



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

Commission Chair
Supervisor Scott Haggerty, District 1

Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Richard Valle, District 2
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Supervisor Nate Miley, District 4
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Mayor Jerry Thorne

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Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, September 25, 2014, 2:00 p.m.

1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

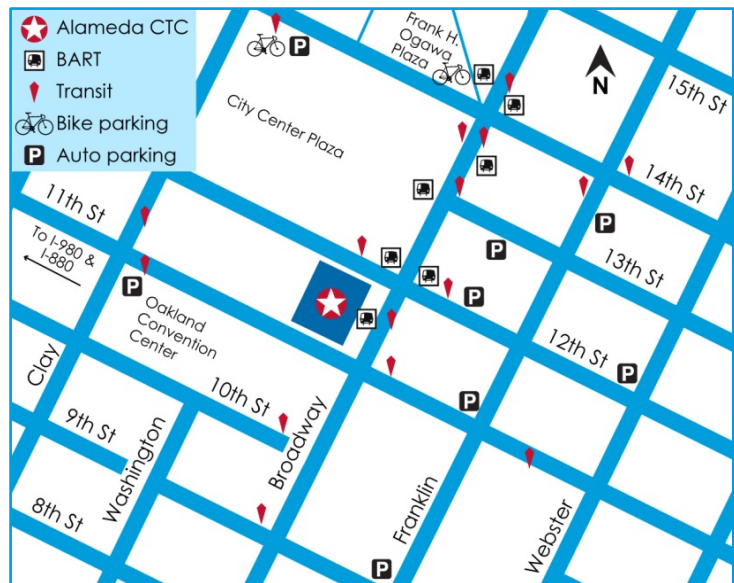
Glossary of Acronyms

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

Location Map

★ Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Commission Meeting Agenda

Thursday, September 25, 2014, 2 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair/Vice Chair Report

5. Executive Director Report

Chair: Supervisor Scott Haggerty,
Alameda County, District 1

Vice Chair: Councilmember Rebecca Kaplan,
City of Oakland

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

6. Approval of Consent Calendar

Page A/I*

On September 8, 2014 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1. [Approval of July 24, 2014 Minutes](#)

1

A

Recommendation: Approve the July 24, 2014 meeting minutes.

6.2. [I-580 Corridor High Occupancy Vehicle/Express Lane Projects \(PN 720.4/720.5/724.1/724.4/724.5\): Monthly Progress Report](#)

5

I

6.3. [Congestion Management Program: Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments](#)

27

I

6.4. [2014 Update to the Alameda County Priority Development Area \(PDA\) Investment and Growth Strategy](#)

31

A

Recommendation: Approve the 2014 update to the Alameda County PDA Investment and Growth Strategy.

6.5. [Alameda CTC Annual Report Including the Vehicle Registration Fee Program](#)

55

I

6.6. [California Transportation Commission August 2014 Meeting Summary](#)

57

I

6.7. [FY 2014-15 Transportation Fund For Clean Air \(TFCA\) Program](#)

63

A

Recommendation: Approve (1) the FY 2014-15 TFCA program, including a five-year period for TFCA-eligible operations and expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year period for TFCA-eligible expenditures for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Alameda CTC Resolution 14-007(Revised) to reflect TFCA funding for the EBBRT project.

6.8.	Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Funding	75	A
	Recommendation: Approve Gap Grant funding for Ala Costa Centers.		
6.9.	Regional Measure 2 Program Update	79	I
6.10.	I-580 Express Lanes Project (PN 720.4/724.1): Contract Amendments to Professional Services Agreements with Electronic Transaction Consultants Corporation (Agreement No. A09-007 and Agreement No. A13-0092)	91	A
	Recommendation: Authorize the Executive Director to execute amendments to Professional Services Agreements in support of automated toll violation services for the I-580 Express Lanes:		
	1) Amendment No. 2 to Agreement No. A09-007 with Electronic Transaction Consultants Corporation (ETCC) for an additional not-to-exceed amount of \$2,760,000 for a total not-to-exceed amount of \$12,492,086 and a contract time extension to November 30, 2016 to accommodate new scope of services; and 2) Amendment No. 1 to Agreement No. A13-0092 with ETCC for an additional not-to-exceed amount of \$535,000 for a total not-to-exceed amount of \$3,299,405 and a contract time extension to November 30, 2016 to accommodate new scope of services.		
6.11.	Route 84 – Expressway Widening (624.1/624.2): Contract Amendment to the Professional Services Agreement (Agreement No. A05-004) with URS Corporation	99	A
	Recommendation: Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A05-0004 with URS Corporation for an additional not-to-exceed amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a contract time extension to June 2018.		
6.12.	I-880/Broadway - Jackson Interchange Improvements Project(610.0): Professional Services Contract for the Project Approval and Environmental Document (PA/ED) Phase	103	A
	Recommendation: 1) Approve the top ranked firm, and 2) Authorize the Executive Director, or a designee of the Executive Director, to negotiate a Professional Services Agreement with the top ranked firm for the Project Approval and Environmental (PA&ED) Phase of the I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0).		
6.13.	Time Extension Only Amendments	107	A
	Recommendation: Approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and Program delivery commitments.		

6.14.	Alameda CTC FY13-14 Year-End Investment Report	111	A
	Recommendation: Approve the Alameda CTC FY13-14 Year-End Investment Report.		
6.15.	Update on Banking Services Analysis and Activities - Local Banks	127	I
6.16.	Community Advisory Appointments	131	A
	Recommendation: Approve the Alameda Community Advisory Appointments.		
6.17.	Legislative Update	133	I

7. Community Advisory Committee Reports
(Time limit: 3 minutes per speaker)

7.1.	Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair	151	I
7.2.	Citizens Watchdog Committee – James Paxson, Chair	153	I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	155	I

8. I-580 Express Lane Policy Committee Action Items

On September 8, 2014, the I-580 Express Lane Policy Committee approved the following action items, unless otherwise noted in the recommendations.

8.1.	I-580 Express Lanes Education and Outreach Update and Report on Research Findings	165	I
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9. Planning, Policy and Legislation Committee Action Items

On September 8, 2014, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.

9.1.	Transportation Expenditure Plan Update (Verbal)		I
9.2.	Multimodal Plans Update	171	A
	Recommendation: Approve creation of an Ad Hoc Committee to provide focused input into the Countywide Transit Plan and receive an update on the Countywide Modal Plans.		

10. Member Reports (Verbal)

11. Adjournment

Next meeting: October 23, 2014

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

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Alameda County Transportation Commission Commission Meeting Minutes Thursday, July 24, 2014, 2:00 p.m.

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present with the exception of Commissioner Rebecca Kaplan.

Commissioner Pauline Cutter was present as the Alternate for Commissioner Wilma Chan. Commissioner Dan Kalb was present as the alternate for Commissioner Larry Reid.

Subsequent to the roll call:

Commissioners Richard Valle and Keith Carson left during item 8.3.

Commissioner Jerry Thorne left during item 9.1.

3. Public Comment

There was no public comment.

4. Chair/Vice Chair Report

Chair Haggerty stated that all 14 cities have unanimously approved the TEP and the Board of Supervisors voted to place the measure on the November ballot. He also informed the Commission that he attended the Alameda CTC Goods Movement Roundtable on July 23, 2014 and he concluded by stating that he attended a special outreach event hosted by BART for Measure BB.

5. Executive Director Report

Art Dao stated that the Goods Movement Roundtable was a great success. He thanked Chair Haggerty for hosting the event as well as Commissioners Rebecca Kaplan and Bill Harrison for participating in the panels. Art concluded by updating the Commission on the status of the I-80 ICM SMART corridor project.

6. Approval of Consent Calendar

6.1. Approval of June 26, 2014 Minutes

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

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

6.4. I-580 Express Lanes Education and Outreach Update

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

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

- 6.6. Countywide Goods Movement Plan Performance Measures
- 6.7. Resolution of Support for Regional Active Transportation Program Grant application for East Bay Greenway Project
- 6.8. California Transportation Commission June 2014 Meeting Summary
- 6.9. Public Transportation Modernization, Improvement, and Service Enhancement Account FY2014-15 Allocation Request
- 6.10. I-680 Sunol Express Lane – Northbound Project (PN 721.0): Allocation of \$1 million in Measure B funding to ACTIA 08B
- 6.11. I-880/Mission Blvd. (Route 262) Interchange Completion Project (PN 501.0): Contract with Alameda County Public Works Agency
- 6.12. Webster Street SMART Corridor Project (PN 740.0): Contract Amendments to the Professional Services Agreements with TJKM Transportation Consultants, Inc. and Harris and Associates
- 6.13. I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (PN 717.0): Reallocation of Measure B Funds and Authorization to Encumber Right of Way Phase Funds
- 6.14. Community Advisory Appointments

Item 6.6 was pulled out from the Consent Calendar for further discussion. Commissioner Capitelli wanted more information on the concerns surrounding asthma on the I-80 and I-880 corridor as it related to the goods movement plan. He also wanted to know if the six goods movement roundtables would be county-wide and if there will be daytime or evening meetings. Chair Haggerty stated that a member of the Regional Asthma Management Program was present on the goods movement panel and Tess updated the Commission on the Goods movement plan committee structure and purpose.

Commissioner Capitelli moved to approve Item 6.6. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Kaplan absent).

Commissioner Sbranti moved to approve the remainder of the Consent Calendar. Commissioner Miley seconded the motion. The motion passed unanimously (Kaplan absent).

7. Community Advisory Committee Reports

- 7.1. Midori Tabata, Chair of BPAC, stated that the committee had an organizational meeting on July 10, 2014 where she was voted Chair and Zara Zimmerman was voted Vice Chair. The committee also approved the by-laws and welcomed two new members, Diane Shaw and Matt Turner.

7.2. Citizens Watchdog Committee (CWC)

James Paxson, Chair of CWC stated that the committee met on July 14, 2014 to complete work on the 12th annual CWC report. He stated that the report is in the final

design stages and a public meeting was held to allow members of the public to comment on the report. He also stated that the committee held a pre-audit meeting in June and will review CAFR on October 20, 2014 with the finance team. James concluded by reviewing vacancies and new appointments on the committee.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO stated that the committee finalized amendments to the PAPCO by-laws, considered a Gap Grant application from Ala Costa Center, and received a demo of the new 211 transportation information website. She also stated the committee is finalizing plans for the Annual Mobility Workshop on October 17, 2014 at the Ed Roberts Campus. She stated that there are vacancies in the cities of Livermore, Newark, and Piedmont and the next meeting was scheduled for July 28, 2014. .

8. Planning, Policy and Legislation Committee Action Items

8.1. Legislative Update

Tess Lengyel updated the committee on state and federal legislative initiatives. At the state level, Tess updated the committee on cap and trade funds and the Governor's budget. At the federal level, Tess covered actions associated with addressing the highway trust fund. She also updated members on the 15th anniversary of the urban mass transit act, and the introduction of a new bill addressing funding from freight and goods movement. Tess concluded by stating that the Governor signed AB 1811, which was sponsored by the Commission.

This item was for information only.

8.2. Transportation Expenditure Plan Update

Tess Lengyel provided an update on the Transportation Expenditure Plan. She stated that Alameda CTC received unanimous support from all cities in Alameda County as well as the Board of Supervisors. She also stated that the Board of Supervisors acted to place the measure on the November 2014 ballot. Tess concluded by stating that there was a press conference held on July 8, 2014 which covered details on the new measure and economic analysis of the TEP.

This item was for information only.

8.3. 2014 Level of Service Monitoring Study Results

Saravana presented the 2014 LOS monitoring study results. She covered benefits and challenges of commercial data as well as 2014 report result highlights. Saravana also provided information on completed projects that improve network performance as well as trends and data collection methods. Saravana concluded by providing information on planned improvements and next steps for the study.

This item was for information only.

9. Programs and Projects Action Item

9.1. Closed Session-

A Closed Session was held pursuant to California Government Code section 54956.9 (c) Conference with General Counsel regarding anticipated litigation related to proposed acquisition of real property interests necessary for Route 84 Expressway - South Segment Project (PN 624.2) – Six (6) Items

9.2. Report on Closed Session

Chair Haggerty reported out that there was no action taken in the Closed Session.

9.3. Resolution of Necessity Hearing- Consideration of Adoption of Resolutions of Necessity Authorizing Filing of Eminent Domain Action to Acquire Real Property Interests for the State Route 84 Expressway - South Segment (624.2)

(A minimum of 18 affirmative Commissioners' (not weighted) votes required)

Pamela Schock Mintzer recommended that the Commission conduct hearings on Resolutions of Necessity and consider all the evidence presented for the acquisition of the real property interests necessary for the State Route 84 Expressway - South Segment Project as outlined in the report; and adopt, by at least a four-fifths vote of the membership of the Commission Resolutions of Necessity making the findings that the public interest and necessity require that the Project, is planned or located in the manner that will be most compatible with the greatest public good and the least private injury, that the property sought to be acquired is necessary for the Project, and that the offer required by Section 7267.2 of the Government Code has been made to the owners of record, and authorize the commencement of eminent domain proceedings.

Chair Haggerty moved to approve the item. Commissioner Harrison seconded the motion. A votes roll call was conducted and the item passed with 18 affirmative votes (Carson, Kaplan, Thorne, and Valle absent).

10. Member Reports

11. Adjournment

The next meeting is:

Date/Time: September 27, 2014 @ 2:00 p.m.

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

Attested by:





Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: I-580 Corridor High Occupancy Vehicle/Express Lane Projects (PN 720.4/720.5/724.1/724.4/724.5): Monthly Progress Report

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

Summary

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

The environmental and civil design work for the express lanes is complete for both eastbound and westbound. Civil construction is being implemented through multiple contract change orders (CCO's) on the on-going HOV Lane construction contracts. The I-580 Eastbound and Westbound Express Lane civil construction work will construct the necessary infrastructure, such as signing, sign gantries for dynamic messaging and toll reading, electrical conduit for connecting power and communication sources, and striping to accommodate the express lanes. The System Integrator contractor will install the required communication equipment, toll hardware and integrate the toll systems, utilizing emerging technologies/software development. The express lane facility is scheduled to open for public use in November 2015.

For detailed information on project funding, schedule and status of each corridor project, including the Eastbound HOV Lane Project (Segment 3 Aux Lanes), the Westbound HOV Lane Project (Segments 1 and 2), the Eastbound I-580 Express Lane Project, Westbound I-580 Express Lane Project and Toll System Integration activities, see Attachments A, B, C, D and E of this report. This item is for information only.

Background

The projects in the I-580 Corridor will provide increased capacity, safety and efficiency for commuters and freight along the primary corridor connecting the Bay Area with the Central Valley. In its role as project sponsor, the Alameda CTC has been working in

partnership with Caltrans, California Highway Patrol, the Metropolitan Transportation Commission (MTC), Alameda County, and the cities of Livermore, Dublin, and Pleasanton to deliver the projects.

The I-580 Corridor HOV Lane Projects will be completed with the construction of three final projects in the Livermore Valley (two westbound HOV segments and one eastbound auxiliary (AUX) lanes project). All of these projects are currently in construction and are being administered by Caltrans. Construction activity began in March 2013 and will complete by late 2015 in parallel with completion of express lane infrastructure.

For efficiency purposes, the I-580 Eastbound and Westbound Express Lane Projects have been combined into one construction project. All the contract change orders (CCO's) for express lane-civil infrastructure construction have already been issued to the on-going construction contracts along I-580 (I-580 Westbound HOV, I-580 Eastbound Auxiliary Lane and Freeway Performance Project). The benefit of implementing CCO's is to avoid working in the environmentally sensitive area, minimize additional traffic disruptions to the traveling public, reduce or eliminate re-work and potentially finish construction sooner. Specific items in CCOs include:

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

The system integration for express lane implementation is currently in design phase. Construction activities of express lane-system integration are expected to commence in March 2015 with electronic toll systems, fully operational in November 2015.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Attachments

- A. I-580 Eastbound HOV Lane Project Monthly Progress Report (PN 720.5)
- B. I-580 Westbound HOV Lane Projects Monthly Progress Report (PN 724.4/724.5)
- C. I-580 Eastbound Express Lane Project Monthly Progress Report

- D. I-580 Westbound Express Lane Project Monthly Progress Report
- E. I-580 Express Lanes System Integration Monthly Progress Report
- F. I-580 Corridor HOV Lane Projects – Location Map
- G. I-580 Corridor Express Lane Projects – Location Map

Staff Contact

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

[Stefan Garcia](#), Project Controls Team

[Kanda Raj](#), Project Controls Team

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

PROJECT DESCRIPTION

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

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

CONSTRUCTION STATUS

Traffic Handling & Night Work

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

Construction Challenges

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

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

Completed Activities – 64% of the contract work was completed as of 7/20/14

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

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

Ongoing & Upcoming Activities

Caltrans maintains a project website

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

- Construct and backfill remaining retaining walls
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Paving activities continuing between Hacienda Drive and Greenville Road through October 2014

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 3

Project Phase	Funding Source (\$ million)						Total
	CMIA	RM2	TVTC	FED	SHOPP	Meas. B	
PA&ED						0.02	0.02
PS&E		1.72	1.30	0.23			3.25
ROW		0.17	0.08			0.28	0.53
Construct	17.87	2.20	0.14		4.69	6.57	31.47
Cap							
Construct	2.53	1.12	0.10			0.71	4.46
Sup							
Total	20.40	5.21	1.62	0.23	4.69	7.58	39.73
Total Project Cost: \$39.7M							

SCHEDULE STATUS

The Eastbound AUX Lane project between Hacienda Drive and Greenville Road was advertised on July 9, 2012; bids were opened on October 5, 2012. Caltrans awarded the contract to OC Jones & Sons (with a bid 6.33 percent below the Engineer's Estimate) on November 16, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in late 2015.

Project Approval	December 2011 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	October 2015 (T)

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

PROJECT DESCRIPTION

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

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

CONSTRUCTION STATUS – SEGMENTS 1 & 2

Traffic Handling & Night Work

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

Construction Challenges

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

SEGMENT 1 (Eastern Segment)

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

SEGMENT 2 (Western Segment)

- Installation of future express lane components to facilitate express lane completion. Project staff is working to combine HOV and express lane

construction work in a manner that will allow the HOV/express lane facility to be opened concurrently

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

Completed Activities

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

SEGMENT 1 (Eastern Segment) – 54% of the contract work was completed as of 7/20/14

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

SEGMENT 2 (Western Segment) – 61% of the contract work was completed as of 7/20/14

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

Ongoing & Upcoming Activities

Caltrans maintains a project website

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

SEGMENT 1 (Eastern Segment)

- Soundwall construction at Vasco Road
- Install Lighting and Traffic Operation Systems
- Install infrastructure to support express lane operations
- Median widening for HOV lane
- Paving of ramps and conform areas will begin at Greenville and progress westward starting in May 2014

SEGMENT 2 (Western Segment)

- Completion of Stage 2 outside widening
- Installation of drainage systems
- Median barrier reconfiguration
- Install Lighting and Traffic Operation Systems

- Install infrastructure to support express lane operations
- Final paving and striping of westbound I-580 will occur between Airway Boulevard and Hacienda Drive from May to October 2014

FUNDING AND FINANCIAL STATUS

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

Funding Plan – SEGMENT 1 (Eastern Segment)

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

Funding Plan – SEGMENT 2 (Western Segment)

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

SCHEDULE STATUS

SEGMENT 1 (Eastern Segment):

The Westbound HOV Eastern Segment from Greenville Road to Isabel Avenue was advertised on July 16, 2012 and bids were opened on September 19, 2012. Caltrans awarded the contract to Ghilotti Construction Company, Inc. (with a bid 16.33 percent below Engineer's Estimate) on November 20, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in early 2016.

Project Approval	January 2010 (A)
RTL	May 2012 (A)
CTC Vote	May 2012 (A)
Begin Construction (Award)	November 2012 (A)
End Construction	January 2016 (T)

SEGMENT 2 (Western Segment):

The Westbound HOV Western Segment from Isabel Avenue to San Ramon Road was advertised on June 25, 2012 and bids were opened on August 29, 2012. Caltrans awarded the contract to DeSilva Gates Construction (with a bid 23.32 percent below Engineer's Estimate) on October 29, 2012. With the inclusion of infrastructure to support express lane operations, construction is now planned to complete in mid 2015.

Project Approval	January 2010 (A)
RTL	April 2012 (A)
CTC Vote	April 2012 (A)
Begin Construction (Award)	October 2012 (A)
End Construction	July 2015 (T)

ATTACHMENT C

I-580 Eastbound Express Lane Project

Monthly Progress Report

August 2014

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

- The environmental phase is complete
- Civil design is complete and combined with the westbound component as one contract package. The civil construction is being implemented through CCO's under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued to the contractors
- Electronic toll system design is in progress

RECENT ACTIVITIES

- Completed draft Detailed Design Document (PDD) for electronic toll system

UPCOMING ACTIVITIES

- Negotiate and execute various agreements
- Negotiate and process professional services amendment related to Vehicle Toll Violation Enforcement System with ETCC
- Finalize Detailed Design Document (DDD) for the electronic system design

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

See Attachment E for combined project funding and financial status.

SCHEDULE STATUS

I-580 Eastbound Express Lane Project Schedule:

Project Approval	March 2014
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integration)	November 2015

ATTACHMENT D
I-580 Westbound Express Lane Project
Monthly Progress Report
August 2014

PROJECT DESCRIPTION

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

PROJECT DELIVERY STATUS

- The environmental phase is complete
- Civil design is complete and combined with the eastbound component as one contract package. The civil construction is being implemented through CCO's under the three I-580 HOV lane projects currently in construction (I-580 Westbound HOV Lane - West Segment, I-580 Westbound HOV Lane - East Segment and I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes). All the CCOs have been issued to the contractors
- Electronic toll system design is in progress

RECENT ACTIVITIES

- Completed draft Detailed Design Document (PDD) for electronic toll system

UPCOMING ACTIVITIES

- Negotiate and execute various agreements
- Negotiate and process professional services amendment related to Vehicle Toll Violation Enforcement System with ETCC
- Finalize Detailed Design Document (DDD) for the electronic system design

POTENTIAL ISSUES/RISKS

The civil construction has to be completed by early March 2015 to allow ETCC to start installation of the electronic toll system equipment so that express lanes can be opened by November 2015. This schedule is very aggressive. Staff will work closely with Caltrans and ETCC to monitor progress and take appropriate actions as necessary.

FUNDING AND FINANCIAL STATUS

See Attachment E for combined project funding and financial status.

SCHEDULE STATUS

I-580 Westbound Express Lane Project Schedule:

Project Approval	August 2013
Civil Design Completion	April 2014
Begin Construction	June 2014
End Construction (Civil and System Integration)	November 2015

ATTACHMENT E

I-580 Express Lanes Systems Integration Monthly Progress Report August 2014

SYSTEM INTEGRATION SCOPE DESCRIPTION

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

Detailed Discussion

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

Electronic Transaction Consultants Corporation (ETCC), the project toll system integrator, has been updating the electronic toll system design to support the "near continuous" access configuration in both directions of I-580. As reported in the 2013 I-580 Workshops, the "near continuous" concept provides additional access opportunities while reducing the foot-print required for implementing a shared express/general purpose lane facility. In addition, it looks and feels similar to a High Occupancy Vehicle (HOV) facility and, therefore, is expected to provide driver familiarity.

Project Geometry and Electronic Toll System Design

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

In the eastbound I-580 direction:

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

In the westbound I-580 direction:

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

PROJECT STATUS

Software and hardware design

The system integration is currently in the design phase. A Detailed Design Document (DDD), prepared by ETCC is currently under review. Subsequent to the DDD approval by Alameda CTC, ETCC will demonstrate in-lane testing of proto-type toll equipment, perform a series of factory and field tests and work with agency staff to validate its hardware and software design prior to opening the new express lanes facility. Construction activities of express lane-system integration are expected to commence in March 2015 with electronic toll systems, fully operational in November 2015.

To support the near continuous access and curtail toll violation, the toll systems design includes zone-based tolling and automated toll violation enforcement. Toll gantries will be placed at approximately ¾ mile intervals to support toll collection and violation enforcement. System design also includes tools to support the California Highway Patrol's efforts in curtailing vehicle occupancy violation.

Agency staff is working to deploy a comprehensive public education and outreach program to support the implementation of the express lanes which will employ new and emerging technologies. Business rules have been developed for consistent driver experience within the Regional Bay Area Express lane network. The agency's outreach consultants held focus group meetings with potential customers and are currently in the process of summarizing their research findings. The research outcome will assist the planning of upcoming outreach activities to stakeholders and the general public.

RECENT ACTIVITIES

- Staff continues to review a draft Detailed Design Document and other toll systems deliverables related to electronic toll system design based on a near continuous access configuration, "zone tolling" and automated violation enforcement
- Public outreach consultants conducted two focus group meetings and are summarizing the findings to tailor an outreach program for implementation prior to- during- and after- the construction of express lane project.

