operational Improvements at 23rd and 29th	Hwy	Design	Sep 2013	Sep 2017	0.0	1.6	102.0
27	720.3	I-580 Corridor Environmental Mitigation	Hwy	Construction	TBD	TBD	0.0	0.0	2.3
28	720.4	I-580 Eastbound Express (HOT) Lanes	Hwy	Design	Oct 2014	Nov 2015	0.0	0.0	27.2
29	720.5	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Hwy	Construction	Nov 2012	Nov 2014	0.0	0.7	41.0
30	721.0	I-680 Sunol Express Lanes - Northbound (Study Only)	Hwy	Environmental	TBD	TBD	0.0	15.5	15.5
31	723.0	I-580 Corridor Right of Way Preservation	Hwy	Right of Way	N/A	N/A	0.0	3.0	118.7
32	724.1	I-580 Westbound Express (HOT) Lanes	Hwy	Design	Nov 2014	Nov 2015	0.0	0.0	22.9
33	724.4	I-580 Westbound HOV Lane - East Segment	Hwy	Construction	Nov 2012	Nov 2014	0.0	3.9	83.0
34	724.5	I-580 Westbound HOV Lane - West Segment	Hwy	Construction	Oct 2012	Nov 2014	0.0	2.3	63.1
35	724.6	I-580 Westbound HOV Lane - Landscaping	Hwy	Design	TBD	TBD	0.0	0.0	0.4
36	725.1	Altamont Commuter Express Rail	MT	Construction	Various	Various	0.0	13.2	474.2
37	730.1	I-880 Southbound HOV Lane - South Segment	Hwy	Construction	Sep 2012	Jan 2016	0.0	1.0	64.8
38	730.2	I-880 Southbound HOV Lane - North Segment	Hwy	Construction	Nov 2012	Jan 2015	0.0	0.2	37.8
39	730.3	I-880 Southbound HOV Lane Landscaping/Hardscaping	Hwy	Design	TBD	TBD	0.0	0.1	1.4
40	740.0	Webster Street SMART Corridor	LSR	Construction	Sep 2012	Jun 2013	0.0	0.0	1.7
41	765.0	I-80 Gilman (Study Only)	Hwy	Scoping	N/A	N/A	0.0	0.0	1.4
42	770.0	I-680/I-880 Cross Connector Studies	Hwy	Scoping	N/A	N/A	0.0	1.2	2.5

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

Index	AlaCTC Project No.	Project Name	Project Type (Note 1)	Current Phase (Note 2)	Construction Schedule (Note 3)		Funding (\$ x million) (Note 4)		
					Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Total Funding (All Sources)
43	774.1	I-580 San Leandro Landscaping	Hwy	Construction	Jul 2012	Jun 2013	0.0	0.0	0.4
44	791.0	I-80 Integrated Corridor Mobility Project	Hwy	Construction	Jun 2011	Dec 2014	0.0	2.8	80.0
TOTALS							\$ 197.3	\$ 626.7	\$ 3,981.6

Notes:

1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
2. The current phase shown is based on available information as of March 2013. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.
3. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.
4. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.
5. End Construction dates for BART capital projects reflect the point at which revenue service is estimated to begin.
6. Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.