UPCOMING ACTIVITIES

- Subject to the Commission's approval in September 2014, ETCC will begin work on the image capture review system (ICRS) to enforce automated toll violation
- ETCC to demonstrate in-lane testing of equipment/hardware selected for employment in early September 2014.
- Conduct factory acceptance test in February 2015
- Continue public outreach, education and marketing efforts

- Continue to coordinate with BATA regarding the draft customer services agreement for collecting tolls and processing toll violation enforcement services by summer 2014
- Continue to work with Caltrans on the draft Operations and Maintenance (O&M) Agreement

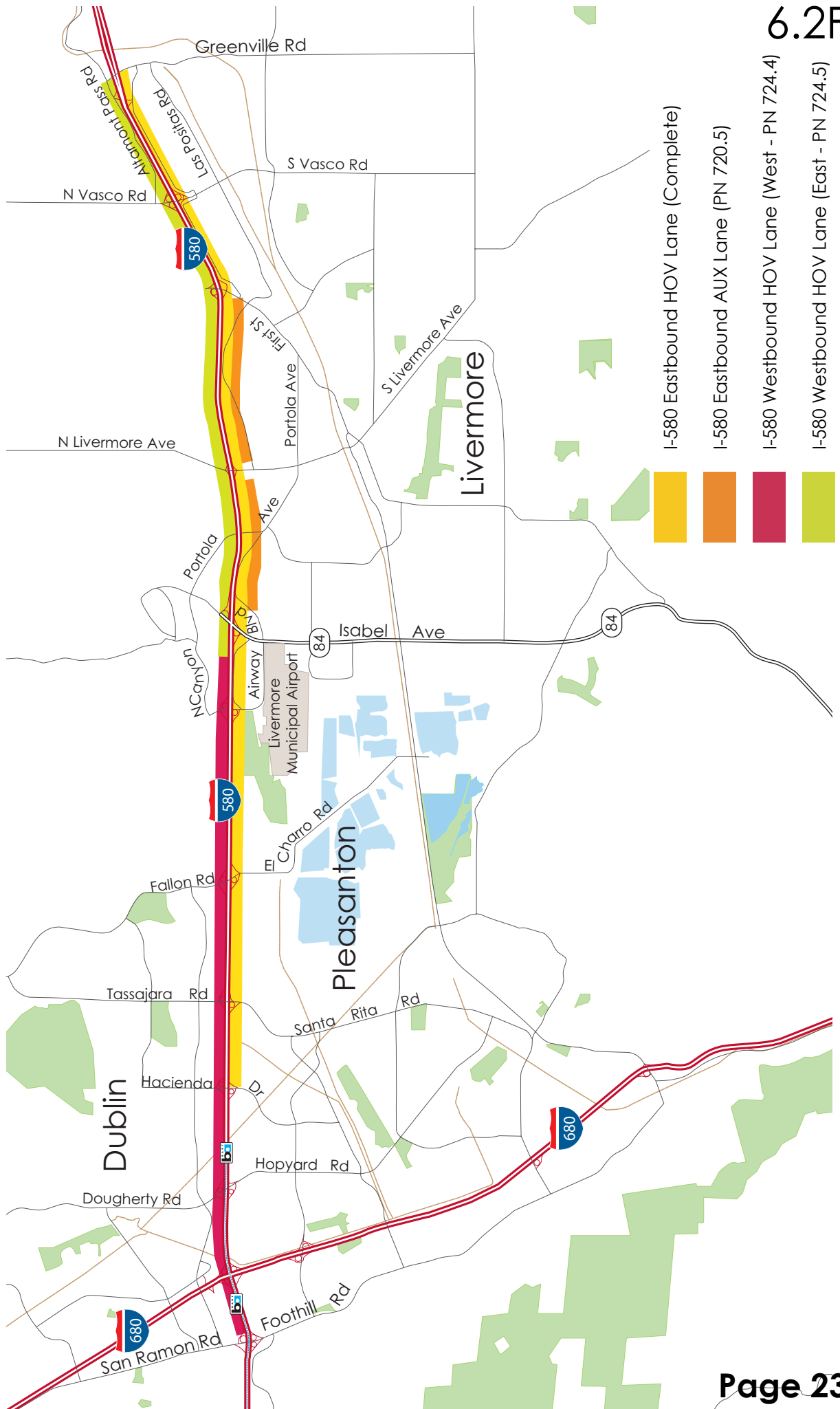
FUNDING AND FINANCIAL STATUS

Combined Eastbound & Westbound Funding Plan for "near continuous" access

Project Phase	Funding Source (\$ million)						Total
	ARRA	Federal Earmark	RM2	TVTC	TCRP Deferred	Local (Meas. B)	
PA&ED			1.39	2.17	0.10		3.66
PS&E	0.70		0.11	0.93	3.10		4.84
Sys. Int.	6.80			0.68	1.47	8.05	17.00
ROW				0.37			0.37
Const. Support			2.55		0.05	1.47	4.07
Construct		1.00		0.63	1.28	21.65	24.56
Cap							
O&M						0.48	0.48
TOTAL	7.50	1.00	4.05	4.78	6.0	31.65	54.98
Total Project Cost: \$54.98M							

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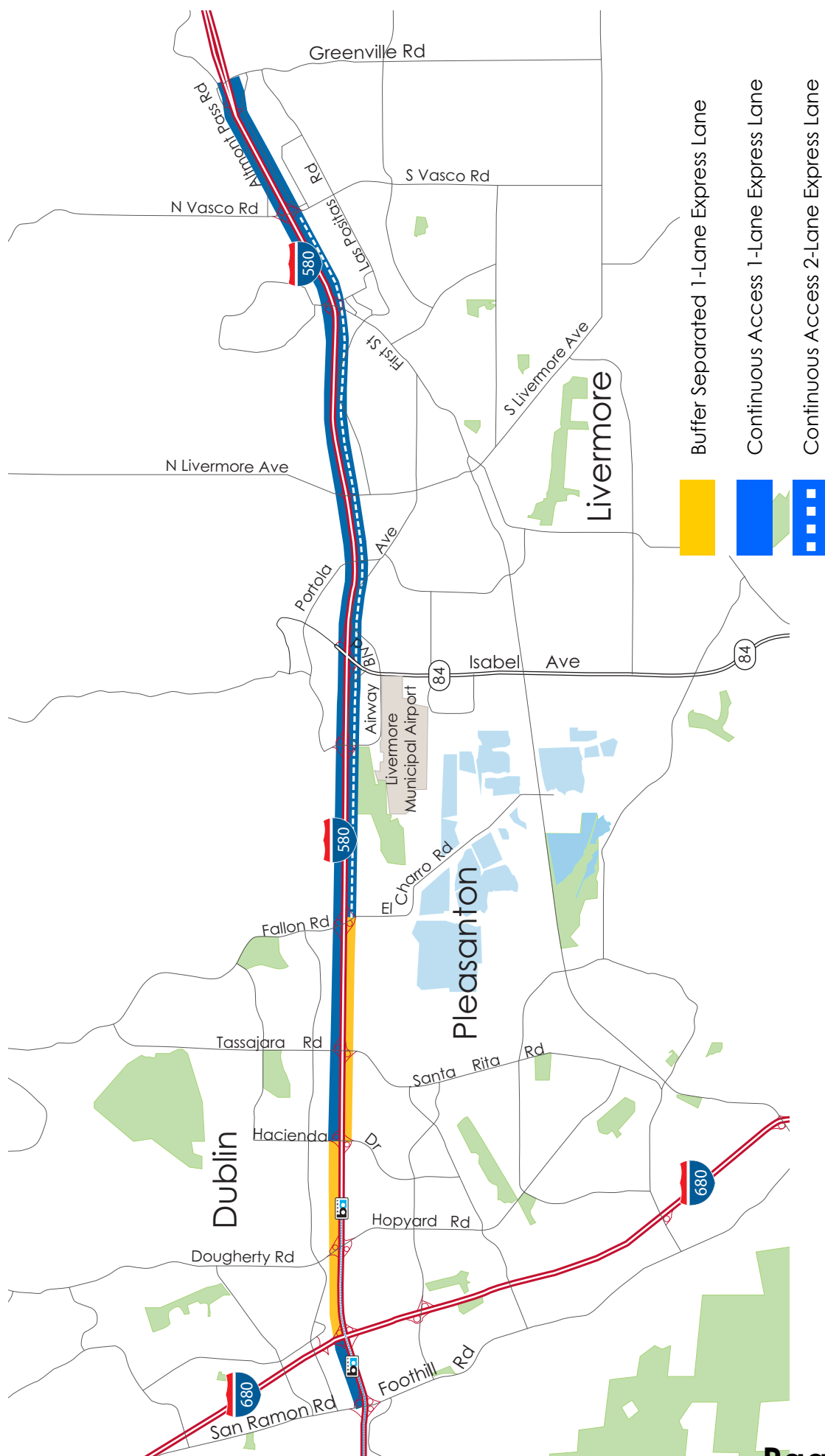
I-580 Corridor HOV Lane Projects - Location map



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I-580 Express Lane Projects Location map



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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

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

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

Summary

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

Since the last update on July 7, 2014, the Alameda CTC reviewed one NOP, one DEIR, and four FEIRs. Comments were submitted for one of these documents and are attached below.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC comments on Oakland Children's Hospital Research Center Oakland DEIR

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

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August 18, 2014

Heather Klein
Planning and Building Department
250 Frank H. Ogawa Plaza
Suite 3315
Oakland, CA 94612

SUBJECT: Draft Environmental Impact Report for the Children's Hospital & Research Center
Oakland Campus Master Plan Project

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Children's Hospital & Research Center Oakland Campus Master Plan Project. The project site consists of the 11-acre Children's Hospital & Research Center Oakland (CHRCO) main campus, located at 747 52nd Street. The proposed project would demolish a total of 66,582 square feet of existing uses on the campus and construct a total of 399,200 square feet of new building area. Upon project completion, total building area at the CHRCO campus would be 1,025,034 square feet.

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

- The Alameda County Congestion Management Program should be listed under the Regulatory Framework section of the Transportation and Circulation chapter of the DEIR (starting on page 291). Specifically, the Land Use Analysis element of the CMP should be referenced.
- The DEIR does not include analysis of bus travel times under 2035 conditions, and explains this omission in a footnote as follows:

"This EIR does not evaluate bus travel times under 2035 conditions because bus travel times are affected by a variety of factors that can change in the long-term, such as route changes or bus frequencies, which cannot be known at this time. Thus, the results would not be very accurate or meaningful."

The reasoning that bus travel times cannot be accurately analyzed in 2035 is inconsistent with other major planning projects in the City of Oakland (e.g. Lake Merritt Specific Plan DEIR) which have included analysis of impacts to transit travel times in 2035. Furthermore, bus routes, particularly major trunk line bus routes, are no more transitory or speculative in nature than levels of automobile traffic and automobile transportation system performance, for which 2035 conditions are studied in great detail in the DEIR. While bus routes may change configuration somewhat between the present and 2035, it is entirely reasonable to assert that there will be some form of higher frequency transit operations on streets such as Telegraph Avenue and Martin Luther King Jr. Way in 2035. Therefore, the DEIR should be revised to include analysis of impacts of the project on 2035 transit travel times.

Heather Klein
August 18, 2014
Page 2

Please contact me at (510) 208-7405 or Matthew Bomberg of my staff at (510) 208-7444 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Matthew Bomberg, Assistant Transportation Planner
Val Menotti, Planning Department Manager, BART
Jim Cunradi, Manager of Long Range Planning, AC Transit

file: CMP/Environmental Review Opinions/2014



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: 2014 Update to the Alameda County Priority Development Area (PDA) Investment and Growth Strategy

RECOMMENDATION: Approve the 2014 update to the Alameda County PDA Investment and Growth Strategy

Summary

As required by Metropolitan Transportation Commission (MTC) Resolution 4035, which established the One Bay Area Grant (OBAG) Program requirements for project selection and programming of federal transportation funds, the Alameda CTC as the county's Congestion Management Agency (CMA) adopted a PDA Investment and Growth Strategy and submitted it to MTC and the Association of Bay Area Governments (ABAG) in May 2013. The purpose of the PDA Investment and Growth Strategy is to ensure that CMAs have a process in place for prioritizing OBAG transportation funds in a way that supports and encourages residential and commercial development in the region's PDAs.

MTC Resolution 4035 further requires that CMAs update the PDA Investment and Growth Strategy annually. Alameda CTC has prepared an annual update and report on the Alameda County PDA Investment and Growth Strategy included in memo format to ABAG in Attachment A. The 2014 Update to the Alameda County PDA Investment and Growth Strategy contains the following elements:

- **Complete Streets and Housing Elements Status:** Provides updates on the status of all the cities in Alameda County in adopting Complete Streets Ordinances and updating their General Plan Housing Elements.
- **Priority Development Area Funding Allocations:** There were two types of funding provided to Alameda County's PDAs:
 - **Supportive Transportation Capital Investments:** Describes the process and criteria used to select capital projects for funding and provides a list of funded projects.
 - **PDA Planning and Implementation Funds - The Sustainable Communities Technical Assistance Program (SCTAP):** Alameda CTC used federal and local funds to create the Sustainable Communities Technical Assistance Program (SCTAP) to support activities such as PDA planning and implementation, implementation of Complete Streets policies, and smaller-scale bicycle and pedestrian technical projects in PDAs.

- **PDA Coordination with Other Planning Efforts:** The PDA Strategic Plan, Chapter 4 of the 2013 PDA IGS, described a series of additional efforts that the Alameda CTC would undertake to support PDA development. This section of this memo gives an update on how other Alameda County planning efforts coordinate with and support the PDA IGS.
- **Updated Association of Bay Area Governments (ABAG) Housing Data:** ABAG collected information on the number and affordability of housing units produced by Alameda County jurisdictions in 2013 as well as information as to whether units were constructed within or outside of a PDA. ABAG also updated the inventory of housing policies for Alameda County jurisdictions with PDAs. This information updates that which was provided in Chapter 2 of the 2013 PDA IGS.

Background

Per MTC Resolution 4035, which requires that CMAs update the PDA Investment and Growth Strategy annually, the update requirements are listed in Appendix A-6 of the resolution and include the following language related to updating PDA Investment and Growth Strategies:

- Under Planning Objectives – Long-term: "Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will assess performance in producing sufficient housing for all income levels through the RHNA process and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization."
- In Process/Timeline Table: "CMAs amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies (May 2014);" and "CMAs submit annual progress reports related to PDA Growth Strategies, including status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances (May 2014, Ongoing)."

Fiscal Impact: There is no fiscal impact.

Attachments

- A. 2014 Update to the Alameda County Priority Development Area Investment and Growth Strategy

Staff Contact

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

[Kara Vuicich](#), Senior Transportation Planner



Memorandum

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: August 25, 2014

SUBJECT: 2014 Update to the Alameda County Priority Development Area Investment and Growth Strategy, Final Draft

TO: Miriam Chion, ABAG/ Ken Kirkey, MTC

FROM: Tess Lengyel, Deputy Director of Planning and Policy

This is an update to the 2013 Alameda County Priority Development Area Investment and Growth Strategy (PDA IGS). It will be appended to the full document as an appendix once it is approved by the Alameda CTC.

Background

The One Bay Area Grant (OBAG) Program, MTC Resolution 4035, was adopted by the Metropolitan Transportation Commission (MTC) in July 2012¹. OBAG provided guidance for the allocation of the Cycle 2 Federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) funds for FY 2012-13 through FY 2015-16. It also designated that Congestion Management Agencies (CMAs) would be responsible for distribution of these funds and identified the associated reporting requirements. Full background on this process can be found in Chapter 1 of the full 2013 PDA IGS.

Appendix A-6 of the resolution includes the following language related to updating the PDA IGS:

- Under Planning Objectives – Long-term: "Starting in May 2014 and for subsequent updates, PDA Investment & Growth Strategies will **assess performance in producing sufficient housing for all income levels through the RHNA process** and, where appropriate, **assist local jurisdictions in implementing local policy changes to facilitate achieving these goals**. The locally crafted policies should be targeted to the specific circumstances of each PDA. For example, if the PDA currently is mostly low-income housing, any needed policy changes should be aimed at community stabilization."
- In Process/Timeline Table: "CMAs **amend PDA Investment & Growth Strategy to incorporate follow-up to local housing production and policies** (May 2014);" and "CMAs submit annual progress reports related to PDA Growth Strategies, including

¹ http://www.mtc.ca.gov/funding/onebayarea/RES-4035_approved.pdf

status of jurisdiction progress on development/adoption of housing elements and complete streets ordinances (May 2014, Ongoing)."

This memorandum meets the objectives described above and provides updated information on several other aspects of the Alameda County PDA IGS. The information in this memorandum is consistent with the MTC PDA Investment and Growth Strategy Annual Report: Clarification Memorandum dated on April 25th, 2014.

Alameda CTC Efforts to Support PDA Development

This memo includes four sections, each pertaining to an element required in the PDA IGS update.

- **Complete Streets and Housing Elements Status:** Provides updates on the status of all the cities in Alameda County in adopting Complete Streets Ordinances and updating their General Plan Housing Elements.
- **Priority Development Area Funding Allocations:** There were two types of funding provided to Alameda County's PDAs:
 - **Supportive Transportation Capital Investments:** Describes the process and criteria used to select capital projects for funding and provides a list of funded projects.
 - **PDA Planning and Implementation Funds - The Sustainable Communities Technical Assistance Program (SCTAP):** Alameda CTC used federal and local funds to create the Sustainable Communities Technical Assistance Program (SCTAP) to support activities such as PDA planning and implementation, implementation of Complete Streets policies, and smaller-scale bicycle and pedestrian technical projects in PDAs.
- **PDA Coordination with Other Planning Efforts:** The PDA Strategic Plan, Chapter 4 of the 2013 PDA IGS, described a series of additional efforts that the Alameda CTC would undertake to support PDA development. This section of this memo gives an update on how other Alameda County planning efforts coordinate with and support the PDA IGS.
- **Updated Association of Bay Area Governments (ABAG) Housing Data:** ABAG collected information on the number and affordability of housing units produced by Alameda County jurisdictions in 2013 as well as information as to whether units were constructed within or outside of a PDA. ABAG also updated the inventory of housing policies for Alameda County jurisdictions with PDAs. This information updates that which was provided in Chapter 2 of the 2013 PDA IGS.

Additional information beyond these four sections is also included to provide updates on specific elements as defined in the 2013 PDA IGS.

Complete Streets Ordinances and Housing Element Status

As of May 2014, all local jurisdictions in Alameda County have updated their Complete Streets ordinances. A full list of the updated ordinances can be found online at http://www.alamedactc.org/app_pages/view/9753. In addition, nearly every city in Alameda County also has provided an updated Housing Element as part of their respective General Planning efforts. However, some are pending review by the State Department of Housing and Community Development (HCD) or local planning processes. Figure 1 provides

a summary of all Alameda County cities and status updates on Complete Streets ordinances and adoption of updated housing elements.

Figure 1 Alameda County Cities: Complete Streets Ordinance and Housing Element Status

Note: Dates are hyperlinks to directly access the referenced ordinance or Housing Element.

Alameda County Jurisdiction	Adoption of Complete Streets Ordinance	Adoption of Updated Housing Element (2007-2014)
Alameda County	November 20, 2012	March 30, 2010
Alameda (City)	January 14, 2013	July 3, 2012
Albany	January 22, 2013	City Approval on March 3rd (HCD Review underwayhttp://alamedaca.gov/community-development/housing-element-2015%E2%80%932023)
Berkeley	December 11, 2012	October 19, 2010
Dublin	December 4, 2012	March 2, 2010
Emeryville	January 15, 2013	June 2010
Fremont	June 30, 2013	July 14, 2009
Hayward	March 19, 2013	June 2010
Livermore	January 28, 2013	March 8, 2010
Newark	March 14, 2013	February 25, 2010
Oakland	February 5, 2013	December 21, 2010
Piedmont	November 19, 2012	June 6, 2011
Pleasanton	December 4, 2012	February 13, 2012
San Leandro	February 4, 2013	April 2010
Union City	November 27, 2012	November 23, 2010

Priority Development Area Funding Allocations

One Bay Area Grant (OBAG) Supportive Transportation Capital Investment Funds

This first category of funding was used for supportive transportation capital investments in a subset of the county's PDAs that were determined to have more active development markets. Over 60% of Alameda County's OBAG Program funds were used for these types of projects.

The Alameda CTC determined that Alameda County had 17 "Active" PDAs in fall 2012. These areas had completed necessary planning and regulatory updates to facilitate future housing and/or job growth and had a recent history of development activity as well as development activity currently underway. The screening process to select Active PDAs is fully described in Chapter 3 of the 2013 PDA IGS.

Active PDAs included the following:

- Berkeley: Downtown

- Berkeley: University Avenue
- Dublin: Downtown Specific Plan Area
- Dublin: Town Center
- Dublin: Transit Center/Dublin Crossing
- Emeryville: Mixed Use Core
- Fremont: Centerville
- Fremont: City Center
- Fremont: Irvington District
- Hayward: The Cannery
- Livermore: Downtown
- Oakland: Coliseum BART Station Area
- Oakland: Downtown and Jack London Square
- Oakland: Fruitvale & Dimond Areas
- Oakland: TOD Corridors
- Oakland: West Oakland
- Union City: Intermodal Station District

The county's active PDAs (as of fall 2012) are also illustrated in Figure 4.

The Alameda CTC adopted OBAG Programming Guidelines at its December 2012 Board meeting. The guidelines included programming categories, program eligibility, and screening and selection criteria for the OBAG projects. The action also provided that additional fund sources allocated by Alameda CTC be considered in coordination with the OBAG programming process, with a focus on the PDA Supportive Transportation Investment and Safe Routes to School (SR2S) Categories.

In order to be eligible to receive federal funds through the OBAG Program, local agencies were required to:

- Adopt a Complete Streets Resolution (or compliant General Plan) by April 1, 2013
- Receive certification of agency housing element by the California Department of Housing and Community Development by January 31, 2013
- Complete the Local Agency Certification Checklist

In addition,

- Transportation projects were required to be consistent with the adopted Regional Transportation Plan, Alameda Countywide Transportation Plan and / or the Countywide Bicycle and Pedestrian Plans
- Transportation projects were required to be eligible for funding from one or more of the fund programs incorporated into the coordinated program
- Transportation projects within or having proximate access to the 17 "Active" PDAs listed in Alameda CTC's Priority Development Area Investment and Growth Strategy were eligible to apply for OBAG PDA Supportive category funds

Chapter 3 of the 2013 PDA IGS fully describes the process that was used to prioritize PDAs for transportation capital investments for this OBAG cycle. Since adoption of that plan, in 2013, Alameda CTC received 20 applications requesting \$83.6 million of OBAG-PDA Supportive

funds. The draft FY 2012-13 Coordinated Program includes approximately \$38.7 million of federal funds towards ten (10) PDA Supportive Transportation Investment projects. The projects include bicycle, pedestrian, station improvements, station access, bicycle parking, Complete Streets improvements that encourage bicycle and pedestrian access, and streetscape projects focusing on high-impact, multi-modal improvements.

The selected projects are consistent with the goal of this program, which is to decrease automobile usage and thereby reduce both localized and area-wide congestion and air pollution. The selected ten projects are described in Figure 2.

Figure 2 Alameda County OBAG Capital Projects

Priority Development Area	Project	Funding Amount (x\$1,000)	Description / Update
Berkeley: Downtown	Shattuck Reconfiguration and Pedestrian Safety	\$2,777	This project will reconfigure Shattuck Avenue from Allston Way to the intersection of Shattuck and University Avenue to improve traffic safety, transit facilities, and the quality of public open space. At present the segment splits into two one-way streets which requires northbound traffic to turn left onto University Ave. for half a block and then right to continue on Shattuck Avenue. Due to this configuration the intersection is attributed with the highest number of auto/pedestrian collisions in the City.
Berkeley: Downtown	Berkeley BART Plaza and Transit Area Improvements	\$4,066	This project will improve multimodal interconnectivity and enhance rider safety and comfort by reconstructing existing, and installing new transit structures to improve access and security at BART entries. In addition, the project will enhance waiting areas for buses, install new wayfinding signage, improve pedestrian safety, and provide new bicycle parking. The project will also include placemaking elements such as café uses, an information kiosk, public art, and a water feature.
Berkeley: Downtown	Hearst Ave. Complete Streets	\$1,150	This project includes bike, pedestrian, and ADA enhancements to improve multimodal access and safety between UC Berkeley and the Downtown Berkeley PDA. Key elements include: closing a sidewalk gap on the north side of the UC campus, extending bike lanes from Shattuck Avenue to Euclid Street, and improving multiple pedestrian crossings with flashing beacons and upgraded traffic signals.

Priority Development Area	Project	Funding Amount (x\$1,000)	Description / Update
Fremont: City Center	Fremont City Center Multimodal Improvements	\$5,853	This project includes two components to promote the City's vision to transition from an auto-oriented suburb to a more sustainable urban environment. The first is the extension of Capitol Avenue from State Street to Fremont Boulevard, employing Complete Streets practices such as bike lanes in each direction, diagonal parking, wide landscaped sidewalks, and landscaped medians. The second element is to improve and enhance bicycle and pedestrian connections between the Fremont BART station and local employment and residential nodes.
Oakland: West Oakland	7 th Street W. Oakland Transit Village Phase II	\$3,288	This project calls for a road diet of the three-block segment of 7 th from Wood Street to Peralta Street, near the West Oakland BART station. In addition to removing travel lanes the project will add pedestrian amenities to the corridor such as new sidewalks, ADA-accessible curb ramps, corner bulb-outs, lighting, and landscaping.
Oakland: Downtown and Jack London Square	Lakeside Green Street Project	\$7,000	This Complete Streets project will install new bicycle and pedestrian facilities to connect the project area with multimodal access to local transit hubs, business, Lake Merritt, and Oakland's greater bikeway network. The project will calm vehicular traffic along Harrison Street and Lakeside Drive between 19 th Street and Grand Avenue, in addition to constructing .92 miles of Class II bike lanes and installing 13 new bike racks.
Oakland: West Oakland	Peralta Street Improvement Component	\$2,979	This project will provide improvements for a two-mile segment of Peralta Street (a designated Class II bike route in Oakland's Bicycle Master Plan) from 3 rd to 36 th Streets. Enhancements include: striping for bike lanes, new sidewalks and bulb-outs, relocated bus stops, improved crosswalks, ADA curb ramps, bicycle and pedestrian amenities.
Oakland: Transit-Oriented Development Corridors	Bike Lane Component (of Lake Merritt BART Bikeways App.)	\$422	This project will install high quality bikeways serving the Lake Merritt BART station. Bike lanes will be installed on the one-way streets that serve the station from all directions. In addition, key roadway segments will be resurfaced to provide a path that is safe and supportive for cycling. Throughout the project area, travel lanes will be removed and new striping will be applied on streets to provide improved pedestrian safety at crossings.

Priority Development Area	Project	Funding Amount (x\$1,000)	Description / Update
Oakland: MacArthur Transit Village	Martin Luther King Jr. Way Improvements Component	\$2,473	This project will provide multimodal and safety enhancements for 1.2 miles from West Grand to 40 th Street. Enhancements will include: a road diet reducing the number of travel lanes, a Class II bike lane, sidewalk improvements, ADA curb ramps, and bike racks.
Union City: Intermodal Station District	UC BART Station Improvement and Railroad Pedestrian Crossing Component	\$8,692	This project will create a new entry to BART for an at-grade pedestrian pass-through to connect to a planned passenger rail station. The new entry will link over 50 acres of mixed-used development to transit. Specific enhancements include: reconfiguration of the BART station lobby, expanded vertical circulation and passenger platforms, and a new station interface to planned passenger rail and transit-oriented development.

PDA Planning and Implementation Funds (SCTAP Funds)

As part of the One Bay Area Grant program, a portion of PDA planning and implementation funds was allocated to the Congestion Management Agencies for local PDA planning and implementation projects. Alameda CTC combined \$3.9 M of federal funds with local Measure B funds to create the Sustainable Communities Technical Assistance Program (SCTAP). The purpose of this funding program is to support PDA planning and implementation, implementation of Complete Streets policies, and smaller-scale bicycle and pedestrian technical projects. This program is also designed to advance PDAs through planning processes so that they may become ready and eligible for future OBAG funding.

A call for projects was issued on June 4, 2013, and applications were due on September 17, 2013. A total of 22 applications totaling \$5.9 million in requested funds were received from ten different jurisdictions, AC Transit and LAVTA. Alameda CTC staff as well as two additional staff members from MTC and ABAG reviewed applications. Alameda CTC staff then met with project sponsors to address any outstanding questions and in some cases refined a project's scope of work.

A total of ten different projects were recommended for funding under the PDA planning and implementation and complete streets portion of the program for a requested funding amount of \$4,230,500. The funded Alameda County SCTAP projects are described in Figure 3.

Figure 3 Alameda County SCTAP Projects

Priority Development Area	Project	Funding Amount (x\$1,000)	Description / Update
Alameda: Northern Waterfront	Clement Avenue Complete Street Corridor	\$125	The project includes the development of conceptual designs, including community outreach, for developing a bikeway along Clement Avenue that provides a direct, commuter-oriented route linking central Alameda to the east end and beyond, including Oakland and Fruitvale BART.
Albany: San Pablo & Solano Mixed Use Neighborhood	Citywide Parking Study and Plan	\$50	The parking study will examine existing conditions and develop a strategy for managing parking to support the city's land use objectives.
Numerous Oakland PDAs	Bikeway Network 2.0	\$270.5	This project addresses major network gaps in four bikeway corridors that extend across Oakland as well as gaps on three additional bikeways. These seven corridors comprise 37 miles of the city's bikeway network and connect all of Oakland PDAs. The scope addresses gaps along six miles of these roadways and at seven additional intersections. Project would focus on "next generation" bikeway design. The project will develop a methodology to apply Assembly Bill No. 2245 to the analysis and environmental clearance of road diet projects.
Oakland: Downtown and Jack London Square	Comprehensive Downtown Circulation Plan	\$900	The Comprehensive Downtown Circulation Plan is aimed not only at solving current traffic problems but also to take into consideration traffic generated from significant new planned developments in Oakland and Alameda. The plan will include a comprehensive traffic study for Downtown Oakland that will take into account the changing land use as well as traffic patterns in the area. The analysis, results, and mitigations proposed as part of the traffic study will help shape the final implementation plan Downtown area. Included in the study/plan will be an evaluation of the feasibility of converting one-way streets in downtown Oakland to two-way operation.
Numerous Central County PDAs (Alameda County, San Leandro and Hayward)	Central County Complete Streets Implementation	\$290	This project will develop needed procedural documents and facilitate implementation and staff training necessary for a successful Complete Streets program.
Hayward: Downtown	Hayward Downtown Specific Plan	\$950	This project will develop a new Downtown Specific Plan. The new Downtown Plan will replace six Downtown planning and zoning documents that were adopted between 1987 and 2002.

Priority Development Area	Project	Funding Amount (x\$1,000)	Description / Update
San Leandro: Downtown Transit Oriented Development	San Leandro Downtown Parking Management Plan	\$145	This project will develop a strategy to better manage existing supply and demand and facilitate implementation of future land use and development objectives for the downtown.
Numerous East County PDAs Tri-Valley Cities and LAVTA	Integrated Transit/Park and Ride Study	\$700	The overarching goal of the study is to reduce vehicle miles traveled and single-occupancy vehicle trips by developing a coordinated transit and park-and-ride strategy for the Tri-Valley. The strategy will also address multimodal travel options, particularly first- and last-mile strategies within the Tri-Valley's PDAs, as well as better management of parking and access to the region's two BART stations. The scope of work includes the following elements: 1) Tri-Valley Smart Parking Technology Study 2) Pleasanton Park & Ride Study 3) LAVTA Onboard O-D, Modeling and Benchmarking Study 4) I-680 O-D Study
Dublin: Transit Center/Dublin Crossings	Iron Horse Connectivity to BART Feasibility Study	\$300	The study will examine the feasibility of crossing and trail improvements on the Iron Horse Trail (IHT) from Dougherty Road to the Dublin/Pleasanton BART Station, in order to decrease barriers, reduce parking demand at BART, and increase bike/walk mode share to the BART Station from the surrounding activity centers.
Countywide	SB 743 Implementation and other CEQA Streamlining Technical Assistance	\$500	Provide technical assistance to assist in implementing changes to CEQA required under SB 743 as well as other efforts to streamline CEQA review to facilitate development within PDAs.

Figures 4-8 reflect maps of Alameda County Planning Areas and associated OBAG Capital Projects, SCTAP projects and Active and Non-Active PDAs.²

² Non-active PDAs include both "Near Active PDAs" and "PDAs in Need of Planning Support" as defined by the 2013 PDA IGS.

Figure 4 Countywide PDAs, Capital Projects, and SCTAP Funded Projects

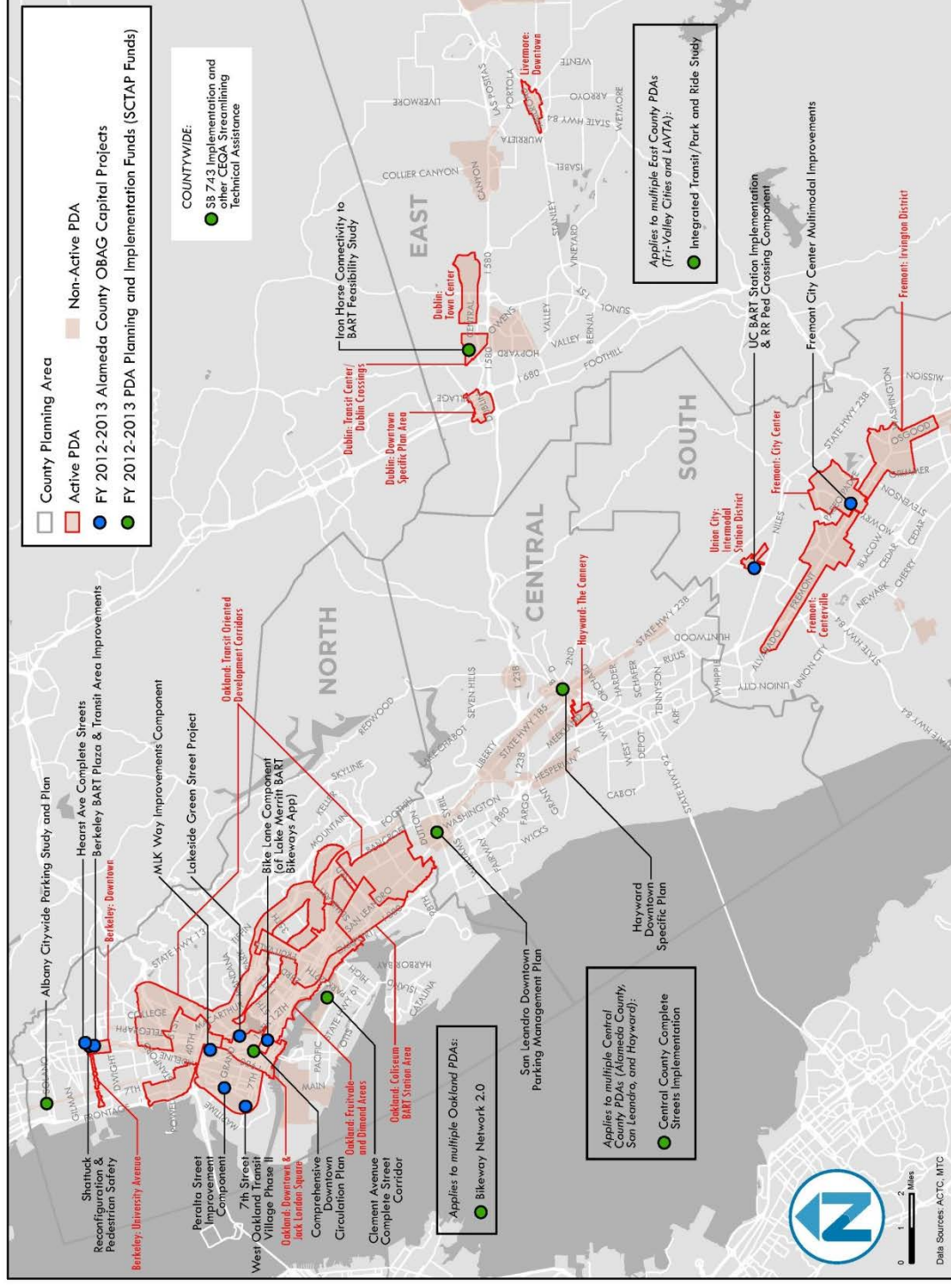


Figure 5 North County PDAs, OBAG Capital Projects, and SCTAP Funded Projects

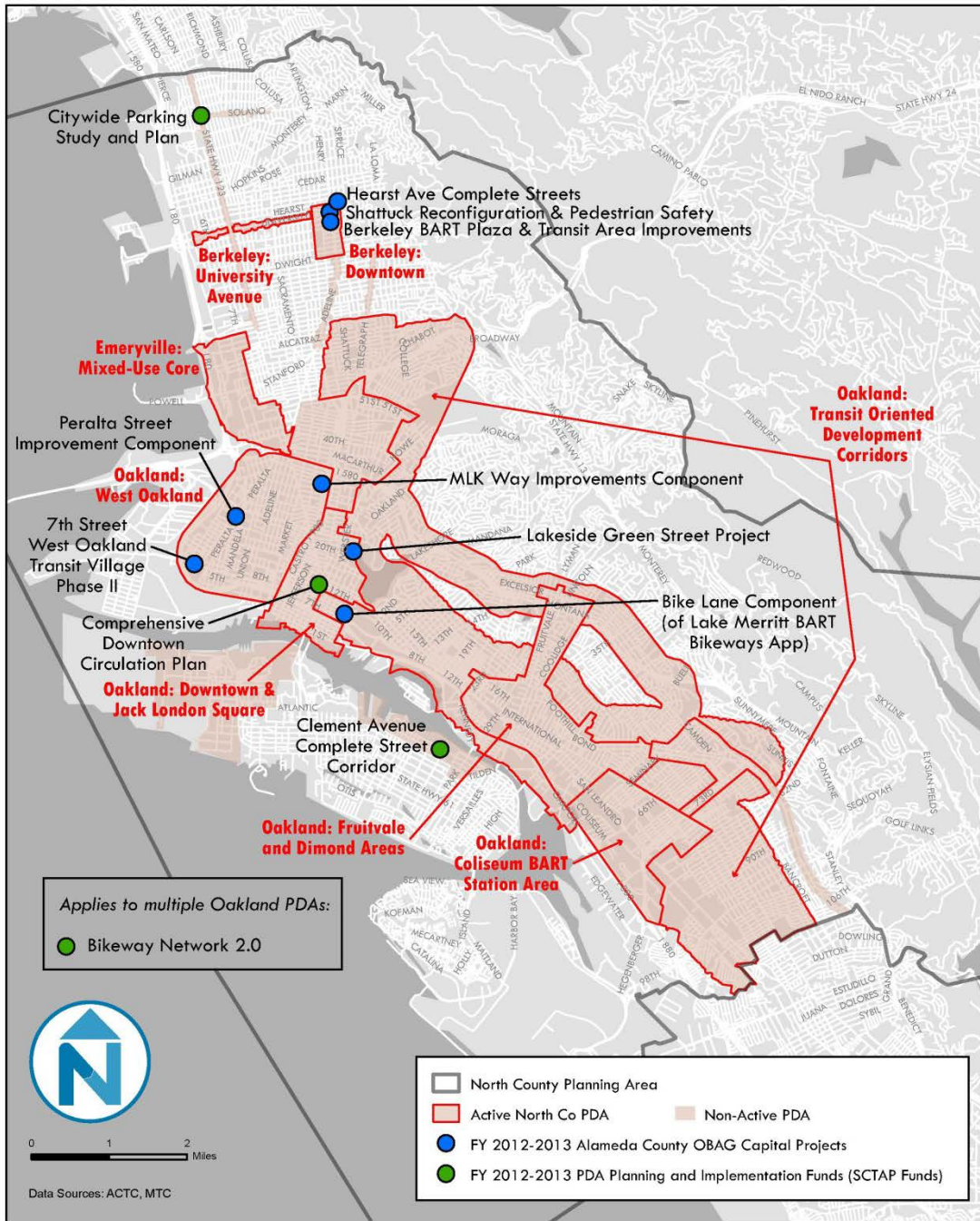


Figure 6 Central County PDAs, OBAG Capital Projects, and SCTAP Funded Projects

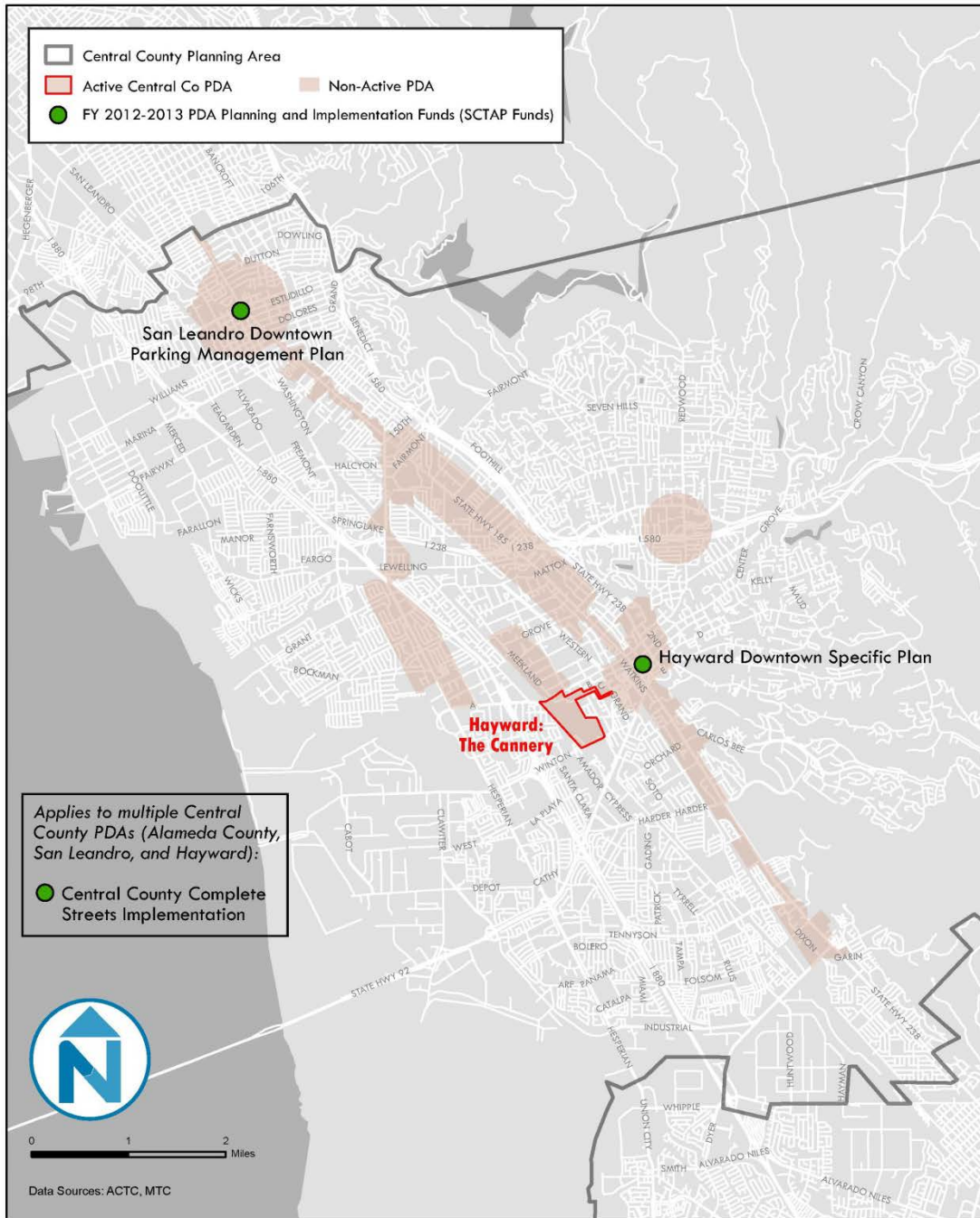


Figure 7 South County PDAs, OBAG Capital Projects, and SCTAP Fund Projects

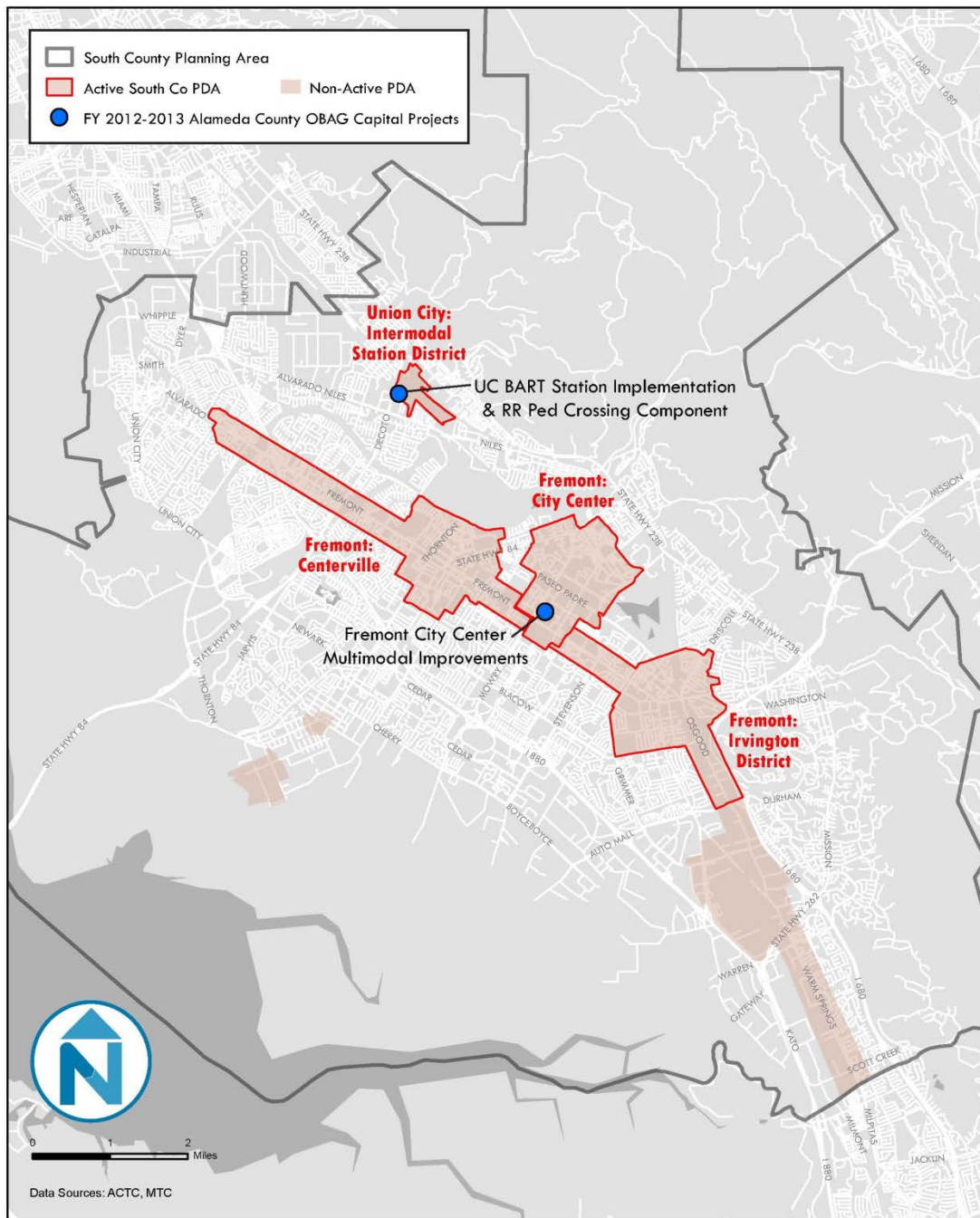
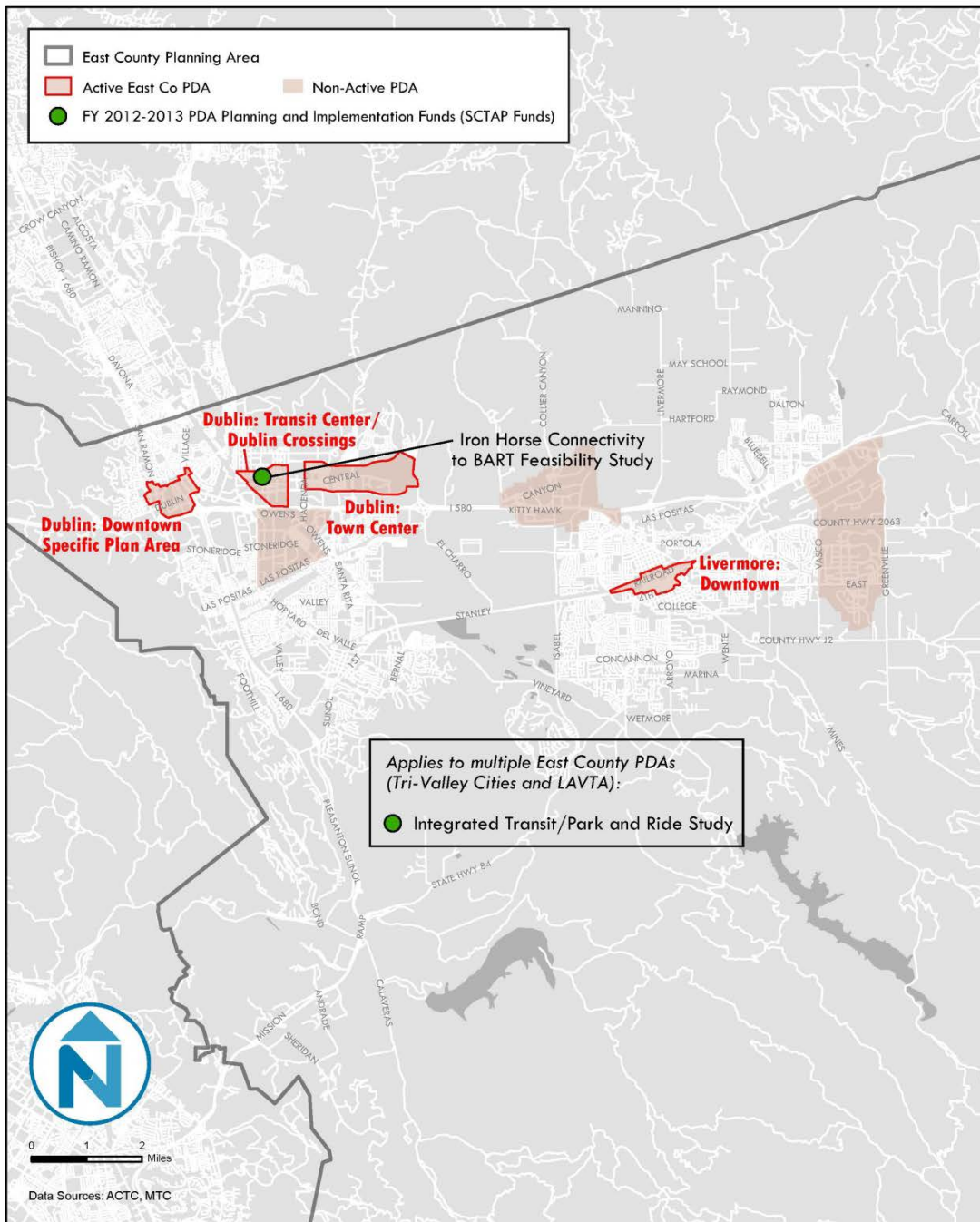


Figure 8 East County PDAs, OBAG Capital Projects, and SCTAP Funded Projects



PDA Coordination with Other Planning Efforts

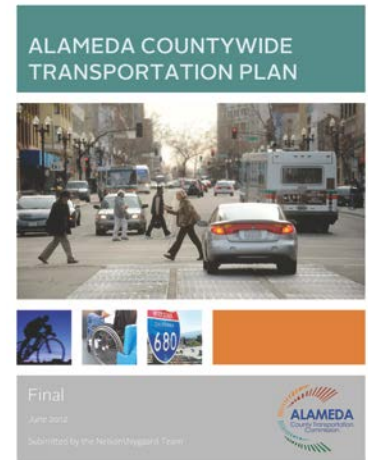
To ensure the success of the PDA IGS, efforts must span unilaterally across all Alameda CTC planning efforts. This section outlines other recent Alameda CTC planning efforts and their respective inclusion of PDA elements. Given the recent timing of the PDA IGS, some plans' inclusion of PDA language is minimal. However, the specificity will increase in future years with progress in the development of Alameda County PDAs.

Countywide Transportation Plan (June 2012)

Integration of land use was taken into consideration throughout the Alameda Countywide Transportation Plan (CWTP) update process. The vision and goals explicitly address land use by stating that new transportation investments must be "supported by appropriate land uses" and that our transportation system will be "integrated with land use patterns and local decision making." Further, coordination of land use and transportation in Alameda County will also help achieve other aspects of the county's vision for sustainability, transit operations, public health, and economic opportunity. Land use was also incorporated into the performance measures that were used to evaluate transportation investments. The use of measures such as the share of low-income households with access to activity centers, schools and transit stops as well as transit ridership and riders per hour reflects the importance of land use in the CWTP. The following specific Land Use Objectives are defined within the CWTP:

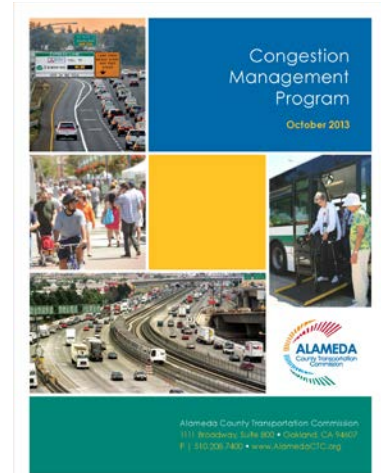
- Encourage a land use pattern that provides a variety of destinations within walking and bicycling distance
- Encourage a built environment that provides an interesting and vibrant street environment, including interest and comfort for pedestrians and bicyclists as well as "eyes on the street" for improved safety
- Encourage a pattern of major employment centers and employment in general with convenient transit access and nearby mixed use and residential areas
- Support walkable residential neighborhoods in proximity to schools
- Support the creation and maintenance of housing, affordable to a range of households, with PDAs and other TOD opportunities
- Encourage preservation of valuable agricultural lands in the county to provide produce and other agricultural products within proximity of urban development
- Encourage the creation of a connected street network providing multiple and convenient routes for all modes within and between neighborhoods and centers, and for the regional transportation system

It is anticipated that future CWTP efforts will continue to build off the 2012 Plan and will utilize PDA locations to coordinate land use and transportation policies.



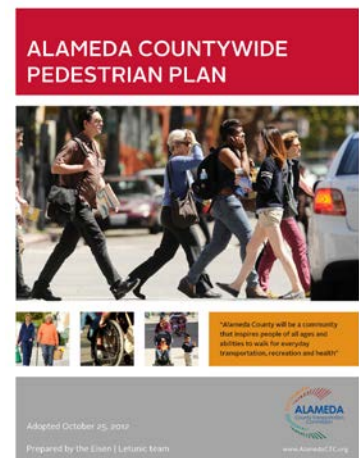
Congestion Management Plan Update (Fall 2013)

The Alameda County Congestion Management Plan (CMP) has a specific section dedicated to the Land Use Analysis Program. Among the program's goals includes better integrating local land use and regional transportation investment decisions. A major component of the Alameda CTC Land Use Analysis Program is the legislatively required review of land use development projects. This review allows the Alameda CTC to assess impacts of individual development actions on the regional transportation system and that action can be taken to reduce the opportunity for any significant impacts. The most recent update of the CMP includes a goal of better coordinating transportation investments with the county's land use patterns and incorporates the recommendations of the Alameda County Priority Development Investment and Growth Strategy adopted by the Commission in March 2013.



Alameda Countywide Pedestrian Plan (October 2012)

The 2012 Countywide Pedestrian Plan integrates the PDA process as part of the development of Countywide priorities for pedestrian improvements. The goals for the Pedestrian Plan dovetail with those of the PDA IGS, as many PDAs are located in infill, transit-accessible locations near or are adjacent to downtowns. As a result, these locations are also those with high priorities for pedestrian facilities improvements. PDAs are referenced frequently as part of the prioritization process and are incorporated into the implementation actions of the Plan.



Alameda Countywide Bicycle Plan (October 2012)

Similar to the Pedestrian Plan, the Countywide Bicycle Plan frequently references the correlation between the types of locations where PDAs reside (infill, transit-accessible, adjacent to downtown) and locations that warrant improved bicycle infrastructure. The vast majority of PDAs in Alameda County are within areas covered by proposed bicycle improvements as part of the plan. Again, PDAs are referenced frequently as part of the prioritization process and are incorporated into the implementation actions of the Plan.



Updated ABAG Housing Data

According to data collected by ABAG, approximately 2,663 housing units were produced in Alameda County jurisdictions during 2013. Approximately 63% of these units were built within PDAs, and 23% of units (either built within or outside of a PDA) were affordable to very low income or low income households. This information is summarized in Figure 9.

Figure 9 Housing Permit Activity for Alameda County Jurisdictions with PDAs (Calendar Year 2013)

Jurisdiction	VLI	LI	Mod	Above Mod	Total Units	In PDAs	Outside PDAs	Unknown (PDA/Non-PDA)
Alameda	18	0	0	1	19	0%	100%	0%
Albany	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Berkeley	0	0	0	58	58	100%	0%	0%
Dublin	0	14	0	659	673	38%	62%	0%
Emeryville	29	0	0	161	190	100%	0%	0%
Fremont	0	10	29	365	404	79%	20%	2%
Hayward	16	0	0	140	156	0%	10%	90%
Livermore	0	0	73	96	169	59%	38%	4%
Newark	0	0	0	0	0	0%	0%	0%
Oakland	383	23	0	160	566	87%	2%	10%
Pleasanton	38	3	12	259	312	54%	44%	3%
San Leandro	0	0	0	8	8	0%	100%	0%
Union City	0	0	0	0	0	0%	0%	0%
Alameda County	85	2	14	7	108	81%	19%	0%
County Totals	569	52	128	1,914	2,663	62%	30%	8%

Notes:

ABAG gathered permit data for jurisdictions with locally-designated Priority Development Areas (PDAs) for the calendar year 2013. All data provided by local jurisdiction staff unless noted otherwise.

*Information obtained from annual housing element progress report filed with the California Department of Housing and Community Development.

Percentages may not add up to 100% due to rounding.

Legend:

VLI: Number of units permitted affordable to very low income households (making less than 50% of Area Median Income)

LI: Number of units permitted affordable to low income households (making between 50-80% of Area Median Income)

Mod: Number of units permitted affordable to moderate income households (making between 80-120% of Area Median Income)

Above Mod: Number of units permitted affordable to above moderate income households (making 120%+ of Area Median Income)

Total Units: The total number of housing units permitted for the jurisdiction

In PDAs: Number of housing units permitted within PDAs

Outside PDAs: Number of housing units permitted outside of PDAs

Unknown (PDA/Non-PDA): Unknown if permitted units were inside or outside of PDAs due to lack of

location data

N/A: Indicates that information was not available for the jurisdiction

Figure 10 provides an updated summary of housing policies for those Alameda County jurisdictions with PDAs. This information was collected by ABAG in summer 2014. Figure 11 defines the types of housing policies employed by local jurisdictions.