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Attachment B

Table B: Alameda CTC Active Capital Projects and 2000 Measure B Capital Program Summary												
Index	AlaCTC Project No.	Project Name	Project Funding Sources (\$ x million) (Note 1)									Total Funding (All Sources)
			1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other			
1	501.0	I-880/Mission Blvd (Route 262) Interchange Completion	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2		
2	505.0	I-880 to Mission Blvd East-West Connector	88.8	0.0	0.0	0.0	0.0	21.0	85.8	195.6		
3	506.0	Route 238/Mission-Foothill-Jackson Corridor Improvement	80.0	0.0	0.0	0.0	0.0	18.0	0.0	98.0		
4	508.0	Central Alameda County Freeway System Operational Analysis	5.0	0.0	0.0	0.0	0.0	0.7	0.0	5.7		
5	509.0	Castro Valley Local Area Traffic Circulation Improvement	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0		
6	602.0	BART Warm Springs Extension	0.0	224.4	0.0	295.4	321.0	49.2	0.0	890.0		
7	603.0	BART Oakland Airport Connector	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.2		
8	604.0	Downtown Oakland Streetscape Improvement	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.9		
9	606.0	Union City Intermodal Station	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0		
10	607.1	Telegraph Avenue Corridor Transit Project	0.0	11.5	78.2	44.4	45.5	0.3	1.2	181.1		
11	609.0	Iron Horse Transit Route	0.0	6.3	0.0	0.0	0.0	4.9	0.0	11.2		
12	610.0	I-880/Broadway-Jackson Interchange Improvements (Study Only)	0.0	8.1	0.0	3.0	0.0	0.0	0.0	11.1		
13	612.0	I-580/Castro Valley Interchange Improvements (Note 5)	15.0	11.5	1.9	4.8	0.0	0.0	0.0	33.2		
14	613.0	Lewelling/East Lewelling Blvd Widening	0.0	13.6	0.0	4.3	0.0	13.8	0.1	31.8		
15	615.0	Route 92/Clawiter - Whitesell Interchange and Reliever Route	0.0	27.0	0.0	0.0	0.0	0.5	0.0	27.5		
16	617.1	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2		
17	619.0	East 14th St/Hesperian Blvd/150th St Intersection Improvement	0.0	3.2	0.0	0.0	0.0	2.2	0.0	5.4		
18	623.0	Isabel Avenue - Route 84/I-580 Interchange	0.0	25.1	11.3	44.4	0.0	32.4	0.0	113.2		
19	624.1	Route 84 Expressway - North Segment	0.0	20.5	0.0	16.1	0.0	0.0	0.0	36.6		
20	624.2	Route 84 Expressway - South Segment	0.0	71.9	0.0	0.0	0.0	10.0	3.5	85.4		
21	624.3	Route 84 Expressway - Landscaping	0.0	4.0	0.0	0.0	0.0	0.0	0.0	4.0		
22	625.0	Dumbarton Corridor Improvements (Study Only)	0.0	19.4	0.0	144.0	44.1	141.2	0.0	348.7		