Figure 10 Alameda County Housing Policies for Jurisdictions with PDAs (Compiled by the Association of Bay Area Governments, July 2014)

Affordable Housing Policies and Programs	Alameda*	Albany	Berkeley	Dublin	Emeryville	Fremont	Hayward	Livermore	Newark	Oakland	Pleasanton	San Leandro	Union City	Unincorporated Alameda County
Reduced Parking Requirements	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	UC	Y	Y	Y
Streamlined Permitting Process	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Graduated Density Bonus (parcel assembly)	N	Y	N	N	N	N	N	N	N	Y	N	N	N	Y
Form-based codes	N	N	N	N	N	Y	Y	Y	Y	N	N	N	N	N
Mixed Use Zoning	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N
Housing Overlay Zone	N	Y	N	N	N	N	UC	N	N	N	N	N	N	N
Density Bonus Ordinances	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	UC	Y	Y	N
Inclusionary/Below Market Rate Housing Policy	Y	Y	Y	Y	Y	Y	Y	Y	N	N	Y	Y	Y	N
Condominium Conversion Ordinance	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N
Just Cause Evictions	N	N	Y	N	N	N	Y	N	N	Y	N	Y	N	N
Rent Stabilization	N	N	Y	N	N	N	Y	N	N	Y	N	N	N	N
Acquisition/Rehabilitation/ Conversion Program	N	Y	N	Y	N	Y	Y	Y	N	N	Y	N	Y	Y
Preservation of Mobile Homes (Rent Stabilization ordinances)	N	N	N	N	N	Y	Y	N	N	Y	N	Y	Y	Y
SRO Preservation Ordinances	N	Y	N	N	N	N	N	N	N	Y	N	N	N	N
Homeowner Rehabilitation program	Y	Y	N	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N
Other Anti-Displacement Strategies	N	Y	N	N	Y	Y	N	Y	N	N	N	N	N	Y
Reduced Fees or Waivers	N	UC	Y	Y	N	Y	Y	Y	N	N	Y	Y	N	Y
General Fund Allocation Incl. former RDA “Boomerang” Funds	N	UC	Y	N	N	Y	N	N	N	N	Y	N	N	N
In-Lieu Fees (Inclusionary Zoning)	N	Y	Y	Y	N	Y	Y	Y	N	Y	Y	Y	Y	Y
Housing Development Impact Fee	UC	Y	Y	N	Y	Y	UC	N	Y	N	N	N	Y	N
Commercial Development Impact Fee	Y	Y	Y	Y	Y	N	N	Y	Y	Y	N	N	N	N
Other taxes or fees dedicated to housing	N	Y	N	N	N	Y	N	N	Y	Y	N	N	N	N
Locally Funded Homebuyer Assistance Programs	Y	N	N	Y	Y	N	N	Y	Y	Y	Y	Y	Y	N
Tenant-Based Assistance	N	Y	N	Y	N	Y	Y	Y	N	N	N	N	N	Y
Home sharing programs	N	Y	N	N	N	N	N	Y	N	N	N	Y	N	N
Has Public Housing?	N/A	N	Y	N	Y	N	N	Y	N	Y	N	N	Y	N
Has Group Homes?	N/A	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y
Has a Second Unit Ordinance?	N/A	Y	Y	Y	Y	Y	Y	Y	N	Y	Y	N	Y	Y
Has an Emergency Shelter?	N/A	N	Y	Y	N	Y	Y	Y	Y	Y	N	N	N	Y
Has Affordable Housing Complexes?	N/A	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	N	Y	Y

Notes:

ABAG tracked thirty housing policy and program types that represent the most prevalent and important strategies for fostering development of both market rate and affordable housing units. ABAG Staff compiled a summary of policies adopted by each jurisdiction based on the jurisdiction’s certified 2007-2014 housing element, and sent the summary to local staff for verification. We have indicated instances in which we were not able to verify or obtain information.

Legend:

* Data compiled by ABAG staff

UC: The policy or program is currently under consideration by the jurisdiction

N/A: Indicates information was unavailable for jurisdiction

Figure 11 Housing Policy Definitions

Policies		Definition:
1. Reduced Parking Requirements		Reduced parking requirements to facilitate housing development (market or affordable).
2. Streamlined Permitting Process		One-stop permitting or priority processing for certain kinds of housing developments (market or affordable).
3. Graduated Density Bonus		Under the same zoning designation allow greater density with greater lot size to facilitate parcel assembly
4. Form-Based Code		Zoning codes that specify development requirements to an extent that development proposal meeting the requirements can be speedily entitled without conditional use permitting
5. Mixed Use Zoning		Allows for compatible non-residential use on a given parcel
6. Housing Overlay Zone		Housing overlay zones describe areas where jurisdictions provide incentives for housing development on sites that are not zoned for residential use.
7. Local Density Bonus Ordinance		A locally adopted density bonus ordinance that customizes state density bonus law to local priorities
8. Inclusionary/Below Market Rate Housing		When a jurisdiction requires a certain percentage of housing units in market-rate developments to be affordably priced to income-specified households
9. Condominium Conversion		An ordinance that regulates conversion of apartment buildings into condominiums and generally provides tenant protections.
10. Just Cause Eviction		An ordinance that allows evictions for legally delineated circumstances.
11. Rent Stabilization		Ordinances that regulate the percentage of annual rent increases, but allow rent to be “reset” at market-rate upon vacancy.
12. Acquisition/Rehabilitation/ Conversion		Programs to purchase, rehabilitate, and then convert properties from a past non-residential (or dilapidated residential) use to affordable (income-restricted) residential
13. Preservation of Mobile Homes (Rent Stabilization Ordinance)		Typically rent stabilization ordinances applicable to mobile homes to preserve a source of affordable housing.
14. SRO Preservation Ordinance		Typically rent stabilization ordinances applicable to properties designated “single room occupancy.”
15. Homeowner Repair or Rehabilitation		Grant or low-cost loan programs targeted to homeowners to make either minor or major repairs to their properties.
16. Other Anti-Displacement Strategies		Policies that discourage eviction or economic displacement of residents due to market pressures.
17. Reduced Fees or Waivers		Reduced fees or permit waivers for affordable housing development.
18. General Fund Allocation Incl. Former RDA “Boomerang” Funds		An allocation of local funds for affordable housing development and preservation, for instance residual RDA funds.
19. In-Lieu Fees (Inclusionary Zoning)		Fees charged to market rate developers “in-lieu” of the construction of income-restricted ownership or rental units in new developments.
20. Housing Development Impact Fee		A per square foot or per unit development fee levied on market rate residential development that is used to develop or preserve affordable housing.
21. Commercial Development Impact Fee		A per square foot development fee levied on non-residential development that is used to develop or preserve affordable housing.
22. Other Taxes or Fees dedicated to housing		A local tax or fee (not specified above) dedicated to affordable housing development or preservation.
23. Locally-Funded Homebuyer Assistance Programs		Locally-funded homebuyer assistance programs – typically down payment assistance for first time buyers.
24. Tenant-Based Assistance		Locally-funded monetary assistance to tenants on a one-time or ongoing basis.
25. Home Sharing Programs		Locally-funded programs that encourage homeowners with extra rooms to “share” or room with a pre-screened tenant.
26. Public Housing		Number of public housing properties in the jurisdiction
27. Group Homes		Number of group homes in the jurisdiction
28. Second Units		Number of second units in the jurisdiction
29. Emergency Shelters		Number of emergency shelters in the jurisdiction
30. Affordable Housing Complexes		Number of affordable housing complexes in the jurisdiction

PDA Monitoring

Alameda CTC conducted its first full PDA Inventory in 2012 and the agency intends to build on this Inventory to incorporate additional data that could not be collected for this initial PDA Investment and Growth Strategy (2013) As written in the 2013 Alameda County PDA IGS, it was noted that data would be updated annually or biannually as new data is generated by the jurisdictions and then compiled and released by ABAG or MTC. As of May 2014, there have been few significant updates, thus Alameda CTC has elected not to undergo a significant update of its PDA Inventory at this time.

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Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: Alameda CTC Annual Report Including the Vehicle Registration Fee Program

RECOMMENDATION: Receive the 2013 Alameda CTC Annual Report that includes reporting on the Vehicle Registration Fee Program.

Summary

Alameda CTC prepares an annual report each year that includes a message from the agency's director, key activities the agency performed in the prior year, and financial statements. The 2013 Annual Report entitled "Transportation Matters" includes a message from Executive Director Arthur L. Dao and highlights key transportation programs and projects that Alameda CTC plans, funds, and delivers to foster a vibrant and livable Alameda County. These are the transportation investments that matter to commuters, students, seniors and people with disabilities, and residents and businesses in Alameda County. The investments spur job growth and economic development, facilitate efficient goods movement, and enrich communities by improving mobility and transportation accessibility.

Many of these transportation investments are funded largely through local, voter-approved Measure B sales tax dollars and local, voter-approved Vehicle Registration Fee (VRF) funds. The annual report includes an audited financial statement for Measure B revenues and expenditures for the year ended June 30, 2013 as well as reporting on the VRF Program, including revenues and expenditures through June 30, 2014, the percentage programmed to date for the four planning areas of the county (Central, East, North, and South) and the VRF equity formula, which is a new element of the Alameda CTC Annual Report.

Attachment A presents the 2013 Alameda CTC Annual Report that includes reporting on the Vehicle Registration Program.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. [2013 Alameda CTC Annual Report](#) (hyperlinked to the web)

Staff Contacts

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

[Matt Todd](#), Principal Transportation Engineer



Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: California Transportation Commission August 2014 Meeting Summary

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

Summary

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

Background

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

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

1. 2014 Active Transportation Program

CTC adopted the 2014 Active Transportation Program (ATP) Statewide (50%) and Small Urban & Rural (10%) components. The 2014 ATP includes two years of programming for FYs 2014-15 and 2015-16, with \$368 million in funding capacity for the following program components:

- Statewide (50% or \$184 million)
- Small Urban & Rural (10% or \$37million)
- Large MPO (40% or \$147 million)

The CTC received approximately 770 project applications statewide requesting an estimated \$1 billion in Active Transportation Program funds. Of these, 32 applications were submitted by

Alameda County jurisdictions requesting approximately \$35 million. Four (4) projects from Alameda County were included on the list of recommended projects.

Agency	Project Title	ATP funds Recommended (\$1,000s)
Alameda CTC	East Bay Greenway	2,656
Albany	Complete Streets Implementation for San Pablo Ave. and Buchanan St.	335
Oakland	International Blvd. Pedestrian Lighting and Sidewalk Repair	2,481
Oakland	LAMMPS/ Laurel Mills, Maxwell Park and Seminary Active Transportation Connection	3,598
	Total	9,070

Outcome: Projects not selected for programming in the statewide competitive component will be forwarded to the respective Metropolitan Planning Organizations (MPO) for consideration in the regional program. CTC staff expects to bring forward MPO programming recommendations at the November 12, 2014 Commission meeting.

2. Traffic Congestion Relief Program (TCRP)/ I-680 HOV Lane Sunol Grade Project

CTC amended TCRP Project 4.0 (Route 680; add northbound (NB) and southbound (SB) HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties) to re-allocate \$22.5 million previously allocated TCRP funds based on project savings. It is proposed to reprogram and re-allocate \$1,120,000 of TCRP savings to Design (\$1,100,000), R/W Support (\$10,000), and R/W Capital (\$10,000) for the SB follow-up landscaping contract. The remaining \$20,874,000 in TCRP savings is proposed to be programmed and re-allocated to Design (\$7,000,000) and Construction (\$13,874,000) for the NB HOV lanes contract. CTC also reprogrammed \$1.5 million Tier 2 TCRP funds for the NB contract and changed the implementing agency for the design phase from Caltrans to Alameda County Transportation Commission. The NB project will be phased depending upon the availability of funds.

Outcome: Re-allocation of TCRP funds will allow Alameda CTC to implement design phase.

3. State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements Phase 2 (On Route 238 from the south city limits to Industrial Parkway, and on Route 92 from Watkins Street to Santa Clara Street)

CTC approved allocation of \$2 Million for the LATIP Route 238 Corridor Improvements project Phase 2.

Outcome: Allocation will address PS&E (Design) of Phase 2 and preliminary design work for Phase 3 (Construct various pavement, sidewalk, median, traffic signal, and landscaping improvements on Route 185 from A Street to the north city limits).

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

Attachments

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

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

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August 2014 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2014 Active Transportation Program (ATP)	Approval of 2014 Active Transportation Program (ATP) Statewide and Small Urban & Rural components.	Approved
Caltrans	Traffic Congestion Relief Program (TCRP)/ I-680 HOV Lane Sunol Grade Project	Amend TCRP Project 4.0 (Route 680; add northbound(NB) and southbound (SB) HOV lanes over Sunol Grade, Milpitas to Route 84 in Santa Clara and Alameda Counties) to: 1) Re-allocate \$22.5 million based on project savings - It is proposed to reprogram and re-allocate \$1,120,000 of TCRP savings to Design (\$1,100,000), R/W Support (\$10,000), and R/W Capital (\$10,000) for the SB follow-up landscaping contract. The remaining \$20,874,000 in TCRP savings is proposed to be programmed and re-allocated to Design (\$7,000,000) and Construction (\$13,874,000) for the NB HOV lanes contract; 2) Reprogram \$1.5 million Tier 2 TCRP funds for the NB contract; and 3) Change implementing agency for the design phase from the Department to the Alameda County Transportation Commission.	Approved
Caltrans	State Route 238 Local Alternative Transportation Improvement Program (LATIP)/ Route 238 Corridor Improvements Phase 2 (On Route 238 from the south city limits to Industrial Parkway, and on Route 92 from Watkins Street to Santa Clara Street)	Approve allocation of \$2 Million for the LATIP Route 238 Corridor Improvements project	Approved

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_08/000_ETAPdf

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Memorandum

6.7

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: FY 2014-15 Transportation Fund for Clean Air (TFCA) Program

RECOMMENDATION: Approve (1) the FY 2014-15 TFCA program, including a five-year period for TFCA-eligible operations and expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year period for TFCA-eligible expenditures for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Alameda CTC Resolution 14-007(Revised) to reflect TFCA funding for the EBBRT project.

Summary

TFCA funding is generated by a vehicle registration fee collected by the Bay Area Air Quality Management District (Air District) to fund eligible projects that result in the reduction of motor vehicle emissions. A total of \$3.348 million is available to program for FY 2014-15 by the Alameda CTC. The staff recommendation includes: (1) Approval of the FY 2014-15 TFCA program of projects, as detailed in Attachment A, including a five-year period for both operations and TFCA expenditures for Bay Area Bike Share projects in Berkeley and Oakland and a four-year TFCA expenditure period for AC Transit's East Bay Bus Rapid Transit (EBBRT) project; and (2) Approval of Alameda CTC Resolution 14-007(Revised) to reflect \$925,000 of TFCA programmed for the EBBRT project.

Background

TFCA funding is generated by a \$4.00 vehicle registration fee collected by the Air District. Eligible projects are to result in the reduction of motor vehicle emissions and achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the revenue generated in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The

remaining 30 percent of the funds are to be allocated to transit-related projects on a discretionary basis.

The development of the annual TFCA program includes the following considerations:

- The total amount of available TFCA is required to be completely programmed on an annual basis.
- The eligibility and cost-effectiveness requirements of the program.
- A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the programming of all available funds.

FY 2014-15 Program

A recommended FY 2014-15 TFCA program, totaling \$3.348 million is included as Attachment A. The FY 2014-15 TFCA available funding was almost twice the typical annual amount due to the return of funding initially programmed to the Air District in FY 2012-13 for its Port Truck Drayage Program. This allowed for the consideration of programming larger amounts of TFCA to individual projects, including a total of \$1.2 million for Bay Area Bike Share expansion in the cities of Berkeley and Oakland and \$925,000 for AC Transit's EBBRT project. The funding recommendations for these projects require exceptions to the TFCA County Program Manager Fund Policies (TFCA Policies) or other actions, as follows:

- The TFCA Policies limit the use of TFCA funding for operations to two years. For the Bay Area Bike Share expansion projects, staff is recommending a five-year period for operations and TFCA-eligible expenditures, in order to align the TFCA funding with the five-year warranty for the bikes and station equipment, which is consistent with guidance provided by Air District staff. To facilitate the extended period, staff has requested the Air District grant an exception to the TFCA Policies. The Air District Board is scheduled to consider the exception request in September 2014. Additionally, since MTC is coordinating the funding for the expansion of the Bay Area Bike Share program to the East Bay, it's anticipated that the Alameda CTC will enter into a TFCA funding agreement directly with MTC for the Berkeley and Oakland projects.
- For the AC Transit EBBRT project, staff is recommending an extended, four-year TFCA expenditure period to align with the project schedule. The standard TFCA expenditure period is two-years, but the Air District's TFCA Policies do allow for an extended expenditure period, if approved at the time of programming.

Additionally, the recommended amount is intended to reduce the Alameda CTC's overall funding commitment to the EBBRT project, memorialized through Alameda CTC Resolution 14-007. It is recommended that Resolution 14-007 be revised, as proposed in Attachment B, to reflect the TFCA funding.

Next steps

The Alameda CTC is required to provide a Commission–approved program of projects to the Air District by November 21, 2014. The Alameda CTC will subsequently enter into project-specific funding agreements with project sponsors. Once a funding agreement is executed, eligible project costs as of July 3, 2014 will be eligible for reimbursement.

Fiscal Impact: The fiscal impact of this item is \$3.348 million which was included in the budget adopted for FY 2014-15.

Attachments

- A. TFCA County Program Manager Fund, FY 2014-15 Program
- B. Alameda CTC Resolution14-007, Revised

Staff Contacts

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

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst

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TFCA County Program Manager Fund, FY 2014-15 Program

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness	Amount Recommended	Notes
70% Cities/County Share								
Alameda County	Chabot Road Class 2 Bike Lanes	Install Class 2 Bike Lanes on Lake Chabot Road between Middleton Avenue and E. 14th Street, closing a gap in existing bike facilities.	\$ 240,000	\$ 240,000	\$ 290,477	\$89,538	\$ 74,000	
Berkeley/MTC	Bay Area Bike Share Expansion to Berkeley	Expand the regional Bay Area Bike Share program to the City of Berkeley. Berkeley's service area will consist of 400 bicycles circulating among 34 stations in an area including Downtown Berkeley, UC Berkeley, Upper Shattuck Avenue, North Berkeley, West Berkeley, Lower Adeline Avenue, Telegraph Avenue Corridor, College Avenue Corridor and will be contiguous with Oakland's planned service area. Budget includes 5 years of operations.	\$ 10,485,106	\$ 317,000	\$ 263,708	\$33,468	\$ 317,000	A 5-year expenditure period is requested. See Notes 1, 2, 4.
Dublin	Village Parkway Bike Lanes and Bicycle Detection	Install Class 2 bike lanes on Village Parkway from Dublin Boulevard to Amador Valley Boulevard, including enhanced bicycle detection at Amador Valley Boulevard and Dublin Boulevard intersections and a protected left-turn phase on Village Parkway at Brighton Drive.	\$ 120,000	\$ 100,000	\$ 240,249	\$89,590	\$ 90,000	
Fremont	Downtown Fremont Arterial Management	Signal timing and coordination of the three busiest corridors in the City of Fremont. The three corridors consist of Mowry Avenue, Stevenson Boulevard, and Fremont Boulevard from downtown Fremont to I-880. Project will upgrade existing traffic signal equipment and add new equipment to enhance the operation of traffic signal coordination and traffic monitoring system.	\$ 440,000	\$ 440,000	\$ 534,614	\$72,963 to \$89,280	\$ 430,000	Fremont Blvd segment is cost-effective up to \$125K of TFCA.
Hayward	West "A" Street Arterial Management - Video Detection	Project provides traffic signal retiming and coordination along "A" Street at 10 intersections between Mission Boulevard and Hesperian Boulevard, including upgrading existing controllers and closing the gap between the existing signal interconnect system to allow communications between the Traffic Operations Center (TOC) and the on-street controllers. This project was previously funded (TFCA project 14ALA05). This request is to cover additional costs associated with the inclusion of video detection at 4 intersections, which was not anticipated to be needed at the time of the original request.	\$ 259,000	\$ 50,000	\$ (469,101)	\$58,348	\$ 50,000	Additional funding for TFCA project 14ALA05.
Oakland	Oakland Broadway "B" Shuttle Peak Hour Operations	The Free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Avenue at 11-16 minute frequencies. The TFCA request is for the eligible peak hour service for FY 2014-15.	\$ 769,441	\$ 41,487		\$89,936	\$ 41,500	Project has an additional \$219K of Regional TFCA.
Oakland	Oakland CityRacks Phase 11	Purchase and installation of approximately 200 bike racks throughout Oakland. Racks hold 2 bicycles each, resulting in approximately 400 bikes accommodated. This request will fund phase 11 of Oakland's ongoing citywide bike rack program.	\$ 88,000	\$ 88,000	\$ 746,565	\$43,838	\$ 88,000	
Oakland/MTC	Bay Area Bike Share Expansion to Oakland	Expand the regional Bay Area Bike Share program to the City of Oakland. Oakland's service area will consist of 700 bicycles circulating among 70 stations in an area including Downtown Oakland, Lake Merritt neighborhoods, Telegraph Ave corridor, Broadway corridor, West Oakland, Jack London Square, and Fruitvale and will be contiguous with Berkeley's planned service area. Budget includes 5 years of operations.	\$ 18,757,521	\$ 900,000		\$54,334	\$ 900,616	A 5-year expenditure period is requested. See Notes 1, 3, 4.
Subtotal Cities/County (70%) Requested:				\$ 2,176,487	Amount Recommended:		\$ 1,991,116	
				TFCA 70% Available:			\$ 2,643,536	
				Difference:			\$ 652,420	

TFCA County Program Manager Fund, FY 2014-15 Program
TFCA County Program Manager Fund, FY 2014-15 Program, continued

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	TFCA Cost-effectiveness	Amount Recommended	Notes
30% Transit Discretionary Share								
AC Transit	Zero-Emission Bus Purchase for Broadway Shuttle	Purchase of six zero-emissions buses to replace the fleet for the Oakland Broadway Shuttle service. The TFCA funds will provide local match to FTA funds that are covering the incremental cost of the zero-emissions buses over hybrid-electric buses.	\$ 8,200,000	\$ 405,000	NA	\$ 817,834	\$ 0	Project is not cost-effective for TFCA.
AC Transit	East Bay Bus Rapid Transit (BRT)	The BRT system includes dedicated bus lanes; bus signal priority and real time bus arrival information, bus fare collection system, stations, and other passenger amenities along Broadway and International Boulevard/E 14th Street in Oakland to E 14th Street in San Leandro.	\$ 179,000,000	\$ 925,000	NA	\$ 89,250	\$ 925,000	A 4-year expenditure period is requested.
CSU East Bay	CSUEB to Hayward BART - 2nd Shuttle, Peak Hour Operations	FY 14/15 operations for second shuttle between California State University East Bay and the Hayward BART Station, 10am - 7 pm, M-F.	\$ 536,000	\$ 159,000	NA	\$ 89,852	\$ 145,000	
LAVTA	Route 8 Peak Hour Operations	Route 8 serves the Pleasanton area, connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 114,000	\$ 84,000	NA	\$ 89,406	\$ 66,000	
LAVTA	Route 12 Peak Hour Operations	Route 12 serves the Cities of Dublin, Livermore and Pleasanton, spanning the Tri-Valley East to West, and connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 210,000	\$ 128,000	NA	\$ 89,999	\$ 112,000	
LAVTA	Route 15 Peak Hour Operations	Route 15 serves the City of Livermore, providing a vital connection between residential, commercial and regional transit destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 120,000	\$ 109,000	NA	\$ 89,713	\$ 109,000	
Subtotal Transit Discretionary (30%) Requested:				\$ 1,810,000	Amount Recommended:		\$ 1,357,000	
					TFCA 30% Available:		\$ 704,580	
					Difference:		\$ (652,420)	

TFCA Category	Amount Available	Amount Requested	Amount Recommended	Difference
70% Cities/County	\$ 2,643,536	\$ 2,176,487	\$ 1,991,116	\$ 652,420
30% Transit Discretionary	\$ 704,580	\$ 1,810,000	\$ 1,357,000	\$ (652,420)
Totals	\$ 3,348,116	\$ 3,986,487	\$ 3,348,116	\$ -

Notes:

1. Requires Air District approval of an exception to the FYE15 TFCA County Program Manager Policies to allow for a 5-year operations period. Policy #7 limits operations funding to 2 years.
2. The Berkeley bike share project is eligible for up to \$850K of TFCA funding if project is operated for five years. Sponsor may request balance in future TFCA cycles.
3. The Oakland bike share project is eligible for up to \$1.4 million of TFCA funding if project is operated for five years. Sponsor may request balance in future TFCA cycles.
4. For the Bay Area Bike Share expansion projects in Berkeley and Oakland, the TFCA funding agreement will likely be directly with MTC, a co-sponsor of the Bay Area Bike Share program.



ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 14-007 - REVISED

AC Transit Sponsored East Bay Bus Rapid Transit (EBBRT) Project Funding Plan

Commission Chair

Supervisor Scott Haggerty, District 1

Commission Vice Chair

Councilmember Rebecca Kaplan,
City of Oakland

AC Transit

Director Elsa Ortiz

Alameda County

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

BART

Director Thomas Blalock

City of Alameda

Mayor Marie Gilmore

City of Albany

Mayor Peggy Thomsen

City of Berkeley

Councilmember Laurie Capitelli

City of Dublin

Mayor Tim Sbranti

City of Emeryville

Vice Mayor Ruth Atkin

City of Fremont

Mayor Bill Harrison

City of Hayward

Councilmember Marvin Peixoto

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Vice Mayor Larry Reid

City of Piedmont

Mayor Margaret Fujjoka

City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

WHEREAS, the Alameda CTC agreed to prioritize programming for the AC Transit sponsored East Bay Bus Rapid Transit (EBBRT) Project in Oakland and San Leandro, previously identified through the MTC adopted Resolution 3434 on September 23, 2008, and through the Alameda County Congestion Management Agency (ACCMA) Resolution 08-018; and

WHEREAS, the Alameda CTC has been a project sponsor, partner and funding agency for over \$48 million of Measure B, federal and state funds for rapid transit corridor improvements and over \$25 million of Measure B to the overall funding to bus rapid transit projects; and

WHEREAS, AC Transit has identified an overall EBBRT project cost of \$178 million (including contingencies) and funding from \$75 million of FTA Small Starts, \$3.1 million of FTA 5309, \$44.9 of RM2, \$9.4 of Measure B, \$14.595 million of STIP, \$3.9 million of PTMISEA, \$0.2 million of federal OBAG funds, and \$.3 million of AC Transit District funds; and

WHEREAS, AC Transit has identified an overall EBBRT project construction cost of \$97.9 million (within the overall EBBRT project cost); and

WHEREAS, AC Transit identified a need of up to \$40 million of funds for the construction phase of the EBBRT project from the Alameda CTC, and its predecessor agencies, and requested Regional Transportation Improvement Program (RTIP) funds, as well as other fund sources, to be considered to support the EBBRT project; and

WHEREAS, the Alameda CTC has approved programming of \$12.695 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to support the EBBRT project; and

WHEREAS, AC Transit has identified the need for an additional \$26.65 million, of the \$40 million of funds identified in ACCMA Resolution 08-018, to complete the EBBRT project funding plan so the project can be advertised for the construction phase contract; and

WHEREAS, a project funding plan has been identified that includes \$12.15 million of Regional Measure 2 (RM2) funds to the EBBRT project, that were previously identified for the Line 72R Improvements/Richmond Parkway Project; and

WHEREAS, a project funding plan has been identified that includes \$0.6 million of RM2 funds to the EBBRT project, that were previously identified for the Express Bus South Project; and

WHEREAS, a project funding plan has been identified that includes \$6.0 million of Transit Performance Initiative (TPI)- Incentive Program funds, that are identified for enhancing transit productivity and ridership; and

WHEREAS, a project funding plan has been identified that includes \$7.9 million of AB664 Net Bridge Toll Revenue (AB664) funds, that were previously identified for state of good repair programs; and

WHEREAS, AC Transit and the funding partners have agreed to proceed with the EBBRT project using the funding plan detailed above; and

WHEREAS, the Alameda CTC has identified another source that will provide advance funding to support the EBBRT project and offset the need for future RTIP funding.

NOW, THEREFORE BE IT RESOLVED, the Alameda CTC will prioritize programming RTIP funds, to the Line 72R Improvements project, up to \$12.15 million, to account for RM2 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting TPI - transit productivity and ridership projects, up to \$4.0 million, to account for TPI funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will prioritize programming RTIP funds to AC Transit projects supporting state of good repair programs, up to \$7.9 million, to account for AB664 funds programmed to the EBBRT project; and

BE IT FURTHER RESOLVED, the Alameda CTC will commit to program 33% of future RTIP funding cycles, up to \$12 million in a cycle, starting with the 2016 STIP for the Line 72R, TPI and state of good repair projects in order to fully repay the project funding, which will be no more than total of \$24.05 million; and

BE IT FURTHER RESOLVED, that in the event the local transportation sales tax administered by the Alameda CTC is augmented, additional funds identified for the EBBRT will offset payments required for the Line 72R, TPI and state of good repair projects, and the funding partners (Alameda CTC, AC Transit and MTC) may reconsider the funding plan detailed in this resolution; and

BE IT FURTHER RESOLVED, the Alameda CTC and/or AC Transit may propose exchanges or substitute projects or fund sources that will advance funding to support the EBBRT project and/or the Line 72R, TPI and state of good repair projects; and

BE IT FURTHER RESOLVED, in September 2014, the Alameda CTC identified \$925,000 of Transportation Fund for Clean Air (TFCA) County Program Manager Funding as a substitute fund source to support the EBBRT project; and

BE IT FURTHER RESOLVED, the TFCA funding will be used to reduce the amount of RTIP funding prioritized for AC Transit projects supporting state of good repair programs (AB 664 funds), by \$925,000, to not more than \$6.975 million; and

BE IT FURTHER RESOLVED, the Alameda CTC's programming of \$925,000 of TFCA to support the EBBRT project will reduce the total remaining Alameda CTC funding commitment to Line 72R, TPI and/or the state of good repair projects from no more than \$24.05 million to no more than \$23.125 million total (as summarized in Attachment A); and

BE IT FURTHER RESOLVED, no repayment is required for the \$0.6 million of RM2 funds previously identified for the Express Bus South Project or \$2.0 million of TPI funds identified for the EBBRT project, and

BE IT FURTHER RESOLVED, that if the construction contract is awarded below the current project cost estimate, the funding required for the Line 72R, TPI and state of good repair projects will be reduced by a like amount; and

BE IT FURTHER RESOLVED, that AC Transit will provide regular reporting, in an approved Alameda CTC format, on the status of the project, including, schedule, cost estimate (including all contingency) and funding plan, and will provide updates at the 65%, 95% and Ready to List (RTL) milestones of the design; and

BE IT FURTHER RESOLVED, that AC Transit will include a reasonable level of contingency in the funding plan that is consistent with construction contract industry standards; and

BE IT FURTHER RESOLVED, any project that is proposed to receive programming from the Alameda CTC will be required to submit information required to establish project eligibility and that the project is able to use the funds as required by the funding agency; and

BE IT FURTHER RESOLVED, that this resolution will replace the programming commitment for the EBBRT project detailed in ACCMA Resolution 08-018 ; and

BE IT FURTHER RESOLVED, that no additional programming commitments are required from the Alameda CTC for the EBBRT project or any other activity related to the project.

Duly passed and adopted by the Alameda County Transportation Commission at the regular meeting of the Board held on Thursday, September 25, 2014 in Oakland, California by the following votes:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

ATTEST:

Scott Haggerty, Chairperson

Vanessa Lee, Clerk of the Commission

Attachment A

Summary of Alameda CTC Resolution 14-007 Funding Commitments							
Alameda CTC Resolution Number	Date Approved	Proposed Funding Source	Programming Status	AC Transit Project Funding Plans (In millions)			Total Remaining Alameda CTC Commitment (planned less approved)
				Line 72R Improve- ments	Transit Productivity and Ridership Enhancement	State of Good Repair Programs	
14-007	5/22/2014	RTIP	Planned	\$12.15	\$4.0	\$7.9	\$24.05 million
14-007- Revised	9/25/2014	RTIP	Planned	\$12.15	\$4.0	\$6.975	\$23.125 million
		TFCA	Approved			\$0.925	

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Memorandum

6.8

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Funding

RECOMMENDATION: Approve Gap Grant funding for Ala Costa Centers

Summary

The 2000 Measure B Transportation Expenditure Plan (TEP) provides funds for special transportation for seniors and people with disabilities (Paratransit). A total of 10.45% of net revenues is allocated for Americans with Disabilities Act (ADA) mandated and non-mandated services to improve transportation for individuals with special transportation needs. Within this amount, 1.43% of net Measure B revenues provide discretionary (competitive) grant (Gap Grant) funds to reduce differences that might occur based on the geographic residence of individuals needing paratransit services.

The Ala Costa Centers is requesting \$7,500 in Gap Grant funds for the purchase a medium-sized non-accessible van that would carry 12 ambulatory passengers. The van will be used for functional life skills programs for children and young adults with developmental disabilities. The Paratransit Advisory and Planning Committee (PAPCO) recommends the Alameda CTC approve the Measure B Paratransit Gap Grant funding.

Background

The 2000 Measure B TEP allocates 10.45% of net revenues for special transportation for seniors and people with disabilities. These revenues fund operations for ADA mandated services, city-based paratransit programs, and gap services or programs to reduce the difference in services based on the geographic residence of individuals needing special transportation services. From the 10.45% overall amount classified for special transportation services for seniors and people with disabilities, 1.43% of net Measure B revenues provide discretionary funds to fill gaps in paratransit services.

At its January 24, 2013 meeting, the Alameda CTC Commission approved the Paratransit Gap Grant Cycle 5 Program Guidelines, covering a period from July 1, 2013 to June 30, 2015. The Cycle 5 Gap Grant Program encouraged local agencies and non-profits to submit proposals/applications that support multi-jurisdictional approaches and non-traditional transportation options, such as volunteer driver and taxi programs as well as mobility management types of activities which improve consumers' ability to access services and/or

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improve coordination between programs.

Through the Cycle 5 program, approximately \$2 million was allocated to projects through a competitive call-for-projects. The Cycle 5 program also allocated a total of \$150,000 annually, for FYs 2013-14 and 2014-15, to the following three (3) categories, as follows:

- \$50,000 for matching funds to assist applicants in acquiring non-Alameda CTC grants;
- \$50,000 for capital purchasing funds to assist applicant in making a capital purchase; and
- \$50,000 for Paratransit Implementation Guidelines assistance.

This is the first request for FY 2014-15 for a capital purchase.

Ala Costa Centers

The mission of Ala Costa Centers is to empower children and young adults with developmental disabilities to find, use, and express their unique skills and talents while supporting their families. Ala Costa was started in 1972 as an alternative to institutionalizing children with special needs. Ala Costa works closely with each student's school, parent, therapist, and case worker in order to provide the highest level of effective support to address goals. Unlike other organizations of its kind, Ala Costa provides programs for both children and adults, providing a seamless transition of support from graduation into adulthood. Ala Costa's Centers are located in Oakland, Berkeley and Alameda, serving youth throughout Alameda County.

In June 2014, the Ala Costa Centers requested up to \$15,500 in Gap Grant funds to facilitate purchasing a medium sized non-accessible van that accommodates twelve ambulatory passengers to replace a similar van that was stolen in March 2014. Although the police recovered the van, it was not repairable.

A van is needed to transport students to the centers and for activities such as travel training and group trips. There is currently a lack of public transportation options that would allow clients to access the Oakland site, which is located on a steep hill that lacks sidewalks in some areas. The van would be in service 15 hours a week during the school year and 40 hours a week in the summer, averaging 24 one-way trips per day.

Staff has reviewed the application for eligibility and appropriateness for Gap funding. Although capital funds have not previously been provided for a non-accessible vehicle, the Alameda CTC has approved operational funding for programs that are not always wheelchair accessible (e.g. taxi subsidies and volunteer driver programs), but do serve seniors and people with disabilities. At its July 28th meeting, PAPCO recommended Commission approval for up to \$15,500 of Cycle 5 Gap Grant funding to Ala Costa Centers towards the purchase of a vehicle.

By this time, Ala Costa's programs had been without a vehicle for four months and had decided that they could not wait to purchase a new vehicle. They purchased a vehicle in early August for \$23,000, using a total of \$15,500 of secured matching funds and are

requesting a total of \$7,500 in Gap Grant funding for the remaining balance on the purchase price.

Fiscal Impact: The fiscal impact for approving this item is \$7,500 of Gap Grant funding. This amount has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

Staff Contacts

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[Jacki Taylor](#), Program Analyst

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Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: Regional Measure 2 Program Update

RECOMMENDATION: Receive an update on the Program.

Summary

This item is to receive early and preliminary directions from the Commission for staff to work with regional transportation partners on the future development of an expenditure plan for potentially available future bridge toll revenues.

The MTC's Regional Measure 2 (RM2) Bridge Toll Program reached its 10th anniversary in March 2014. Of the \$1.5 billion in capital program funds approved for RM2, a majority of the funds have been allocated, with about \$225 million associated with 19 projects remaining to be allocated. MTC approved a program delivery strategy for remaining capital projects in May 2014. At some point in the future, the RM2 toll revenue generated will be sufficient to cover the costs associated with the program. The California Streets and Highway Code (Section 30914) states that if additional funds are available after the funding obligations of the initially identified projects, that MTC may identify an expenditure plan that would be submitted for a legislative action.

Based on the structure of the RM2 program, staff is seeking input and direction to guide initial coordination with our regional transportation partners and representatives on the MTC Commission, on programming principles and priorities to pursue, in the event that additional RM2 programming capacity for projects and programs becomes available.

Background

In 2004, voters in 7 counties of the Bay Area (Alameda, Contra Costa, Marin, San Francisco, San Mateo, Santa Clara, Solano) passed RM2, raising the toll on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00. This dollar was defined to fund transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004).

RM2 established the Regional Traffic Relief Plan (June 2004) and identified specific transit operating assistance and capital projects and programs eligible to receive RM2

funding(California Streets and Highway Code Section 30914(c)). The Bay Area Toll Authority (BATA) is responsible for the collection of the bridge tolls and MTC is responsible for administering the RM2 program. The approved Capital Program provided \$1.5 billion to 36 projects. Annually, up to 38 percent of the total RM 2 revenues (approximately \$48 million per year) is provided for operations of commuter rail, express and enhanced bus, and ferry services. Allocations are made on an annual basis with the transit operations program dedicating up to \$1.6 billion in operating funds to 14 projects (cumulatively through 2040).

Discussion

RM2 funds are generated from seven Bay Area toll bridges. Three of the bridges (San Francisco-Oakland Bay Bridge, San Mateo-Hayward Bridge and Dumbarton Bridge), that have a direct connection to Alameda County account for about 57% of overall annual toll crossings. The travel patterns of the bridge users on 5 (of the 7) Bay Area toll bridges (three previously identified, the Richmond-San Rafael and Carquinez Bridge) represent about 83% of all annual toll crossings, and are all in corridors that result in a substantial number of trips on the Alameda transportation system. These travel patterns in Alameda County are consistent with data that shows users traveling to, from and within Alameda County, as well as a substantial number of trips that are traveling through our county to reach a final destination, representing almost 25% of the trips made on the Alameda County system. The level of usage of the bridges by Alameda County residents, as well as the number of trips through the county, support the justification of RM2 investments in the bridge corridors in Alameda County.

RM2 is eligible to fund transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. Projects and programs that provide new travel options (including transit options), increase capacity in bridge corridors, and create seamless and safe transit connections all support the goal of the RM2 program. Project candidates for future RM2 funds should be able to demonstrate a nexus to travel along one of the 7 toll bridge corridors and consistency with the countywide transportation plan (CWTP), the long-range policy document that guides transportation investments, programs and policies and advocacy for all of Alameda County. The Alameda CWTP identifies a constrained list of prioritized projects and programs with \$9.5 billion dollars of yet to be approved funding. It is assumed that the RM2 program will have additional programming capacity for capital projects that will ultimately be supported by the 62% capital portion of the approximately \$125 million per year generated by RM2 in the future years.

In the current Regional Traffic Relief Plan (June 2004, about \$1.5 billion in capital projects are identified, with about \$425 million (28%) providing direct benefits to the Alameda County transportation system. The same plan identified an operating program of about \$1.6 billion with about 50% of the programs directly benefiting Alameda.

Projects to Consider

In Alameda County, many projects and programs could provide new travel options (including transit options), increase capacity in bridge corridors, and support seamless and safe transit connections that would be consistent with the RM2 program goals. In reviewing the priorities that were previously approved in the 2004 Regional Traffic Relief Plan as well as the current CWTP, general themes to be considered include:

Major Highway Corridors Connecting to Toll Bridges

Our existing corridors have limited options for expansion. Projects that result in improvements to recurring congestion points and/or that improve the operation efficiency of a corridor should be considered along relevant travel corridors.

Transit

Transit trips have a significant role in travel patterns related to toll bridges and the overall travel patterns in Alameda County and the Bay Area. Improvements that directly impact transit options along the relevant travel corridors, as well as improvements for all modes to access the transit options should be considered. Per the California Streets and Highway Code (Section 30914), the replacement vehicle needs for the services that are operated with the assistance of the 38% operations portion of the RM2 funds will also be required to be addressed in any new capital programming.

Freight

The Port of Oakland is the primary freight facility for the County, Region and Northern California. With its location at the foot of the San Francisco-Oakland Bay Bridge and at the intersection of the I-80 and I-880/580 freight corridors, all Port of Oakland freight is impacting the Alameda County transportation system, and the travel corridors that are also relied upon to access the toll bridges.

Attachment D includes additional details on projects that could be included within the aforementioned categories. Planning efforts are also underway that will provide further study and recommendations on specific aspects of the transportation network, including freight, transit and arterials. This is in addition to the existing plans related to bicycle and pedestrian plans. As additional information becomes available, it can be incorporated into this discussion. Many of the proposed projects or types of projects are also supported by the 2014 Transportation Expenditure Plan (TEP). Consistent with the Alameda CTC support for multiple travel modes, projects should be approached with the consideration for the complete streets approach.

Fiscal Impact: This item is for information only. There is no significant fiscal impact expected to result from the recommended action.

Attachments

- A. RM2 Regional Traffic Relief Plan: List of Capital Projects (2004)
- B. RM2 Regional Traffic Relief Plan: List of Operational Projects (2004)
- C. Map of State-Owned Toll Bridges
- D. Candidate Projects for Additional RM2

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

RM 2 Regional Traffic Relief Plan: List of Capital Projects

6.9A

Project Number	Description	RM 2 Funding (Dec. 2013)
1	BART/Muni Connection at Downtown San Francisco Stations	\$ 3,000,000
2	San Francisco Municipal Railway (Muni) Metro East Third Street	\$ 30,000,000
3	Muni Waterfront Historic Street Car Expansion	\$ 10,000,000
4	Dumbarton Rail Bridge New Commuter Service	\$ 44,000,000
5	Vallejo Intermodal Station	\$ 28,000,000
6	Solano County Express Bus Intermodal Facilities	\$ 20,000,000
7	Solano County Corridor Improvements near the Interstate 80/Interstate 680 Interchange	\$100,000,000
8	Interstate 80 Eastbound High-Occupancy-Vehicle (HOV) Lane Extension at Carquinez Bridge	\$ 37,174,544
9	Richmond Parkway Park-and-Ride Facility	\$ 16,000,000
10	Sonoma-Marin Area Rail Transit District (SMART) Extension to Ferry Service at Larkspur Landing or San Quentin	\$ 36,500,000
11	U.S. 101 Greenbrae Interchange/Larkspur Ferry Access Improvements	\$ 63,500,000
12	Interstate 680 HOV Lane Improvement	\$ 15,000,000
13	Commuter Rail Extension to East Contra Costa County (e-BART)	\$ 96,000,000
14	Amtrak "Capitol Corridor" Improvements in Interstate 80/Interstate 680 Corridor	\$ 25,000,000
15	Central Contra Costa BART Crossover Track	\$ 25,000,000
16	Completion of new Benicia-Martinez Bridge	\$ 50,000,000
17	Regional Express Bus North	\$ 20,000,000
18	TransLink® Transit Fare Smart Card Integration	\$ 22,000,000
19	Real-Time Transit Information	\$ 20,000,000

RM 2 Regional Traffic Relief Plan: List of Capital Projects (continued)

Project Number	Description	RM 2 Funding (Dec. 2013)
20	Safe Routes to Transit (Pedestrian and Bicycle Access)	\$ 22,500,000
21	BART Tube Seismic Strengthening	\$ 33,801,000
22	New Transbay Terminal/Downtown Caltrain Extension in San Francisco	\$150,000,000
23	BART Oakland Airport Connector	\$115,199,000
24	Alameda-Contra Costa Transit District (AC Transit) Rapid Bus	\$ 65,000,000
25	Regional Ferry System Expansion: Alameda/Oakland/Harbor Bay	\$ 12,000,000
26	Regional Ferry System Expansion: Berkeley/Albany	\$ 12,000,000
27	Regional Ferry System Expansion: South San Francisco	\$ 12,000,000
28	San Francisco Downtown Ferry Terminal Environmental Review and Spare Vessels	\$ 48,000,000
29	Regional Express Bus South	\$ 22,000,000
30	Interstate 880 North Safety Improvements	\$ 10,000,000
31	BART Extension to Warm Springs	\$186,000,000
32	Interstate 580 Rapid Transit Corridor Improvements	\$ 65,000,000
33	Regional Rail Master Plan	\$ 6,500,000
34	Integrated Transit Fare Program to Develop Zonal Monthly Pass	\$ 1,500,000
35	Promotion of Commuter Benefits for Transit Users	\$ 5,000,000
36	Caldecott Tunnel Fourth Bore	\$ 50,500,000
37	BART Transit Capital Rehabilitation	\$ 24,000,000
38	38 Regional Express Lane Network	\$ 4,825,455
39	Major Interchange Modifications in the Vicinity of I-80 and San Pablo Dam Road	\$ 8,000,000

TOTAL Capital Funds

\$ 1.515 billion

RM 2 Regional Traffic Relief Plan: List of Operational Projects

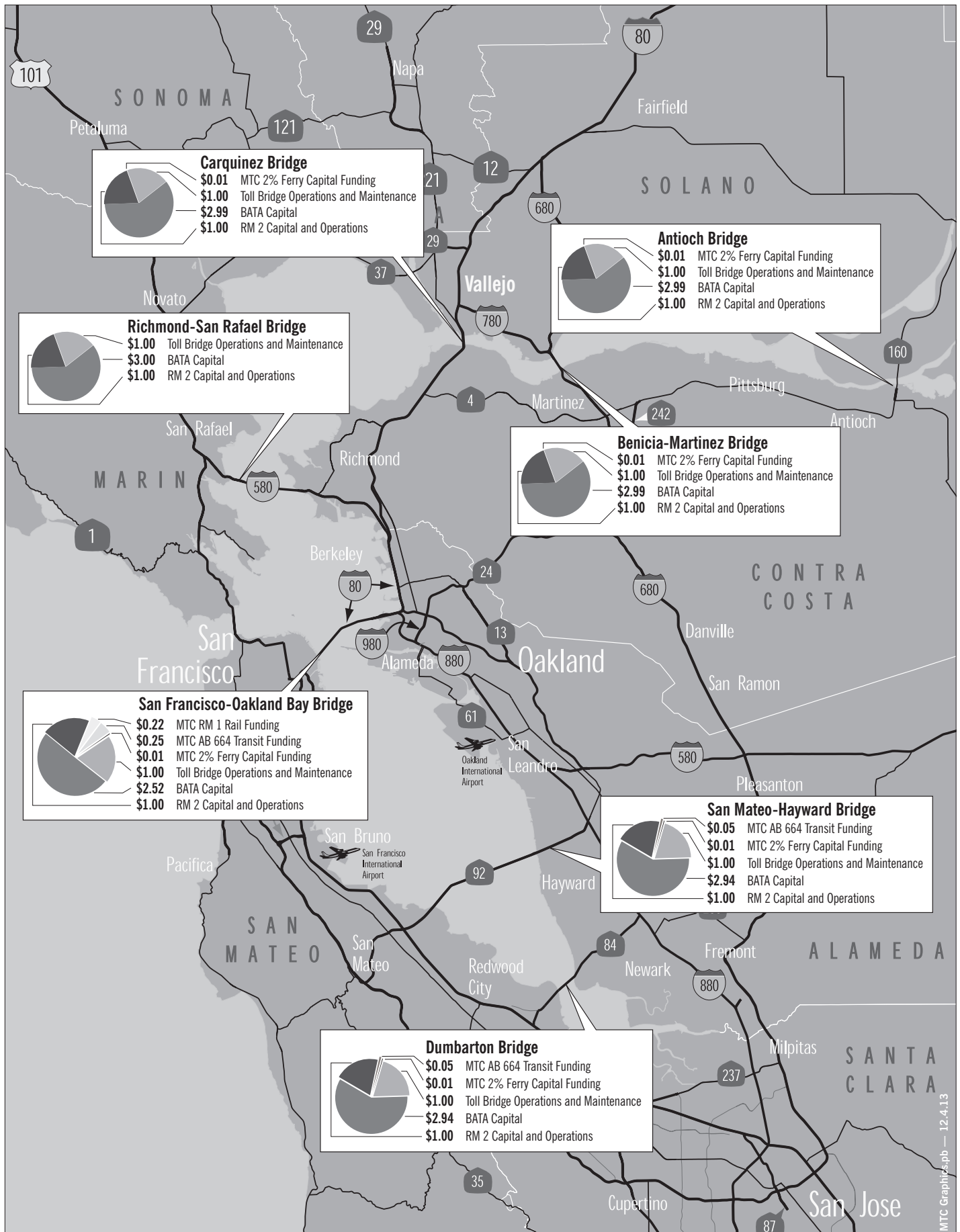
6.9B

Project Number	Description	Annual RM2 Funding
1	Golden Gate Express Bus Service over the Richmond Bridge (Route 40)	\$ 2,100,000
2	Napa Vine Service to Vallejo Intermodal Terminal	\$ 390,000
3	Regional Express Bus North Pool	\$ 3,400,000
4	Regional Express Bus South Pool	\$ 6,500,000
5	Dumbarton Bus	\$ 5,500,000
6	Water Transit Authority, Alameda/Oakland/Harbor Bay	\$ 6,400,000
7	Water Transit Authority, Berkeley/Albany	\$ 3,200,000
8	Water Transit Authority, South San Francisco	\$ 3,000,000
9	Vallejo Ferry	\$ 2,700,000
10	Owl Bus Service on BART Corridor	\$ 1,800,000
11	Muni Metro East (Phase 1 - IOS)	\$ 2,500,000
12	AC Transit Enhanced Bus Service: International Blvd and Telegraph Avenue	\$ 3,000,000
13	Clipper® (\$20 million for start-up operations)	—
14	WTA System	\$ 3,000,000
Total Operating Funds		\$43,490,000

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Map of State-Owned Toll Bridges and Breakdown of a Typical \$5 Toll

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Attachment D

Candidate Projects for Additional RM2

Major highway corridors that also serve transit services

- 84 Corridor (Dumbarton) Improvements --Route 84 HOV On ramp
- 580 Corridor Improvements
 - 580/680 Interchange
 - Transit Expansion and Connection to Livermore Valley
 - Parallel Route Improvements – Dublin Boulevard
- 880 Corridor Improvements
 - Interchange Improvements in Oakland
 - Interchange Improvements between I-238 and Alvarado Niles Boulevard
 - High Occupancy Vehicle Lane Gap Closure and Express Lane Implementation
 - Parallel Route Improvements
- 80 Corridor Improvements
 - Interchange Improvements in Albany, Berkeley, and Emeryville
 - Parallel Route Improvements
- 92 Corridor Improvements -- Clawiter Interchange Improvements

Transit

- Transit Core Capacity Investment
- BART Metro Program Investment
- BART Station Modernization Program Investment
- Express Bus Expansion
 - Fruitvale BART Rapid Bus
 - Grand/MacArthur BRT
 - College/Broadway Corridor Transit Priority (Line 51)
- Access to transit (including PDAs)
 - Warm Springs BART Station
 - Dublin/Pleasanton BART Stations
 - East Bay Greenway
- Ferry system expansion and additional operations in Alameda County

Freight

- Outer Harbor Intermodal Terminal
- 7th Street Improvements
- Oakland Army Base
- Policies and Programs to Minimize Impacts of Freight to Corridor Operations

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Memorandum

6.10

1333 Broadway, Suites 220 & 300, Oakland, CA 94612

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: I-580 Express Lanes Project (PN 720.4/724.1): Contract Amendments to Professional Services Agreements with Electronic Transaction Consultants Corporation (Agreement No. A09-007 and Agreement No. A13-0092)

RECOMMENDATION: Authorize the Executive Director to execute amendments to Professional Services Agreements in support of automated toll violation services for the I-580 Express Lanes:

1. Amendment No. 2 to Agreement No. A09-007 with Electronic Transaction Consultants Corporation (ETCC) for an additional not-to-exceed amount of \$2,760,000 for a total not-to-exceed amount of \$12,492,086 and a contract time extension to November 30, 2016 to accommodate new scope of services; and
2. Amendment No. 1 to Agreement No. A13-0092 with ETCC for an additional not-to-exceed amount of \$535,000 for a total not-to-exceed amount of \$3,299,405 and a contract time extension to November 30, 2016 to accommodate new scope of services.

Summary

The I-580 Express Lane Project proposes to implement congestion pricing on I-580, from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Boulevard/Foothill Road in the westbound direction, to reduce traffic congestion and provide travel reliability within the corridor.

Electronic Transaction Consultants Corporation (ETCC) has been retained by Alameda CTC as its System Integrator to implement the electronic toll collection system. To implement electronic toll collection, the System Integrator is required to develop the backbone for traffic data collection, congestion pricing, communication and enforcement.

Automated toll violation enforcement will support the implementation of the near continuous, also referred to as "more-open", access design which will be employed on the I-580 Express Lanes. Design details for toll violation implementation were in the preliminary stages when the last ETCC contract amendments were approved in July 2013. Staff has been working with regional agencies to implement consistent toll violation enforcement within the Bay Area Express Lane network and have recently reached

consensus to employ automated toll violation enforcement on the I-580 Express Lanes. This enforcement method involves emerging technologies to curb toll violation. Staff reached consensus with regional partners and ETCC on a scope of services to fully implement automated toll violation enforcement and now proposes to include the new scope via amendments to ETCC's contracts (A09-007 and A13-0092 for I-580 eastbound and westbound System Integration). In addition, the amended scope of services for training, equipment in hand (spare equipment) and warranties were deferred until such time the full scope for automated toll violation was developed. These items will be included in the amended ETCC contracts to continue system operations beyond the opening of the facility to the general public.

Background

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

The express lane facility combines HOV and congestion pricing strategies to allow single occupancy vehicles (SOVs) access to HOV lanes for a fee when time savings is of a value, while maintaining optimal travel conditions within the HOV lane and air quality benefits through carpooling. For the most part, the express lanes will have a "near continuous" access configuration, which will look and feel like an HOV lane, where traffic can move in and out of the express lanes anywhere along the corridor. Where heavy traffic weave movements are expected, a buffer separation will be provided between the express and general purpose lanes to restrict access.

The current ETCC contracts (A09-007 for eastbound I-580 System Integration and A13-0092 for westbound I-580 System Integration) include scope of services for data collection, communication, dynamic pricing (real-time congestion pricing model), trip building based on toll transponder read, and hardware equipment for license plate capture (LPR). The scope also includes optical character recognition (OCR) software that will recognize the license plate characters and store them for further processing. The new or augmented scope will include the design, development, testing and implementation of an image capture review system (ICRS) that will use these images as part of a trip building process, when no transponder is read at the toll gantries. The image-based trip will be processed to possibly charge a toll when a matching account (an account match with the license plate number) is found or process a toll violation when no matching account is found. This ICRS process is expected to curtail toll violation and reduce revenue leakage.

Staff has been working with ETCC to develop a detailed scope of services for ICRS. The scope includes required system design, hardware, software, integration, testing, and communications network changes to incorporate the images into the trip building process, field installation, training and maintenance. Although the ICRS will be integrated

seamlessly with the dynamic processing system, new logic/business rules will be added for Alameda CTC to allow transponder to license plate matching on a trip-by-trip basis to avoid duplication between transponder-based and image-based trips.

In addition to the ICRS scope of services, the System Integrator will have to provide training, procure and maintain equipment/materials in hand and provide technical support and troubleshooting during the first-year warranty period prior to the agency accepting full responsibility of the toll facility operations. Staff deferred these services, including similar services for the base scope until the ICRS scope was fully developed and all hardware and software needs were fully evaluated.