Table B: Alameda CTC Active Capital Projects and 2000 Measure B Capital Program Summary												
Index	AlaCTC Project No.	Project Name	Project Funding Sources (\$ x million) (Note 1)								Total Funding (All Sources)	
			1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other			
23	626.0	I-580 Corridor/BART to Livermore Studies	0.0	6.7	0.0	0.0	8.6	0.0	0.0	0.0	15.3	
24	627.4	CWTP/TEP Development (Study Only)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	
25	627.5	Studies for Congested Segments/Locations on the CMP Network	0.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	3.7	
26	635.1	East Bay Greenway (Coliseum BART to 85th Avenue)	0.0	0.0	1.1	0.0	0.0	0.0	1.9	0.0	3.0	
27	710.4	I-680 Sunol Express Lanes - Southbound	0.0	19.7	5.4	8.0	0.0	0.0	8.0	0.0	41.1	
28	717.0	I-880 North Safety and Operational Improvements at 23rd and 29th	0.0	1.6	1.8	85.1	10.0	3.4	0.1	0.0	102.0	
29	720.3	I-580 Corridor Environmental Mitigation	0.0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	2.3	
30	720.4	I-580 Eastbound Express (HOT) Lanes	0.0	0.0	7.5	4.0	4.1	1.4	10.3	0.0	27.2	
31	720.5	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	0.0	0.7	0.2	25.1	6.4	1.6	6.9	0.0	41.0	
32	721.0	I-680 Sunol Express Lanes - Northbound (Study Only)	0.0	15.5	0.0	0.0	0.0	0.0	0.0	0.0	15.5	
33	723.0	I-580 Corridor Right of Way Preservation	0.0	3.0	0.0	4.7	111.0	0.0	0.0	0.0	118.7	
34	724.1	I-580 Westbound Express (HOT) Lanes	0.0	0.0	1.0	2.0	0.0	3.4	16.5	0.0	22.9	
35	724.4	I-580 Westbound HOV Lane - East Segment	0.0	3.9	6.3	62.9	9.0	0.8	0.1	0.0	83.0	
36	724.5	I-580 Westbound HOV Lane - West Segment	0.0	2.3	0.1	52.6	7.6	0.5	0.0	0.0	63.1	
37	724.6	I-580 Westbound HOV Lane - Landscaping	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.4	
38	725.1	Altamont Commuter Express Rail	0.0	13.2	123.1	155.3	0.0	182.6	0.0	0.0	474.2	
39	730.1	I-880 Southbound HOV Lane - South Segment	0.0	1.0	4.2	52.8	0.0	6.8	0.0	0.0	64.8	
40	730.2	I-880 Southbound HOV Lane - North Segment	0.0	0.2	3.6	29.8	0.0	4.2	0.0	0.0	37.8	
41	730.3	I-880 Southbound HOV Lane Landscaping/Hardscaping	0.0	0.1	0.5	0.4	0.0	0.4	0.0	0.0	1.4	
42	740.0	Webster Street SMART Corridor	0.0	0.0	0.6	0.0	1.0	0.1	0.0	0.0	1.7	
43	765.0	I-80 Gilman (Study Only)	0.0	0.0	1.1	0.0	0.0	0.3	0.0	0.0	1.4	
44	770.0	I-680/I-880 Cross Connector Studies	0.0	1.2	0.0	1.0	0.0	0.3	0.0	0.0	2.5	

Attachment B

Table B: Alameda CTC Active Capital Projects and 2000 Measure B Capital Program Summary												
Index	AlaCTC Project No.	Project Name	Project Funding Sources (\$ x million) (Note 1)								Total Funding (All Sources)	
			1986 MB (ACTA)	2000 MB (ACTA)	Federal	State	Regional	Local	Other			
45	774.1	I-580 San Leandro Landscaping	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4
46	791.0	I-80 Integrated Corridor Mobility Project	0.0	2.8	3.2	67.6	1.2	5.2	0.0	0.0	80.0	
47	Complete	Fruitvale Transit Village	0.0	4.4	0.0	7.7	0.0	1.4	0.0	0.0	13.5	
48	Complete	San Pablo Avenue Corridor Transit Improvement Project	0.0	2.3	95.1	52.7	50.2	0.0	24.2	0.0	224.5	
49	Complete	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10.7	
50	Complete	I-880/Washington Avenue Interchange Improvement	0.0	1.3	0.5	0.0	0.0	1.4	0.0	0.0	3.2	
51	Complete	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.8	
52	Complete	I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd)	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	7.8	
53	Complete	Oakland Local Streets Rehabilitation	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3	
54	Complete	Hesperian/Lewelling Blvd Intersection Improvement - Stage 1	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.0	0.7	
55	Complete	Westgate Parkway Extension - Stage 1	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.9	
56	Complete	Newark Local Streets Rehabilitation	0.0	1.4	0.0	0.0	0.0	4.1	0.0	0.0	5.5	
57	Complete	I-238 Widening	0.0	81.0	18.3	29.2	0.0	3.3	0.0	0.0	131.8	
58	Complete	Vasco Road Safety Improvements	0.0	1.5	4.7	12.2	0.0	4.0	0.0	0.0	22.4	
TOTALS			\$ 197.3	\$ 756.5	\$ 525.0	\$ 1,360.4	\$ 768.5	\$ 606.8	\$ 205.9	\$ 4,420.5		

Notes:
 1. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.

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