I-580 Express lane will utilize the RCSC services for responding to customer inquiries and processing tolls and violation penalties. Staff has been working with Bay Area Toll Authority (BATA) to memorialize the regional customer service center (RCSC) scope of services. BATA is concurrently negotiating the scope of services with its contractor for the services. Their negotiations are expected to last until end of this calendar year. Any change to the RCSC scope will impact the business rules and ETCC's toll system interaction with the RCSC. To accommodate minor revisions to business rules and associated system design revisions, staff recommends inclusion of a contingency budget.

The table below outlines the cost breakdown of the proposed new scope of services.

Scope	I-580 EB Agmt. (A09-007)	I-580 WB Agmt. (A13-0092)
Image Capture Review System	\$1,740,000	
Test Bench Simulator	\$75,000	
Spare Equipment	\$345,000	\$190,000
Warranty Period	\$400,000	\$345,000
<i>Contingency</i>	<i>\$200,000</i>	
	\$2,760,000	\$535,000

ETCC will complete the new scope of services by October 15, 2015. This will enable the express lane facility to be opened to public in November 2015.

The project financial plan includes sufficient Measure B, Tri-valley Transportation Development, Regional Measure 2 and Interstate Maintenance Discretionary fund capacity to support these two amendments to the ETCC agreements.

Staff recommends that the Commission authorize the Executive Director to take all necessary contractual actions to amend ETCC's contracts to extend the termination date and include additional system integration services.

Fiscal Impact: The recommended action will authorize the executive director to execute amendments to ETCC Professional Services Agreements and subsequent expenditure, in the amount of \$3,295,000. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY2014-15 Operating and Capital Program Budget.

Attachments

- A. Summary of Agreement A09-007
- B. Summary of Agreement A13-0092

Staff Contact

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

[Kanda Raj](#), Project Controls Team

Summary of Agreement No. A09-007			
Contract Status	Work Description	Value	Total Not-to-Exceed Value
Original Contract	System integration for five limited ingress/egress access configuration, including system interaction with regional customer service center	\$6,319,027	\$6,319,027
Amendment No. 1	Revised toll system implementation (system integration) scope of services, based on near continuous access configuration	\$3,413,059	\$9,732,086
<i>Proposed Amendment No. 2*</i>	<i>Include new scope for automated toll violation enforcement, spare parts and warranty period services</i> <ul style="list-style-type: none"> • Amount • Time extension to November 30, 2016 (original contract expiration September 30, 2015) 	\$2,760,000*	\$12,492,086*
Total Amended Contract Not-to-Exceed Amount			\$12,492,086*

*- Subject to Commission's approval on September 25, 2014

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Summary of Agreement No. A13-0092			
Contract Status	Work Description	Value	Total Value, as amended
Original Contract	System integration for near continuous access implementation, including system interaction with regional customer service center	\$2,764,405	\$2,764,405
<i>Proposed Amendment No. 1*</i>	<i>Include new scope for automated toll violation enforcement, spare parts and warranty period services</i> <ul style="list-style-type: none"> • Time extension to November 30, 2016 (original contract expiration September 30, 2015) 	\$535,000*	\$3,299,405*
Total Amended Contract Not to Exceed Amount			\$3,299,405*

*- Subject to Commission's approval on September 25, 2014

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Memorandum

6.11

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: Route 84 – Expressway Widening (624.1/624.2): Contract Amendment to the Professional Services Agreement (Agreement No. A05-004) with URS Corporation

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A05-0004 with URS Corporation for an additional not-to-exceed amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a contract time extension to June 30, 2018.

Summary

The Alameda CTC is the implementing agency for the project development phase of the State Route 84 (SR84) Expressway Widening Project, North and South Segments (PN:624.1/624.2) from Jack London Boulevard to Ruby Hill Drive. The Alameda CTC retained URS Corporation to provide the necessary project development services to secure environmental approval, to complete the civil design, permitting and right-of-way acquisition, and to provide design support during construction for the project.

As a result of delays caused by right of way/utility issues, including drawn out negotiations with property owners and condemnation processes, the project has been subjected to changes in design standards and environmental requirements. The requested Amendment No. 3 to Agreement No. A05-0004 for an additional amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a contract time extension for two years to June 30, 2018 will allow URS Corporation to complete the extensive right-of-way acquisition process, address changes in design standards, perform environmental document revalidation and environmental permit updates and provide required design support during construction.

Background

The Alameda CTC retained URS Corporation to provide the necessary project development services to secure environmental approval, to complete civil design, permitting and right-of-way acquisition, and to provide design support during construction for the project for the SR84 Expressway Widening Project. The project will widen the existing two lane highway facility, from Jack London Boulevard to Ruby Hill Drive, to a four lane limited access controlled facility and will be delivered as two

construction packages: the North Segment, from Jack London Boulevard to north of Concannon Boulevard and the South Segment, from north of Concannon Boulevard to Ruby Hill Drive. Construction for the North Segment has just been completed. The South Segment is currently in the design and right-of-way acquisition phases.

As a result of delays caused by right of way/utility issues, including drawn out negotiations with property owners and in some cases, condemnation processes, the project has been subjected to changes in design standards and environmental requirements. The following additional required work was either not included in the original scope of the contract or significantly increased from the anticipated level of effort in the original scope:

- Update the 95% plans and specifications, previously submitted to Caltrans in 2012, to reflect the recently updated Caltrans design standards.
- Update right-of-way requirements and appraisal maps for certain parcels and update environmental technical studies, reports, environmental document and various permits to reflect the City of Livermore's scenic route requirements which impacted the underground and overhead strategies for the relocation alignment of the PG&E 60kV electrical transmission line in the environmentally sensitive areas in the vicinity of Ruby Hill.
- Increase right-of-way efforts including updating of appraisal reports and revising offers to reflect changing real estate market values, participating in extended negotiations and invoking the condemnation process.
- Development of a joint trench design for several relocated utilities and provide design coordination effort among various utility owners.
- Provide a higher level of design support during construction to address construction issues such as more complex utility relocations.

Due to the additional work described above and project phasing, the construction contract for the South Segment is now expected to complete in late 2017 with project closeout into summer 2018. The new schedule for the South Segment is as follows:

- Construction contract award – September 2015
- Construction complete - October 2017
- Project Closeout complete – June 2018

Table A shown on the following page provides a summary of the existing and proposed contract actions to Agreement No. A05-0004.

Staff recommends the execution of Amendment No. 3 to the Professional Services Agreement No. A05-0004 with URS Corporation for an additional not-to-exceed amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a time extension to June 30, 2018 to allow URS to complete the extensive right-of-way acquisition process, address changes in design standards, perform environmental document revalidation and environmental permit updates and provide a higher level of design support during construction.

Table A: Summary of Agreement No. A05-0004			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with URS Corporation (A05-0004) March 1, 2005	Project Approval and Environmental Clearance (PA&ED)	N/A	\$2,500,000
Amendment No. 1 July 26, 2007	Design, Right-of-Way Engineering and Design Services During Construction	\$8,750,000	\$11,250,000
Amendment No. 2 May 26, 2011	Additional Design, Right-of-Way Engineering and Right-of-Way Acquisition services	\$2,500,000	\$13,750,000
<i>Proposed</i> Amendment No. 3	Additional Design and Right-of-Way Engineering Acquisition services, Utility Design and Coordination Services and Design Services During Construction (This Agenda Item) <ul style="list-style-type: none"> • Amount • Time extension to June 30, 2018 (original contract expiration June 2016) 	\$1,000,000	\$14,750,000
Total Amended Contract Not-to-Exceed Amount			\$14,750,000

Fiscal Impact: The fiscal impact for approving this item is \$1,000,000. The action will authorize the encumbrance of additional project funding for subsequent expenditure. This budget is included in the appropriate project funding plans and has been included in the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

Staff Contact

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

[Susan Chang](#), Project Controls Team

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Memorandum

6.12

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0): Project Approval and Environmental Document (PA&ED)Phase

RECOMMENDATION: 1) Approve the top ranked firm and, 2) Authorize the Executive Director, or a designee of the Executive Director, to negotiate a Professional Services Agreement with the top ranked firm for the PA&ED Phase of the I-880 /Broadway-Jackson Interchange Improvement Project (PN 610.0).

Summary

Alameda CTC is the sponsor of the I-880/Broadway-Jackson Interchange Improvement Project, which proposes to identify access and operational improvements between I-880, I-980 and local Oakland streets; including access to and from the Posey/Webster Tubes which connect Oakland and the City of Alameda. The improvements are intended to enhance or replace access to and from the freeway in the area of the existing Broadway and Jackson Street interchanges.

On June 30, 2014, Alameda CTC issued a Request for Proposals (RFP) to retain a consultant to provide professional engineering services for the Project Approval & Environmental Document (PA&ED) Phase of the I-880/Broadway-Jackson Interchange Improvement Project. An optional pre-proposal meeting was held at the Alameda CTC offices on July 17, 2014, and by the proposal deadline of August 11, 2014, seven firms submitted proposals in response to the RFP.

The Selection Review Panel, comprised of representatives from Alameda CTC, the Cities of Oakland and Alameda, and Caltrans District 4, evaluated the proposals and shortlisted five firms to be interviewed. At the conclusions of the interview process, the Selection Review Panel recommended that HNTB Corporation (HNTB) to be selected as the top ranked firm.

Upon approval of HNTB as the top ranked firm, staff will review the consultant's cost proposal and negotiate and finalize the terms and conditions of the agreement. Should negotiations with the top ranked firm be successful, staff anticipates to return to the Commission in October with a recommendation to award the contract.

Background

The I-880/Broadway-Jackson Interchange Improvement Project is a 2000 Measure B capital project (ACTIA 10). The Project goal was to improve access to I-880 from Alameda and Oakland. A Caltrans Project Study Report (PSR) was prepared to identify and analyze several configuration options. The PSR was developed in collaboration with the Cities of Alameda and Oakland, and Caltrans. On January 27, 2011, in anticipation of the PSR's impending approval, the Commission authorized the Executive Director to issue a RFP for professional services to obtain environmental clearance for the Project. Due to concerns raised by members of the Oakland Chinatown Community and the lack of full consensus on the approved PSR, further Project development was suspended.

In September 2013, in an effort to move the Project to the next phase of development, and at the City of Alameda's request, the Commission approved the formation of an ad-hoc Project Advisory Committee (PAC). In addition to guiding the Project direction, the PAC provided a forum to address community concerns and build consensus.

The first PAC meeting was held in December 2013, and staff was directed to seek community stakeholder input on their needs for the Project. A community stakeholder meeting was held on January 29, 2014 to receive input on issues related to traffic, pedestrian safety and other transportation needs, to be addressed by a comprehensive traffic study for the area. Meeting participants included representatives from the Asian Health Services/Oakland Chinatown Coalition and the Chinatown Chamber of Commerce.

On June 30, 2014, Alameda CTC issued RFP No. A14-0051 for the I-880/Broadway-Jackson Interchange Improvement Project PA&ED Phase. Proposers were requested to submit proposals with the objective of delivering an approved Project Report and Environmental Document for the Project which could be certified by Caltrans and endorsed by the Cities of Alameda and Oakland, and by the community. Proposals were also to reflect the need for close coordination with the development of the Alameda CTC's Downtown Oakland Comprehensive Circulation Study. Under the requirements of Measure B and locally funded procurements, the Alameda CTC Local Business Contract Equity Program (LBCE) requirements were applied. Rankings would be established based upon an evaluation of the consultants' technical proposals against pre-established criteria outlined in the RFP and an Interview Stage.

An optional pre-proposal meeting was held at the Alameda CTC offices on July 17, 2014. 54 attendees, representing over 40 firms, were present at the event. Of the 40 firms, 28 were Local Business Enterprise (LBE) certified firms, 8 were Small Local Business Enterprise (SLBE) certified firms and 4 were Very Small Local Business Enterprise (VSLBE) certified firms. Alameda CTC received proposals from the following seven firms:

- AECOM
- CH2M Hill
- HNTB Corporation
- Parsons Transportation Group

- Rajappan & Meyer Consulting Engineers
- TYLIN International
- WMH Corporation

The Selection Review Panel, comprised of representatives from Alameda CTC, the Cities of Oakland and Alameda, and Caltrans District 4, evaluated the seven proposals and shortlisted five firms to be interviewed. Interviews were conducted on August 28, 2014, and at the conclusion of the interviews, the firms were ranked as follows:

Rank 1	HNTB
Rank 2	AECOM
Rank 3	CH2M Hill (Tied)
Rank 3	WMH Corporation (Tied)
Rank 5	Parsons Transportation Group
Rank 6	TYLIN International
Rank 7	Rajappan & Meyer Consulting Engineers

The Selection Review Panel selected HNTB as the top ranked firm because the team demonstrated a clear understanding of the Project and its challenges, offered solutions to overcome the challenges and presented a work plan addressing issues critical to ensuring a successful outcome for the Project. In addition to their technical strengths, HNTB, a certified LBE firm, demonstrated a firm commitment to the Alameda CTC LBCE program, with the proposed team committing 88 percent of the contract to LBE certified firms.

HNTB did not report a conflict with the Levine Act.

Staff Recommendation

Based on the Selection Review Panel's evaluation, staff recommends the approval of HNTB as the top ranked firm and authorization for the Executive Director, or a designee of the Executive Director, to negotiate a Professional Services Agreement with HNTB to complete the PA&ED phase of the I-880/Broadway-Jackson Interchange Improvement Project. Should negotiations with the top ranked firm be successful, staff anticipates to return to the Commission in October with an award recommendation.

Fiscal Impact

No significant impact.

Staff Contact

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

[Trinity Nguyen](#), Senior Transportation Engineer

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Memorandum

6.13

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: Time Extension Only Amendments

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

Summary

Alameda CTC enters into agreements with local, regional, state, and federal entities, as required, to provide the services necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

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

Background

Through the life of an agreement, situations may arise that warrant the need for a time extension. The most common and justifiable reasons include (1) project delays and (2) extended project closeout activities.

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

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

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

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

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A. Table A: Contract Time Extension Summary

Index No.	Agreement No.	Firm/Agency	Project/Services	Contract Amendment History	Time Request	Reason Code	Fiscal Impact
1	A05-0005	AC Transit	East Bay Bus Rapid Transit Project/Environmental and Design	A1: Additional budget and time for Environmental A2: Phase funding adjustment A3: Additional budget for Environmental A4: Added Design scope and associated budget A5: Additional budget and time for Design A1: Include Federal funds in project	1 year	2	None
2	04-2167	Caltrans	I-580 Westbound HOV Lane/Environmental, Design and Right-of-way		1 year	2	None

- (1) Project delays.
(2) Extended project closeout activities.

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Memorandum

6.14

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: Alameda CTC FY2013-14 Year-End Investment Report

RECOMMENDATION: Approve the Alameda CTC FY2013-14 Year-End Investment Report

Summary

The Quarterly Investment Report (Attachment A) provides market balance and average return on investment information including unrealized gains and losses in accordance with GASB 31 requirements for all cash and investments held by the Alameda CTC as of June 30, 2014. The report also shows market balances as of June 30, 2013 for comparison purposes. The *Portfolio Review for Quarter Ending June 30, 2014* (Attachment B) prepared by SunTrust Bank provides a review and outlook of current market conditions, an investment strategy to maximize return without compromising safety and liquidity and an overview of the strategy used to develop the bond proceeds portfolio. Alameda CTC investments are in compliance with the adopted investment policy as of June 30, 2014. Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

Activity

The following are key highlights of cash and investment information as of June 30, 2014:

- As of June 30, 2014, total cash and investments held by the Alameda CTC were \$392.2 million. Bond proceeds account for 29.8% of the total balance.
- The ACTA cash and investment balance decreased \$1.8 million or 1.4% from the prior year-end balance due to capital project expenditures. The ACTIA cash and investment balance increased \$143.0 million or 163.7% mostly due to the receipt of bond proceeds. The ACCMA cash and investment balance increased \$13.5 million or 57.3% primarily due to the timing between VRF collections and VRF program expenditures along with additional project related deferred revenue funds received.

- In June 2014, \$4.0 million was invested in the Certificate of Deposit Account Registry Service (CDARS) program through Fremont Bank, \$2.0 million each from the ACTA and ACTIA fund portfolios. These investments are in addition to those listed in the Fixed Income Portfolio as of June 30, 2014 (Attachment C).
- Investment yields have improved slightly with the return on investments for the Alameda CTC at 0.27% compared to the prior year's return of 0.23%. Return on investments were projected for the FY2013-14 budget year at varying rates ranging from 0.3% - 0.5% depending on investment type and did not account for a return on bond proceeds.

Fiscal Impact

There is no fiscal impact.

Attachments

- A. Consolidated Investment Report as of June 30, 2014
- B. Portfolio Review for Quarter Ending June 30, 2014 (provided by SunTrust Bank)
- C. Fixed Income Portfolio as of June 30, 2014

Staff Contact

[Patricia Reavey](#), Director of Finance

[Lily Balinton](#), Accounting Manager

Alameda CTC Consolidated Investment Report As of June 30, 2014							
ACTA	Un-Audited	Interest Earned			FY 2012-2013		
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	Investment Balance June 30, 2013	Interest earned FY 2012-2013
Checking Account	\$ 454,248	\$ 6	0.00%			\$ 967,484	\$ 35
State Treasurer Pool (LAIF) ⁽³⁾	38,065,337	109,227	0.29%			26,320,036	20,600
Investment Advisor ^{(1) (3)}	76,167,922	361,564	0.47%			89,195,725	279,439
Loan to ACCMA	10,000,000	-	-			10,000,000	-
ACTA Total	\$ 124,687,507	\$ 470,798	0.38%	\$ 430,000	\$ 40,798	\$ 126,483,244	\$ 300,074
						Approx. ROI	0.24%
ACTIA	Un-Audited	Interest Earned			FY 2012-2013		
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	Investment Balance June 30, 2013	Interest earned FY 2012-2013
Checking Account	\$ 6,352,690	\$ 175	0.00%			\$ 10,988,648	\$ 235
State Treasurer Pool (LAIF) ⁽³⁾	49,952,725	104,001	0.21%			32,414,238	43,022
Investment Advisor ^{(1) (3)}	57,375,116	94,181	0.16%			43,984,652	151,283
2014 Series A Bond Project Fund	96,425,107	56,107	0.17%			-	-
2014 Series A Bond Interest Fund	20,294,121	43,396	0.64%			-	-
ACTIA Total	\$ 230,399,758	\$ 297,861	0.22%	\$ 42,000	\$ 255,861	\$ 87,387,538	\$ 194,540
						Approx. ROI	0.22%
ACOMA	Un-Audited	Interest Earned			FY 2012-2013		
	Investment Balance	Interest earned	Approx. ROI	Budget	Difference	Investment Balance June 30, 2013	Interest earned FY 2012-2013
Checking Account	\$ 2,582,126	\$ -	0.00%			\$ 3,695,522	\$ -
State Treasurer Pool (LAIF) ⁽³⁾	29,067,965	49,920	0.17%			14,912,919	27,130
Project Deferred Revenue ^{(2) (3)}	15,444,536	36,129	0.23%			14,974,235	34,190
Loan from ACTA	(10,000,000)	-				(10,000,000)	-
ACOMA Total	\$ 37,094,627	\$ 86,049	0.23%	\$ -	\$ 86,049	\$ 23,582,675	\$ 61,320
						Approx. ROI	0.26%
ACTC TOTAL	\$ 392,181,892	\$ 854,707	0.27%	\$ 472,000	\$ 382,707	\$ 237,453,458	\$ 555,933

Notes:

- (1) See attachments for detail of investment holdings managed by Investment Advisor.
- (2) Project funds in deferred revenue are invested in LAIF with interest accruing back to the respective fund which include TVTC, San Leandro Marina, TCRP, PTMISEA and Cal EMA.
- (3) All investments are marked to market on the financial statements at the end of the fiscal year per GASB 31 requirements.
- (4) Alameda CTC investments are in compliance with the currently adopted investment policies.
- (5) Alameda CTC has sufficient cash flow to meet expenditure requirements over the next six months.

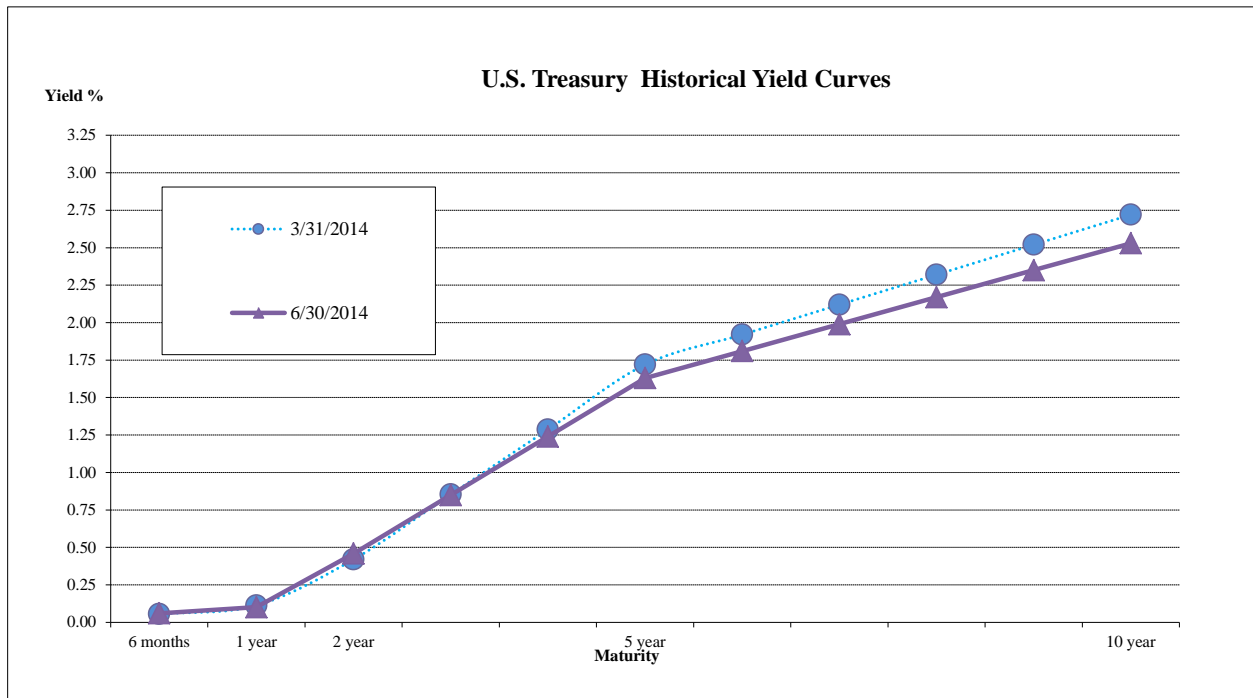
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Alameda County Transportation Commission

Portfolio Review for the Quarter Ending June 30, 2014

Fixed Income Market Review and Outlook

Interest rates were unchanged to modestly lower over the second quarter as the U.S. economy showed clear signs of rebounding from the weather induced slowdown earlier in the year. For the quarter as a whole, interest rates fell between 0 and 20 basis points with all of the declines concentrated in longer maturity securities.



Data Source: Bloomberg

From the perspective of an investor in the bond market, the quarter was notable more for the questions it raised than for those it answered. During the quarter the unemployment rate fell from 6.7% to 6.3%, inflationary indicators began to firm and confidence, both for business and individuals, rose. We also learned that the decline in the first quarter GDP figures was revised to a minus 2.9%, an unprecedented decline for an economy that is not in a recession. The decline in first quarter GDP was unusual in that it was accompanied by neither a drop in employment nor a large increase in unsold inventories. Indeed, the largest difference from expectations in the GDP data was the decline in health care spending after the implementation of the Affordable Care Act. Perhaps the biggest surprise for the market, however, was that interest rates didn't rise as expected given the improvement in the labor markets, the apparent rebound in the economy and the continued reduction in the pace of long-term bond buying by the Federal Reserve.

Markets are typically driven by one of two primary forces, flows and fundamentals. Flows refer to money flowing in and out of markets as the ever changing balance between buyers and sellers drive prices higher or lower. Fundamentals refer to the underlying conditions in a particular market that influence pricing. From a fundamental perspective a strengthening economy (expected to grow near 3.0% for the next 18 months), a declining employment rate (currently at 6.3% and expected to fall below 6.0% by the end of the year), and firming inflationary indicators would indicate that interest rates should be on the rise. From a flow perspective, events in Russia and the Ukraine, concerns of growth in China and Europe, fears of a decline in the Euro and the Yen and a declining federal budget deficit overwhelmed the impact of the Federal Reserve buying fewer bonds and resulted in an overall increase in the demand for bonds over the quarter.

SunTrust has long believed that ultimately the fundamental drivers of interest rates will take precedence over the short run influence of money flows. While the quarter witnessed strong money flows into the fixed income markets resulting in lower interest rates, the fundamentals of a stronger economy and improved labor markets were moving in the opposite direction.

We remain quite positive on the outlook for the economy, particularly here in the United States. There are several reasons for this including high profit margins, dwindling spare capacity, increased global competitiveness, the desire to upgrade equipment, modest inventory levels, loosening lending standards, excess cash on balance sheets, low interest rates and a lack of political obstructions. We believe strong economic growth will soon lead to a lower unemployment rate, higher interest rates and quite possibly rising inflation.

Strategy

Over the foreseeable future SunTrust expects interest rates to move gradually higher. Currently the portfolio's sensitivity to a change in interest rates is in line with that of the benchmark. The current low rate environment leaves the bond market without much of a yield cushion to avoid negative rates of returns should interest rates begin to rise more than already anticipated by the market.

Given our outlook and the current level of uncertainty in the markets, we are comfortable keeping the portfolio's exposure to a change in interest rates near that of the benchmark.

For the time being, we are recommending any surplus cash flows from maturing issues be rolled over into LAIF. As opportunities present themselves we will be strategically placing investments where we believe they can provide a higher return than LAIF.

As of the end of the quarter, the consolidated Alameda CTC portfolio consisted of 48.3% US Government Agency securities, 21.1% US Treasury securities, 20.3% High Grade Corporate Bonds, 9.2% Commercial Paper and 1.1% cash and cash equivalents.

Compliance with Investment Policy Statement

For the quarter ending June 30, 2014, the Alameda CTC portfolio was in compliance with the adopted investment policy statement.

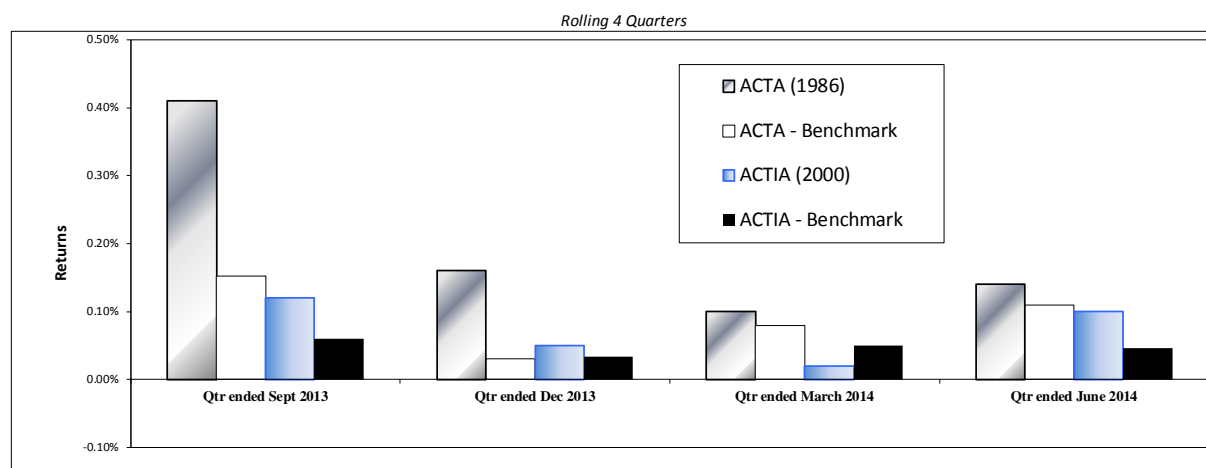
Budget Impact

The portfolio's performance is reported on a total economic return basis. This method includes the coupon interest, amortization of discounts and premiums, capital gains and losses and price changes (i.e., unrealized gains and losses). For the quarter ending June 30, the ACTA (1986 Measure B) portfolio returned **0.14%**. This compares to the benchmark return of **0.11%**. For the quarter ending June 30, the ACTIA (2000 Measure B) portfolio returned **0.10%**. This compares to the benchmark return of **0.04%**. The exhibit below shows the performance of the Alameda CTC's portfolios relative to their respective benchmarks.

The portfolio's yield to maturity, the return the portfolio will earn in the future if all securities are held to maturity is also reported. This calculation is based on the current market value of the portfolio including unrealized gains and losses. For the quarter ending June 30, the ACTA (1986 Measure B) portfolio's yield to maturity or call was **0.30%**. The benchmark's yield to maturity was **0.15%**. For the quarter ending June 30, the ACTIA (2000 Measure B) portfolio's yield to maturity or call was **0.19%**. The benchmark's yield to maturity was **0.09%**.

Alameda CTC

Quarterly Review - Account vs. Benchmark



Trailing 12 Months	Jul-13	Aug-13	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14	Inception to Date
MONTHLY PERFORMANCE DATA													
Alameda ACTA (1986)	0.34%	-0.01%	0.08%	0.09%	0.06%	0.01%	0.07%	0.05%	-0.02%	0.08%	0.06%	0.00%	0.81%
Alameda ACTIA (2000)	0.10%	0.00%	0.02%	0.03%	0.01%	0.01%	0.01%	-0.01%	0.02%	0.04%	0.05%	0.01%	0.29%
Benchmark - ACTA	0.08%	-0.01%	0.09%	0.03%	0.02%	-0.02%	0.06%	0.03%	-0.01%	0.06%	0.06%	-0.01%	0.37%
Benchmark - ACTIA	0.02%	0.02%	0.02%	-0.01%	0.01%	0.03%	0.02%	0.01%	0.02%	0.03%	0.01%	0.00%	0.18%

Bond Proceeds Portfolios

On March 4, 2014, in conjunction with the issuance of the Alameda County Transportation Commission Sales Tax Revenue Bonds, Series 2014, (the Series 2014 Bonds), Alameda CTC established both an **Interest Fund** and **Project Fund** at Union Bank of California, the Series 2014 Bond trustee. These portfolios were initially funded with \$20,335,886 in the Interest Fund and \$108,944,688 in the Project Fund, which was an amount net of the initial drawdown for bond related project costs incurred prior to closing.

As of June 30, 2014, \$12,414,529.46 had been distributed from the Project Fund. The quarter end values of the Interest and Project Funds, including unrealized gains and losses, were \$20,379,333.80 and \$96,586,094.44 respectively.

The portfolios were invested by buying allowable high grade fixed income securities whose maturities matched the anticipated cash outlays. As of June 30, 2014 the average life of the cash flows for the Interest Fund was roughly 1.7 years while the average life of the cash flows of the Project Fund was anticipated to be approximately 5 months.

One way to measure the anticipated return of the portfolios is their *yield to maturity*. This is the return the portfolio will earn in the future if all securities are held to maturity. This calculation is based on the current market value of the portfolio. For the quarter ending June 30, the Interest Fund portfolio's yield to maturity was **0.51%** and the Project Fund portfolio's yield to maturity was **0.15%**. By comparison, an investment in a U.S Treasury note of comparable average maturity at the end of the quarter would yield **0.35%** and **0.05%** respectively.

Another method of measuring the portfolio's yield to maturity is the yield of the portfolio at cost. This calculation is based on the value of the portfolio at cost and does not include any unrealized gains or losses as part of its computation. As of the end of the quarter the Interest Fund portfolio's rate of return on investments, at cost, was **0.51%** and the Project Fund portfolio's rate of return on investments, at cost, was **0.14%**. By comparison, an investment in a U.S Treasury note of comparable average maturity at time of initial investment would have yielded **0.33%** and **0.07%** respectively. Over time, as the shorter-term securities roll off and the higher yielding longer-term securities remain, the yield of the portfolio at original cost will rise.

For the quarter ending June 30, 2014, the Alameda CTC Series 2014 Bonds Interest Fund and Project Fund portfolios were invested in compliance with the Bond Indenture dated February 1, 2014.

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
ACTA 1986 Measure B
June 30, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
CORPORATE BONDS													
3,000,000	589331ap2	Merck & Co Inc 4.000% Due 06-30-15	A1	AA	104.21	3,126,180.00	103.64	3,109,230.00	0.00	3,109,230.00	4.2	0.35	1.0
3,500,000	94974bfe5	Wells Fargo 1.500% Due 07-01-15	A2	A+	101.28	3,544,660.00	101.13	3,539,473.00	26,104.17	3,565,577.17	4.8	0.37	1.0
3,500,000	46623ejr1	JPMorgan Chase & Co MTN BE 1.100% Due 10-15-15	A3	A	100.02	3,500,875.00	100.42	3,514,546.00	8,020.83	3,522,566.83	4.7	0.78	1.3
3,500,000	36962g4t8	GE Capital Corp MTN BE 2.250% Due 11-09-15	A1	AA+	102.62	3,591,700.00	102.29	3,580,097.50	11,156.25	3,591,253.75	4.8	0.56	1.3
1,600,000	06406heg2	Bank New York MTN BE 0.700% Due 03-04-16	A1	A+	99.82	1,597,200.00	100.20	1,603,168.00	3,608.89	1,606,776.89	2.2	0.58	1.7
900,000	064159bv7	Bank of Nova Scotia 0.950% Due 03-15-16	Aa2	A+	100.21	901,854.00	100.60	905,412.60	2,493.75	907,906.35	1.2	0.60	1.7
CORPORATE BONDS Total								16,251,927.10	51,383.89	16,303,310.99	22.0	0.53	1.2
GOVERNMENT AGENCY ISSUES													
3,319,000	31398a3g5	Federal Natl Mtg Assn 1.500% Due 09-08-14	Aaa	AA+	101.68	3,374,626.44	100.26	3,327,566.34	15,488.67	3,343,055.01	4.5	0.13	0.2
2,500,000	3135g0dw0	Federal Natl Mtg Assn 0.625% Due 10-30-14	Aaa	AA+	100.59	2,514,650.00	100.18	2,504,587.50	2,604.17	2,507,191.67	3.4	0.07	0.3
1,775,000	3134g3h78	Federal Home Loan Mtg Corp 0.350% Due 12-05-14	Aaa	AA+	100.15	1,777,593.28	100.10	1,776,831.80	431.42	1,777,263.22	2.4	0.11	0.4
5,000,000	3134g4er5	Federal Home Loan Mtg Corp 0.500% Due 08-19-15	Aaa	AA+	100.01	5,000,550.00	100.04	5,002,060.00	9,097.22	5,011,157.22	6.7	0.46	1.1
700,000	3135g0nv1	Federal Natl Mtg Assn 0.500% Due 09-28-15	Aaa	AA+	100.40	702,814.00	100.33	702,335.90	894.44	703,230.34	0.9	0.23	1.2
5,000,000	3135g0xh1	Federal Natl Mtg Assn 0.500% Due 05-20-16	Aaa	AA+	99.54	4,977,000.00	99.95	4,997,655.00	2,777.78	5,000,432.78	6.7	0.52	1.9
675,000	3133834r9	Federal Home Loan Banks 0.375% Due 06-24-16	Aaa	AA+	99.69	672,934.50	99.72	673,117.42	42.19	673,159.61	0.9	0.52	2.0
GOVERNMENT AGENCY ISSU Total								18,984,153.96	31,335.89	19,015,489.85	25.6	0.33	1.0
GOVERNMENT BONDS													
500,000	912828ud0	United States Treas Nts 0.125% Due 12-31-14	Aaa	AA+	100.00	500,000.00	100.02	500,097.50	0.00	500,097.50	0.7	0.09	0.5
11,000,000	912828uw8	United States Treas Nts 0.250% Due 04-15-16	Aaa	AA+	99.56	10,951,875.00	99.77	10,974,645.00	5,710.38	10,980,355.38	14.8	0.38	1.8
3,000,000	912828vc1	United States Treas Nts 0.250% Due 05-15-16	Aaa	AA+	99.70	2,990,859.36	99.72	2,991,564.00	937.50	2,992,501.50	4.0	0.40	1.9
GOVERNMENT BONDS Total								14,466,306.50	6,647.88	14,472,954.38	19.5	0.37	1.8

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
ACTA 1986 Measure B
June 30, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
GOVERNMENT BONDS - ZERO COUPON													
3,200,000	313385zz2	Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.99	3,199,724.44	100.00	3,199,923.20	0.00	3,199,923.20	4.3	0.03	0.1
		0.000% Due 07-30-14											
1,500,000	313385a30	Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.96	1,499,422.50	100.00	1,499,961.00	0.00	1,499,961.00	2.0	0.03	0.1
		0.000% Due 08-01-14											
3,000,000	313385a89	Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.96	2,998,807.50	100.00	2,999,910.00	0.00	2,999,910.00	4.0	0.03	0.1
		0.000% Due 08-06-14											
1,000,000	313389g23	Federal Natl Mtg Assn Disc Nt	Aaa	AA+	99.95	999,550.00	99.99	999,913.00	0.00	999,913.00	1.3	0.04	0.2
		0.000% Due 09-17-14											
1,500,000	313385l79	Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.97	1,499,603.33	99.98	1,499,760.00	0.00	1,499,760.00	2.0	0.05	0.3
		0.000% Due 10-24-14											
1,500,000	313385r24	Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.96	1,499,454.58	99.97	1,499,625.00	0.00	1,499,625.00	2.0	0.06	0.4
		0.000% Due 11-28-14											
5,000,000	313397u25	Federal Home Loan Mtg Corp Disc Nt	Aaa	AA+	99.96	4,997,775.00	99.97	4,998,310.00	0.00	4,998,310.00	6.7	0.07	0.5
		0.000% Due 12-22-14											
		GOVERNMENT BONDS - ZER Total				16,694,337.35		16,697,402.20	0.00	16,697,402.20	22.5	0.05	0.3
COMMERCIAL PAPER													
3,500,000	89233hkq6	Toyota Motor Credit Corp 0.000% Due 10-24-14	P-1	A-1+	99.96	3,498,727.33	99.96	3,498,600.00	0.00	3,498,600.00	4.7	0.13	0.3
3,500,000	36959jlq4	GE Capital Corp 0.000% Due 11-24-14	P-1	A-1+	99.93	3,497,713.33	99.93	3,497,725.00	0.00	3,497,725.00	4.7	0.16	0.4
		COMMERCIAL PAPER Total				6,996,440.66		6,996,325.00	0.00	6,996,325.00	9.4	0.14	0.4
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				773,962.65		773,962.65		773,962.65	1.0		
	cash	Cash Account Balance				133.53		133.53		133.53	0.0		
		CASH AND EQUIVALENTS Total				774,096.18		774,096.18		774,096.18	1.0		
TOTAL PORTFOLIO							74,190,245.77	74,170,210.94	89,367.66	74,259,578.60	100.0	0.30	1.0

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
ACTIA 2000 Measure B
June 30, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
CORPORATE BONDS													
3,000,000	03523b11	Anheuser-Busch InBev Worldwide	A2	A	100.44	3,013,080.00	100.05	3,001,368.00	20,750.00	3,022,118.00	5.4	0.33	0.0
2,000,000	91159hg8	1.500% Due 07-14-14 US Bancorp MTNS BE	A1	A+	102.70	2,053,980.00	101.93	2,038,636.00	20,300.00	2,058,936.00	3.7	0.29	0.7
2,500,000	94974bfe5	3.150% Due 03-04-15 Wells Fargo	A2	A+	101.27	2,531,750.00	101.13	2,528,195.00	18,645.83	2,546,840.83	4.6	0.37	1.0
2,400,000	36962g5z3	1.500% Due 07-01-15 GE Capital Corp MTN BE	A1	AA+	101.44	2,434,488.00	101.27	2,430,525.60	19,283.33	2,449,808.93	4.4	0.36	1.0
		1.625% Due 07-02-15											
		CORPORATE BONDS Total				10,033,298.00		9,998,724.60	78,979.17	10,077,703.77	18.2	0.34	0.6
GOVERNMENT AGENCY ISSUES													
5,000,000	3135g0hg1	Federal Natl Mtg Assn	Aaa	AA+	100.22	5,010,850.00	100.17	5,008,545.00	5,416.67	5,013,961.67	9.0	0.13	0.7
1,500,000	3134g36g0	0.375% Due 03-16-15 Federal Home Loan Mtg Corp	Aaa	AA+	100.19	1,502,806.50	100.16	1,502,437.50	1,487.50	1,503,925.00	2.7	0.12	0.7
1,000,000	3137eadd8	0.350% Due 03-18-15 Federal Home Loan Mtg Corp	Aaa	AA+	100.36	1,003,600.00	100.29	1,002,882.00	1,013.89	1,003,895.89	1.8	0.14	0.8
		0.500% Due 04-17-15											
		GOVERNMENT AGENCY ISSU Total				7,517,256.50		7,513,864.50	7,918.06	7,521,782.56	13.6	0.13	0.7
GOVERNMENT BONDS													
2,870,000	912828d7	United States Treas Nts	Aaa	AA+	100.02	2,870,560.55	100.00	2,870,000.00	1,486.53	2,871,486.53	5.2	0.12	0.1
10,000,000	912828uw8	0.125% Due 07-31-14 United States Treas Nts	Aaa	AA+	99.57	9,957,048.00	99.77	9,976,950.00	5,191.26	9,982,141.26	18.0	0.38	1.8
		0.250% Due 04-15-16											
		GOVERNMENT BONDS Total				12,827,608.55		12,846,950.00	6,677.79	12,853,627.79	23.2	0.32	1.4
GOVERNMENT BONDS - ZERO COUPON													
2,130,000	313385zz2	Federal Home Loan Bank	Aaa	AA+	99.97	2,129,313.67	100.00	2,129,948.88	0.00	2,129,948.88	3.8	0.03	0.1
		Cons Disc Nt											
4,800,000	313385d52	0.000% Due 07-30-14 Federal Home Loan Bank	Aaa	AA+	99.99	4,799,340.00	100.00	4,799,769.60	0.00	4,799,769.60	8.7	0.03	0.2
		Cons Disc Nt											
5,000,000	313589g23	0.000% Due 08-27-14 Federal Natl Mtg Assn Disc	Aaa	AA+	99.95	4,997,750.00	99.99	4,999,565.00	0.00	4,999,565.00	9.0	0.04	0.2
		Nt											
5,000,000	313397f41	0.000% Due 09-17-14 Federal Home Loan Mtg	Aaa	AA+	99.94	4,997,150.00	99.98	4,999,220.00	0.00	4,999,220.00	9.0	0.05	0.3
		Corp Disc Nt											
		0.000% Due 10-21-14											

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
ACTIA 2000 Measure B
June 30, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Duration
2,500,000	313397u25	Federal Home Loan Mtg Corp Disc Nt 0.000% Due 12-22-14	Aaa	AA+	99.96	2,498,887.50	99.97	2,499,155.00	0.00	2,499,155.00	4.5	0.07	0.5
GOVERNMENT BONDS - ZER Total													
						19,422,441.17		19,427,658.48	0.00	19,427,658.48	35.0	0.04	0.2
COMMERCIAL PAPER													
2,500,000	36959jlq4	GE Capital Corp 0.000% Due 11-24-14	P-1	A-1+	99.93	2,498,366.67	99.93	2,498,375.00	0.00	2,498,375.00	4.5	0.16	0.4
2,500,000	89233hns9	Toyota Motor Credit Corp 0.000% Due 01-26-15	P-1	A-1+	99.89	2,497,337.50	99.89	2,497,250.00	0.00	2,497,250.00	4.5	0.19	0.6
COMMERCIAL PAPER Total													
						4,995,704.17		4,995,625.00	0.00	4,995,625.00	9.0	0.18	0.5
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				594,475.45		594,475.45		594,475.45	1.1		
	cash	Cash Account Balance				102.04		102.04		102.04	0.0		
		CASH AND EQUIVALENTS Total				594,577.49		594,577.49		594,577.49	1.1		
TOTAL PORTFOLIO													
						55,390,885.88		55,377,400.07	93,575.01	55,470,975.08	100.0	0.19	0.7

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
Interest Fund
June 30, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
CORPORATE BONDS													
1,000,000	46625hhp8	JPMorgan Chase & Co 3.700% Due 01-20-15	A3	A	102.83	1,028,270.00	101.77	1,017,713.00	16,444.44	1,034,157.44	5.1	0.50	0.5
1,000,000	713448ca4	PepsiCo Inc 0.700% Due 08-13-15	A1	A-	100.48	1,004,800.00	100.28	1,002,803.00	2,663.89	1,005,466.89	4.9	0.45	1.1
950,000	17275rac6	Cisco Systems Inc 5.500% Due 02-22-16	A1	AA-	109.62	1,041,409.00	108.07	1,026,702.05	18,577.78	1,045,279.83	5.1	0.56	1.6
1,000,000	084664bx8	Berkshire Hathaway Fin Corp 0.950% Due 08-15-16	Aa2	AA	100.76	1,007,570.00	100.54	1,005,367.00	3,562.50	1,008,929.50	5.0	0.70	2.1
1,000,000	69353rcg1	PNC Bank NA Pitt PA 1.125% Due 01-27-17	A2	A	100.05	1,000,550.00	100.28	1,002,778.00	4,750.00	1,007,528.00	4.9	1.02	2.5
950,000	478160aq7	Johnson & Johnson 5.550% Due 08-15-17	Aaa	AAA	115.02	1,092,709.00	113.92	1,082,259.95	19,771.87	1,102,031.82	5.4	1.01	2.9
						6,175,308.00							
						CORPORATE BONDS Total	6,137,623.00		65,770.49	6,203,393.49	30.4	0.71	1.8
GOVERNMENT BONDS													
600,000	912828t4	United States Treas Nts 0.250% Due 08-31-14	Aaa	AA+	100.08	600,468.75	100.03	600,163.80	497.28	600,661.08	2.9	0.09	0.2
1,800,000	912828se1	United States Treas Nts 0.250% Due 02-15-15	Aaa	AA+	100.10	1,801,804.69	100.11	1,801,969.20	1,678.18	1,803,647.38	8.9	0.08	0.6
1,800,000	912828vu1	United States Treas Nts 0.375% Due 08-31-15	Aaa	AA+	100.21	1,803,796.88	100.25	1,804,500.00	2,237.77	1,806,737.77	8.9	0.16	1.2
1,800,000	912828b82	United States Treas Nts 0.250% Due 02-29-16	Aaa	AA+	99.82	1,796,695.31	99.90	1,798,241.40	1,491.85	1,799,733.25	8.8	0.31	1.7
1,800,000	912828vr8	United States Treas Nts 0.625% Due 08-15-16	Aaa	AA+	100.15	1,802,671.88	100.24	1,804,359.37	4,195.44	1,808,554.82	8.9	0.51	2.1
1,800,000	912828b74	United States Treas Nts 0.625% Due 02-15-17	Aaa	AA+	99.75	1,795,429.67	99.75	1,795,500.00	4,195.44	1,799,695.44	8.8	0.72	2.6
1,540,000	912828tm2	United States Treas Nts 0.625% Due 08-31-17	Aaa	AA+	98.58	1,518,163.28	98.91	1,523,155.48	3,190.90	1,526,346.38	7.5	0.98	3.1
750,000	912828ur9	United States Treas Nts 0.750% Due 02-28-18	Aaa	AA+	98.00	734,970.70	98.43	738,222.66	1,864.81	740,087.47	3.6	1.19	3.6
						GOVERNMENT BONDS Total	11,866,111.91		19,351.67	11,885,463.58	58.3	0.47	1.9
GOVERNMENT BONDS - ZERO COUPON													
1,000,000	313385d52	Federal Home Loan Bank Cons Disc Nt 0.000% Due 08-27-14	Aaa	AA+	99.96	999,619.86	100.00	999,952.00	0.00	999,952.00	4.9	0.03	0.2
						GOVERNMENT BONDS - ZER Total	999,952.00		0.00	999,952.00	4.9	0.03	0.2
COMMERCIAL PAPER													
1,000,000	19121bhu6	Coca-Cola Co 0.000% Due 08-28-14	P-1	A-1+	99.94	999,370.00	99.98	999,800.00	0.00	999,800.00	4.9	0.12	0.2
						COMMERCIAL PAPER Total	999,800.00		0.00	999,800.00	4.9	0.12	0.2

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
Interest Fund
June 30, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				290,715.13		290,715.13		290,715.13	1.4		
	cash	Cash Account Balance				9.60		9.60		9.60	0.0		
		CASH AND EQUIVALENTS Total				290,724.73		290,724.73		290,724.73	1.4		
TOTAL PORTFOLIO						20,319,023.75		20,294,211.64	85,122.16	20,379,333.80	100.0	0.51	1.7

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
Project Fund
June 30, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
CORPORATE BONDS													
4,000,000	035234b11	Anheuser-Busch InBev Worldwide	A2	A	100.44	4,017,440.00	100.05	4,001,824.00	27,666.67	4,029,490.67	4.2	0.33	0.0
4,000,000	459200gz8	1.500% Due 07-14-14 Intl Business Machines	Aa3	AA-	100.45	4,017,840.00	100.20	4,007,932.00	5,833.33	4,013,765.33	4.2	0.28	0.3
4,000,000	46625hhp8	0.875% Due 10-31-14 JPMorgan Chase & Co	A3	A	102.83	4,113,080.00	101.77	4,070,852.00	65,777.78	4,136,629.78	4.3	0.50	0.5
4,000,000	94974beu0	3.700% Due 01-20-15 Wells Fargo Co MTN BE	A2	A+	103.58	4,143,280.00	102.58	4,103,340.00	30,208.33	4,133,548.33	4.3	0.35	0.8
3,900,000	589331ap2	3.625% Due 04-15-15 Merck & Co Inc	A1	AA	104.59	4,079,127.00	103.64	4,041,999.00	0.00	4,041,999.00	4.2	0.35	1.0
		4.000% Due 06-30-15 CORPORATE BONDS Total				20,370,767.00		20,225,947.00	129,486.11	20,355,433.11	21.1	0.36	0.5
GOVERNMENT BONDS													
4,000,000	912828tf7	United States Treas Nts 0.125% Due 07-31-14	Aaa	AA+	100.02	4,000,781.25	100.00	4,000,000.00	2,071.82	4,002,071.82	4.1	0.12	0.1
10,000,000	912828rz5	United States Treas Nts 0.250% Due 01-15-15	Aaa	AA+	100.11	10,010,742.19	100.09	10,009,380.00	11,464.09	10,020,844.09	10.4	0.08	0.5
12,000,000	912828sp6	United States Treas Nts 0.375% Due 04-15-15	Aaa	AA+	100.24	12,028,593.75	100.22	12,026,256.00	9,344.26	12,035,600.26	12.5	0.10	0.8
8,000,000	912828vn7	United States Treas Nts 0.250% Due 07-31-15	Aaa	AA+	100.08	8,006,562.50	100.11	8,008,440.00	8,287.29	8,016,727.29	8.3	0.15	1.1
		GOVERNMENT BONDS Total				34,046,679.69		34,044,076.00	31,167.47	34,075,243.47	35.3	0.11	0.7
GOVERNMENT BONDS - ZERO COUPON													
11,000,000	313589yv7	Federal Natl Mtg Assn Disc Nt	Aaa	AA+	100.00	10,999,990.83	100.00	10,999,978.00	0.00	10,999,978.00	11.4	0.02	0.0
5,000,000	313385zz2	0.000% Due 07-03-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	99.97	4,998,388.90	100.00	4,999,880.00	0.00	4,999,880.00	5.2	0.03	0.1
5,000,000	313385c46	0.000% Due 07-30-14 Federal Home Loan Bank Cons Disc Nt	Aaa	AA+	100.00	4,999,829.86	100.00	4,999,800.00	0.00	4,999,800.00	5.2	0.03	0.1
12,000,000	313397141	0.000% Due 08-18-14 Federal Home Loan Mtg Corp Disc Nt	Aaa	AA+	99.94	11,993,160.00	99.98	11,998,128.00	0.00	11,998,128.00	12.4	0.05	0.3
		GOVERNMENT BONDS - ZER Total				32,991,369.59		32,997,786.00	0.00	32,997,786.00	34.2	0.03	0.2
COMMERCIAL PAPER													
3,000,000	89233hg81	Toyota Motor Credit Corp 0.000% Due 07-08-14	P-1	A-1+	99.96	2,998,770.00	99.99	2,999,700.00	0.00	2,999,700.00	3.1	0.45	0.0
		COMMERCIAL PAPER Total				2,998,770.00		2,999,700.00	0.00	2,999,700.00	3.1	0.45	0.0

SunTrust Bank
FIXED INCOME PORTFOLIO
Alameda CTC
Project Fund
June 30, 2014

Par Value	Symbol	Security	Moody Rating	S&P Rating	Unit Cost	Total Cost	Price	Market Value	Accrued Interest	Market Value +Accr.Int.	Pct. Assets	Yield To Mat.	Dura- tion
CASH AND EQUIVALENTS													
	61747c70s	Morgan Stanley Government Inst				1,157,417.76		1,157,417.76		1,157,417.76	1.2		
	cash	Cash Account Balance				5,000,514.10		5,000,514.10		5,000,514.10	5.2		
		CASH AND EQUIVALENTS Total				6,157,931.86		6,157,931.86		6,157,931.86	6.4		
TOTAL PORTFOLIO						96,565,518.14		96,425,440.86	160,653.58	96,586,094.44	100.0	0.15	0.4



Memorandum

6.15

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: Update on Banking Services Analysis and Activities – Local Banks

RECOMMENDATION: Receive an update on banking services analysis and activities related to local banks.

Summary

During recent Finance and Administration Committee (FAC) meetings, the FAC has expressed an interest in the Alameda CTC looking into the possibility of doing business with local banks. As a result of staff's analysis, the Alameda CTC has recently established a \$4 million Certificate of Deposit Account Registry Service (CDARS) investment program with Fremont Bank, which is headquartered in Fremont, CA. In addition, the Alameda CTC currently maintains a credit card account through Community Bank of the Bay, which is headquartered in Oakland, CA.

Background

During the analysis process, Alameda CTC looked into doing business with several local banks including: Community Bank of the Bay, Fremont Bank, Metropolitan Bank, One PacificCoast Bank, FSB, United Labor Bank and Valley Community Bank. Concurrently, staff also looked into a CDARS program for the investment portfolio as the CDARS program is a strong investment in the current market based on the Alameda CTC's portfolio duration needs, and its ability to provide additional Federal Depository Insurance Corporation (FDIC) coverage. Alameda CTC's investment advisor contacted each of the local banks listed above on the Alameda CTC's behalf to get quotes for the CDARS program, the results of which provided an indication of each bank's desire to establish a business relationship with the Alameda CTC. Those with interest in establishing a business relationship provided much more favorable quotes whereas some simply stated that they were not interested. After completing due diligence to ensure financial stability of each of the interested local banks, final quotes were solicited from Fremont Bank and One PacificCoast Bank, FSB. Ultimately the rate quote received from Fremont Bank was the most favorable; therefore staff moved forward in establishing a CDARS account with Fremont Bank and deposited \$4 million in the CDARS program through Fremont Bank.

Staff continued the analysis by comparing costs based on actual activity with our current providers, Wells Fargo Bank, N.A. and MUFG Union Bank, for the two most recent months of activity available for other Alameda CTC banking service needs with the two local banks that genuinely showed an interest in working with the Alameda CTC. The comparison included more common needs, which incur costs that run through a monthly analysis statement where Alameda CTC receives an earnings credit based on balances to offset costs, and custodial services, which provides custody services for our investment portfolios.

Trustee services were competitively bid as part of the bond process earlier this year and will remain with our current provider, MUFG Union Bank, as Union Bank is named as the Trustee in the bond documents.

The conclusion of the additional analysis was that it would not make economic sense to move the balance of the Alameda CTC's banking relationship to a local bank. Nor would it make economic sense to change the Alameda CTC's current custodial service provider. While the analysis showed that there may be savings to be had related to the more common services over the current MUFG Union Bank provider, savings would be most significant, and it would be most cost effective, if the two accounts currently held at MUFG Union Bank were consolidated with all other accounts that run through analysis at Wells Fargo Bank, N.A. This consolidation could save Alameda CTC approximately \$15,000 annually. Staff plans to move forward in implementing this consolidation expeditiously.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC Summary of Banking Service Needs

Staff Contact

[Patricia Reavey](#), Director of Finance

Alameda County Transportation Commission

Summary of Banking Service Needs

The following services are run through analysis monthly with earnings offsetting fees.

Earnings Allowance

Rate	Current earning rate
------	----------------------

Balance & Compensation Information

Recoupment of FDIC Insurance Costs	Rate
------------------------------------	------

General Account Services

Account Maintenance	Monthly Fee Per Account
Statement with Images	Monthly Fee Per Account
Desktop Deposit Credit Posted	Per Item Fee
Debits Posted	Per Item Fee
Credits Posted	Per Item Fee
Banking Transfers	Per Item Fee

Depository Services

Desktop Deposit on Bank	Per Item Fee
Other Desktop Deposit	Per Item Fee
Check Deposited on Bank	Per Item Fee
Other Deposited Checks	Per Item Fee
Remote Deposit	Per Item Fee

Paper Disbursement Services

Positive Pay	Monthly Fee Per Account
Positive Pay Item Fee	Per Item Fee
Positive Pay Checks Paid	Per Item Fee
Other Checks Paid	Per Item Fee
Online Check Search	Per Item Fee

Paper Disbursement Reconciliation Services

Upload of Positive Pay	Per Item Fee
Optional Reports	Per Item Fee
Aged Issue Records	Per Item Fee
Monthly Statement (online)	Monthly Fee Per Account

General ACH Services

Electronic (non-ACH) Credits Posted	Per Item Fee
ACH Originated – Memo Entries	Per Item Fee
ACH Received Item	Per Item Fee
ACH Payments Online Batch Release	Per Batch Fee
Internet ACH One Day Item	Per Item Fee
Internet ACH Two Day Item	Per Item Fee

Internet ACH Base Fee	Monthly Fee
-----------------------	-------------

Wire and Other Fund Transfer Services

Wire In Domestic	Per Item Fee
Wire Template Storage	Monthly Fee
Wire Out Domestic (online)	Per Item Fee

Information Services

Online Basic Banking (1 st Account)	Monthly Fee
Online Basic Banking (Additional Accounts)	Monthly Fee Per Account

Other Services

Download of all Cancelled Check Images	Per Item Fee
Download of all Transactions	Monthly Fee

Additional Banking Services not run through monthly analysis:

Credit Card Services

Credit Limit
Annual Fee
Interest Rate for Purchases
Other Fees

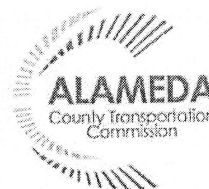
Custodial Services

Monthly Base Fee
Holding Fee (per item)
Deposit Transactions (per item)
Monthly Minimum Fee
CDARS (return rate)

Trustee Services

Annual Trustee Fee
Annual Dissemination Agent Fee
Out-of-Pocket Expenses

Application for the Alameda CTC Citizens Watchdog Committee (CWC)



Alameda CTC invites Alameda County residents to serve on its **Citizens Watchdog Committee**, which meets quarterly on the second Monday of the month 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: Matt Turner
 Home Address: [REDACTED]
 Mailing Address (if different): [REDACTED]
 Phone: (home) [REDACTED] (work) [REDACTED] (fax) N/A

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 :** Please include your current biography or resume.

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

Signature [Signature] Date 9-11-2014

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

Appointing Party:

Signature: [Signature]
 Date: 9/12/14

Matt Turner

1. Commission/Committee Experience

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

2. Statement of Qualifications

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

3. Relevant Work or Volunteer Experience

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

4. Specific Bicycle and/or Pedestrian Experience

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



Memorandum

6.17

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities.

Summary

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

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

Background

Federal Update

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

Highway Trust Fund: On July 31, by a vote of 81-13, the Senate passed a clean version of the original House bill to keep the Highway Trust Fund solvent through May 2015. This came hours after the House voted 272-150 for the same bill. President Obama signed the bill into law in August, averting a stoppage of the highway trust fund payments. If this stopgap funding measure did not pass, the U.S. Department of Transportation was expected to initiate significant cuts, beginning the first part of August, in reimbursements to states for highway

and transit programs. Passage of this bill came after several days of shuffling the bill back and forth between the House and Senate with various amendments.

The first move came from the Senate, which passed the original House bill (H.R. 5021) by a vote of 79-18, after attaching several amendments to it. One amendment, adopted 71-26, would have replaced some of the offsets in the House bill with slightly different offsets. Another amendment, adopted 66-31, would have reduced the length of the stopgap from lasting until May 2015 to lasting until mid-December 2015, which would have effectively forced lawmakers to vote on a longer-term measure during the lame duck session. Two amendments were rejected. An amendment by Senator Pat Toomey would have exempted some reconstruction projects damaged in declared emergencies from environmental reviews and permit requirements. Another amendment by Senator Mike Lee would have devolved almost all transportation funding responsibilities to the states.

On July 31, the House voted 272-150 to strip out the approved Senate amendments to H.R. 5021, in order to extend the HTF funding through May 2015, with \$10.8 billion. The Senate was prepared to dig in for a fight until the Congressional Budget Office discovered a math error which made the Senate bill actually \$2.8 billion short of what the patch required. Running out of time before the August recess, and with other issues left to be dealt with, Senate leaders reluctantly called for a vote on the House bill, which ultimately passed 81-13.

Members of Congress return to Washington from their five week break after Labor Day.

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.

Legislature End of Session: The Legislature left town for Summer Recess on July 3rd and returned on August 4th. Recess was filled with negotiations on the water bond and proposals mandating the regulation of groundwater supplies and initial hearings on the development of various cap & trade program guidelines were held.

Since their return in early August, the Legislature has been addressing the fiscal committee deadline whereby all bills had to be out of the Appropriations Committees by August 16th. The remainder of the month included lengthy floor sessions, and the end of session actions that accompany the end of the two-year session. The Legislature adjourned the 2013-14 session by midnight on August 31st.

Cap and Trade: For the 2014-15 fiscal year, the budget appropriates \$872 million of Cap and Trade funds. This amount includes a \$100 million payment on the loan taken from the cap and trade account last year, which means the Governor assumes auction revenue will only generate approximately \$772 million next year. Many expect Cap and Trade auction revenue in 2014-15 will far exceed \$1 billion, particularly with the fuels on transportation coming on line in January 2015 as part of the Cap and Trade program. Table 1 summarizes FY 14-15 Cap and Trade amounts and future allocation percentages.

Table 1: 2014-15 Cap and Trade Funding

Program	Administering Agency	FY 14-15	Future Years
Sustainable Communities and Clean Transportation			
High Speed Rail	High Speed Rail	\$250.0	25%
Transit and Intercity Rail Capital Program	CalSTA	\$25.0	10%
Low Carbon Transit Operations	Caltrans/California Air Resources Board (CARB)	\$25.0	5%
Affordable Housing and Sustainable Communities	Strategic Growth Council	\$130.0	20% (split evenly)
Low Carbon Transportation	CARB	\$200.0	Annual appropriation
Energy Efficiency and Clean Energy			
Energy efficiency upgrades/Weatherization	Dept. of Community Services and Development	\$75.0	Annual appropriation
Agricultural Energy and Operational Efficiency	Dept. of Food and Agriculture	\$15.0	
Energy efficiency for buildings	Energy Commission	\$20.0	
Natural Resources and Waste Diversion			
Water Action Plan - Water-Energy Efficiency (SB 103 has been appropriated)	Dept. of Fish and Wildlife	\$40.0	Annual appropriation
Water Action Plan - Wetlands and Watershed Restoration	Dept. of Fish and Wildlife	\$25.0	
Fire Prevention and Urban Forests	Dept. of Forestry and Fire Protection	\$42.0	
Waste Diversion	Cal Recycle	\$25.0	
Total		\$872.0	

Future Year Cap and Trade Allocations: For the 2015/16 fiscal year and beyond the package would allocate all Cap and Trade revenue based on the percentages as shown in Table 1 and as described below. Each of these programs will be continuously appropriated except for the 40% pot of funds.

- 20% for housing and Sustainable Communities Strategies projects. Half of these funds must be used for affordable housing projects. The remaining funds would be used to implement sustainable communities plans. The Strategic Growth Council (SGC) would administer these funds, and would be responsible for developing guidelines and selection criteria for this competitive grant program. The language also states that the SGC shall coordinate with metropolitan planning commissions to identify and recommend projects. This program has goal of expediting 50% of these funds on projects that benefit disadvantaged communities.
- 10% for transit capital and intercity rail projects. The California Transportation Commission and the Transportation Agency would administer this competitive grant program for rail and bus capital funds. While bus transit projects are eligible, the emphasis is rail connectivity projects. The disadvantage community benefit goal for this program is 25%.
- 5% for public transit operations. Each transit operator would receive a portion of these funds based on the State Transit Assistance (STA) formula. However, receipt of these funds will be dependent on Caltrans determination of whether the use of the funds meets criteria established by CalSTA and CARB to ensure that the funds result in GHG reductions.
- 25% for high speed rail. This allocation will be a continuous appropriation which will allow the High Speed Rail Authority to securitize these revenues.
- 40% for various state programs. These funds would be appropriated to various programs administered by CARB, such as the Low Carbon Transportation program, as well as programs administered by the Energy Commission and the Resources Agency. Unlike the other programs these funds will be annually appropriated as part of the Budget Act.

Strategic Growth Council: The SGC held a meeting in July to begin the process of developing the guidelines for the Affordable Housing & Sustainable Communities Program. The SGC plans to move forward with the following schedule:

- Mid-August three workshops will be held on the development of the draft guidelines. The workshops will be held in southern, central, and northern California.
- Early October the draft guidelines will be presented to the SGC.
- There will be three more workshops throughout the state in October.
- December the SGC will approve the final guidelines
- Funding Solicitation will be released in January 2015

- Application deadline in April 2015
- Awards to be announced in June 2015

Additional Cap and Trade hearings were held in August and a hearing on CalEnviroscreen will be held in the Bay Area in early September. Staff is working with partners on key messages for the CalEnviroscreen hearing to support changes that would allow the Bay Area to benefit more from Cap and Trade than it would if only CalEnviroscreen was used to determine disadvantaged communities. The Bay Area definition of communities of concern has been requested for consideration in the distribution of Cap and Trade funds. Attachment B includes a letter from Alameda CTC to CARB and CalEPA on CalEnviroscreen and the implementing guidelines. Attachment C includes a letter from the regional agencies on the same subjects.

Legislation: Alameda CTC sponsored and Assemblymember Buchanan carried AB 1811 which will authorize Alameda CTC the ability to require a high-occupancy vehicle to have an electronic transponder or other electronic device for law enforcement purposes. This bill was passed out of the Senate on June 26th and was signed by the Governor on July 7th.

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Alameda CTC 2014 Legislation Program
- B. Alameda CTC letter to CARB and CalEPA on Cap and Trade guidelines
- C. Regional agency's letter on Cap and Trade guidelines

Staff Contact

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

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2014 Alameda County Legislative Program

The legislative program herein supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

“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 measureable 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; Safe; Supportive of a Healthy and Clean Environment.”

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Issue	Priority	Strategy Concepts
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 increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled or other reliable means.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none">• Support increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring and improving transportation infrastructure and operations.• Support efforts that protects against transportation funding diversions.• Support increases in federal, state and regional funding to expedite delivery of Alameda CTC projects and programs.• Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures.• Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems.• Seek, acquire and implement grants to advance project and program delivery.• Support Alameda County as the recipient of funds to implement grants and pilot programs
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none">• Support environmental streamlining and expedited project delivery.• Support contracting flexibility and innovative project delivery methods.• Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation.• Support efforts to allow local agencies to advertise, award and administer state highway system contracts largely funded by locals
	Ensure cost-effective project delivery	<ul style="list-style-type: none">• Support efforts that reduce project and program implementation costs by reducing or eliminating the requirements for state or other agency reimbursements to implement projects on state/regional systems.• Support accelerating funding and policies to implement transportation projects that create jobs and economic growth
Multimodal Transportation and Land Use	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
	Expand multimodal systems and flexibility	<ul style="list-style-type: none">• Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people and do not create unfunded mandates.• Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs and education.• Support parity in pre-tax fringe benefits for public transit/vanpooling and parking.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. • Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> • Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> • Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. • Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



September 15, 2014

Mr. Matthew Rodriquez
Secretary, California Environmental Protection Agency
1001 I Street
P.O. Box 2815
Sacramento, CA 95812-2815

Ms. Mary Nichols
Chairman, California Air Resources Board
1001 I Street
P.O. Box 2815
Sacramento, CA 95812

RE: CalEPA Identification of Disadvantaged Communities and ARB Interim Guidance

Dear Secretary Rodriquez and Chairman Nichols,

The Alameda County Transportation Commission (Alameda CTC) respectfully offers the following comments on the identification of disadvantaged communities (DACs) proposed by the California Environmental Protection Agency (CalEPA) pursuant to Health & Safety (H&S) Code 39711 and the Interim Guidance proposed by the Air Resources Board (ARB) for state agencies administering Greenhouse Gas Reduction Fund monies pursuant to H&S Code 39715.

Alameda CTC is the local transportation sales tax authority and congestion management agency for Alameda County. ACTC represents 1.5 million people in 14 incorporated cities and 6 unincorporated communities. Last year, it was the fastest growing county in the state, serving as a major gateway and central transportation hub for rail, air, sea, and highway and transit transportation. Alameda CTC is deeply invested in achieving regional and state goals related to greenhouse gas emissions reduction and offering transportation and housing choices that are affordable and effective for disadvantaged communities. These commitments are evidenced by Alameda CTC's supportive participation in regional planning through Plan Bay Area (including nominating and having more Priority Development Areas [44 total] than any other county in the region) and its development and championing of a cutting-edge 30-year Transportation Expenditure Plan which includes substantial investments in affordable transit for youth and seniors, community development around transit hubs, complete streets, and other strategies critical to implementing SB 375.

Alameda CTC views the state cap-and-trade program as a critical policy tool to advance state and regional planning goals related to environmental protection and equity; however, the cap-and-trade program's long-term success depends greatly on selecting an initial program of projects that both

achieve cost-effective reductions in GHGs and are publically perceived to meet legislatively mandated equity goals for the program. Therefore, Alameda CTC offers the following comments to support positive program outcomes.

Identification of Disadvantaged Communities (DACs): Alameda CTC is concerned that the proposed use of CalEPA's CalEnviroScreen 20. (CES) Method 1 to define DACs inadvertently excludes many communities in the Bay Area most in need of improved transportation options and affordable housing. The DAC identification for the Bay Area does not align with equity and air pollution exposure spatial analysis performed by regional agencies, nor does it align with local on-the-ground knowledge of where communities suffering economic and environmental hardship in the Bay Area reside. In Alameda County, the exclusion of parts of West Oakland and East Oakland is particularly troubling, particularly given that these communities have some of the lowest income levels in the region and West Oakland is located near the Port of Oakland. Alameda CTC urges CalEPA to consider common-sense modifications to the CalEnviroScreen criteria and computation methodologies such as including variables that account for differences in cost-of-living and home ownership rates across the state (e.g. rent burden as a factor); addressing environmental exposure variables that cannot be measured evenly across the state (e.g. pesticides, for which urban applications are not currently considered in CES); and using a more inclusive threshold for defining DAC (e.g. top 30% of CES scores) to avoid screening out Census Tracts that are legitimately disadvantaged but lie on the cusp of measurement. The proposed Method 6 for applying CES from the Bay Area Air Quality Management District (BAAQMD) is an example of an application that includes such modifications.

Comments on ARB's Interim Guidance: Alameda CTC urges that ARB adopt a more flexible approach to the definition of "provides benefit to" a disadvantaged community for transportation projects. Fundamental to transportation projects is that the users of a transportation investment may not necessarily reside in close proximity to the transportation system they use. This fact is particularly true in a region such as the San Francisco Bay Area where many workers may travel through multiple counties using multiple transit systems and transportation facilities to get to their jobs. For example, 27% of the entire Bay Area region's commutes are through Alameda County and Alameda County has one of the highest numbers of jobs in the region. Numerous low-income workers in the Bay Area face long commutes from outer parts of the region to more centrally located job centers and stand to benefit greatly from improved access to clean, reliable, modern transit, even if these improvements are along the corridor in which they commute or on the destination end where they work, not necessarily in the disadvantaged community in which they reside. In addition, commuters who travel long distances to work can benefit from improved transportation connectivity within Alameda County and neighboring counties. Further, Alameda CTC urges that ARB make several modifications to the draft criteria for Low Carbon Transit Projects similar to those being proposed by the Bay Area Joint Policy Committee in their letter to you.

Finally, regarding the Affordable Housing and Sustainable Communities Projects criteria, Alameda CTC urges ARB to make several modifications to clarify how transportation projects will be evaluated within this category, to ensure all tools to improve regional housing affordability are supported and to maximize the creation of mixed-income communities. The Bay Area is one of the largest economies in the nation and world, and effective transportation is the cornerstone for supporting a strong economy.

Thank you for the opportunity to comment on the identification of DACs and the Interim Guidance. Please contact Tess Lengyel, Deputy Director of Planning and Policy at (510) 208-7428 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Haggerty". The signature is fluid and cursive, with the first name "Scott" and last name "Haggerty" clearly distinguishable.

Scott Haggerty
Chair, Alameda County Transportation Commission

cc:

Alameda County Transportation Commission
Bay Area Congestion Management Agencies
Steve Heminger, MTC
Ezra Rapport, ABAG
Jack Broadbent, BAAQMD
Larry Goldzband, BCDC

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September 15, 2014

Mr. Matthew Rodriquez
 Secretary, California Environmental Protection Agency
 1001 I Street
 P.O. Box 2815
 Sacramento, CA 95812-2815

Ms. Mary Nichols
 Chair, California Air Resources Board
 1001 I Street
 P.O. Box 2815
 Sacramento, CA 95812

Re: CalEPA Identification of Disadvantaged Communities & ARB Interim Guidance

Dear Secretary Rodriquez and Chair Nichols,

The Metropolitan Transportation Commission — the metropolitan planning organization for the nine-county San Francisco Bay Area — respectfully offers the following comments on the identification of disadvantaged communities (DACs) proposed by the California Environmental Protection Agency (CalEPA) pursuant to Health & Safety (H&S) Code 39711 and the Interim Guidance proposed by the Air Resources Board (ARB) for state agencies administering Greenhouse Gas Reduction Fund monies pursuant to H&S Code 39715.

Background & Summary of Recommendations

As you know, Senate Bill 375 (Steinberg, 2008) directed California's metropolitan regions to plan for a future in which transportation investments and local land use plans are better integrated in order to reduce dependence on single occupancy vehicles, and thereby reduce growth in greenhouse gas (GHG) emissions. Our region's first sustainable communities strategy, Plan Bay Area, focuses growth within locally nominated priority development areas (PDAs) to support the day-to-day needs of residents and workers in pedestrian environments near transit.

As the state finalizes its approach to identifying disadvantaged communities for guiding Cap and Trade investments, we urge the Administration to ensure that these policies reinforce the investment priorities set forth in sustainable communities strategies statewide.

MTC strongly supports the intent of SB 535 (DeLeón, 2012) and SB 862 (2014) to ensure that a minimum percentage of funds be used for investments located within and for the benefit of DACs. As the state's second largest metropolitan region with an extremely high cost of living, we support state policy designed to ensure that Cap and Trade auction proceeds benefit our region's low-income communities.

However, we do not believe Method 1 nor the alternate four methods described by CalEPA to identify DACs reflect the reality of the San Francisco Bay Area. Considering that our region comprises 19 percent of the state's population, is home to 17 percent of the state's residents living in poverty and is exposed to levels of diesel particulate matter higher than anywhere except the South Coast, we are deeply concerned that the state's proposal identifies less than 3 percent of the state's disadvantaged communities within our nine counties. As an alternative, we urge you to consider the Bay Area Air Quality Management District's proposed Method 6, plus their recommended adjustments to several variables, which we believe do a much better job of identifying the location of disadvantaged communities across California, and more closely align with the intent of SB 535.

Secondly, with respect to the Air Resources Board Interim Guidance, we recommend the state refine its criteria to acknowledge that transportation improvements provide benefits at a corridor level, not strictly in a buffer zone around the investment. Similarly, with respect to affordable housing, the state should prioritize its subsidies in transit-rich areas close to jobs that are identified for development in adopted sustainable communities strategies. A further broadening of the criteria would help ensure that those communities most in need of additional transportation investment and affordable housing have the greatest opportunity to benefit from the new Cap and Trade funds.

Third, with respect to process, we respectfully encourage you to take more time to identify disadvantaged communities and the method for determining project benefit so that you can carefully consider public comments before you make a final decision. Given the millions of dollars in high-profile public funds at stake and the scores of worthy projects that will be vying for funding, it is imperative that state agencies develop the program guidelines in a transparent manner that allows for meaningful public input.

ARB's scheduled adoption of its interim guidance on September 18 — just two full days after the close of public comment — leaves little opportunity for ARB staff to consider these comments before finalizing their proposal. In addition, the corridor maps that ARB promised to post on its web site had yet to be posted on its web site when this letter was finalized. CalEPA has indicated a similarly rushed schedule with plans to finalize identification of DACs by the end of September. It is not clear to us why these decisions need to be made so quickly. For instance, the proposed schedule released by the Strategic Growth Council indicates that applications for funding will not even be *due* until April 2015, with funds expected to be awarded in June — *nine* months from now. As for the two public transit programs, no time frame has even been released for the program guidelines, suggesting a Notice of Funding Availability is very unlikely before early 2015.

The remainder of this letter provides our detailed comments on the two policy matters at hand: 1) CalEPA's identification of DACs and 2) ARB's interim guidance.

Comments on Identification of Disadvantaged Communities

As noted above, we oppose the use of the CalEPA's CalEnviroScreen 2.0 (CES) Method 1 for defining DACs as it underrepresents the Bay Area's communities most in need of improved transportation options and affordable housing based on an equity analysis conducted as part of Plan Bay Area in July 2013. In addition, many census tracts considered at risk for poor air quality by the Bay Area Air Quality Management District are excluded by Method 1. Some of the most troubling areas where census tracts are excluded from the DAC designation are:

- Bay View/Hunter's Point in San Francisco
- Portions of Richmond
- Portions of West Oakland, adjacent to the Port of Oakland
- Portions of East Oakland and San Jose with very high poverty rates

We are concerned that Method 1 could exclude communities that have the greatest financial hardship and where improved transportation and affordable housing options are needed most, undermining the key goals of SB 535 and cost-effective use of Cap & Trade funds.

Current law clearly allows CalEPA to use population based metrics *or* environmental metrics when establishing its definition of disadvantaged communities. Yet, CalEPA's proposed Method 1 requires that in order for a census tract to be identified as a DAC, it must score medium-high on virtually all 19 criteria. Under this approach, many communities that are severely disadvantaged in terms of key health factors, such as income, air quality, asthma rates and low birth weight, fall outside of the top 20% threshold. Consider the following counterintuitive results of Method 1:

- Of the top 10 *most impoverished* census tracts in the region — where poverty rates exceed 70 percent — not a single one is included in Method 1.
- Of the 46 census tracts that *are* identified by Method 1, 20 are census tracts where the poverty rate is below 50 percent.

We appreciate the extensive time and energy that CalEPA has spent creating the CES over the last two years. Accordingly, we respectfully request that you consider an alternative approach to combining the CES variables proposed by the Bay Area Air Quality Management District as "Method 6," which we discussed with your staff at the September 3 workshop in the Bay Area. This method uses a "product of ranks" approach for calculating a cumulative score of the CES variables for each tract and removes the ½ weights applied to the environmental factors. We strongly believe this approach better reflects the intent of SB 535.

In addition to Method 6, described above, we recommend the following modifications:

- Add "rent burden" as a new criteria — a factor expressly listed in SB 535 as an option, but one not chosen by CalEPA. This factor will help capture the significant cost of living differences across the state and the unique burden facing low-income residents who live in areas such as our region where the cost of housing crowds out other needs.

- Remove the pesticide variable since the current approach does not take into account people living in areas exposed to residential or commercial application of pesticide.
- Set the threshold for determining disadvantage at the top 30% statewide to ensure that those tracts that are close to the cusp are counted.

Method 6 broadens the scope of DACs in the Bay Area considerably, from 46 census tracts to approximately 221 and from 214,000 residents to approximately 938,000. Of the DACs that are identified:

- 90% are transit priority areas where the region is trying to focus growth.
- 71% have 30% or higher concentration of households living in poverty.
- 62% are considered “rent-burdened,” where at least 15% of households are spending 50% or more of their income on rent

Comments on ARB’s Interim Guidance

Our comments on ARB’s Interim Guidance focus largely on Appendix 1 of the document, titled *Criteria for Evaluating Benefits to Disadvantaged Communities by Project Type*. These are the draft criteria that state agencies will use to determine whether a project is located within or provides benefits to a disadvantaged community. MTC’s comments are divided into three parts: 1) how transportation projects provide benefits to DACs; 2) the “Low-Carbon Transit Projects” draft criteria; and 3) Affordable Housing and Sustainable Communities draft criteria.

How Transportation Provides Benefits to Disadvantaged Communities

MTC is encouraged by ARB’s inclusion of a two-step process for evaluating the investment categories under the Cap-and-Trade program. This process acknowledges that many projects provide direct, quantifiable benefits to disadvantaged communities without being physically located in those places.

This is especially important when considering how transportation investments benefit DACs. Transportation operates as a multi-modal *system* for moving people and goods. Transit, bicycle/pedestrian, and travel demand strategies on our expressways and local streets can all provide benefits on a regional scale. Additionally, a considerable proportion of our transit ridership is made up of low-income individuals, many of whom reside in disadvantaged communities. Improving these residents’ access to reliable, clean, and modern transit and expanding service to key destinations reduces dependence on single occupancy vehicles, thereby reducing vehicle miles traveled (VMT) and the associated GHG and other vehicular emissions.

MTC’s primary concern is that the draft criteria’s narrow scope threatens to exclude transportation investments that could provide substantial benefit to disadvantaged communities. While benefits are often experienced by communities in close proximity to the specific investment, given the diverse nature of travel patterns in the Bay Area, a project’s benefits may be experienced in a community located miles away. For example, improving transit service to a job-rich destination can provide considerable benefits to workers who originate their trips in any number of places, not just areas proximate to the project’s physical location.

The draft guidance notes that ARB will be posting a list of “impacted corridors” in addition to ½ mile DAC zones and ZIP codes containing DACs. MTC strongly supports a corridor approach as a more defensible method for identifying areas that would benefit from Cap and Trade investments. The definition of the corridor would likely vary depending on the nature of the program. For instance, truck traffic corridors negatively affecting DACs would be different from key bicycle corridors benefiting such communities. A corridor approach also aligns closely with Plan Bay Area’s regional targets to reduce GHG and coarse particulate (PM2.5 and PM 10) emissions.

Low-Carbon Transit Projects Criteria

MTC offers these specific suggestions on the draft criteria for Low Carbon Transit Projects.

First, it is not clear whether the criteria are meant to be applied to both the “Low Carbon Transit Operations” program (a formula program administered by Caltrans) as well as the “Transit and Intercity Rail Capital” program (a competitive program administered by CalSTA, Caltrans, and CTC.) The guidance is currently silent on the latter program. Since the names of the programs, eligibility and process for project selection and verification differ between the two programs, we request ARB clarify this in the interim guidance. It may be simplest to set forth the criteria for each Cap and Trade program, despite some redundancy, since they are each administered separately.

Second, using ZIP code to determine whether a DAC benefits from a particular project is too limited in certain instances as it ignores the reality of travel patterns, the supply and demand of existing transit service, and how persons from disadvantaged communities access transit. To address this, for the instances when ARB has proposed applying ZIP code, we recommend:

- Adding a half-mile buffer around the ZIP code to avoid arbitrary cut-off points.
- Adding a 1-mile buffer around the DAC to capture the benefit of projects that fall outside the ZIP code (and the proposed ½ mile buffer), but still within 1 mile of a DAC.

We recommend against the proposed benefit criterion that a project demonstrate that it creates “at least 25% of new riders from DACs” as this will be extraordinarily difficult for administrative agencies or transit operators to calculate and verify. While transit operators typically understand their existing travel markets, it is more difficult to estimate where “new riders” may reside. Instead, we recommend focusing on providing benefits to *existing* riders. This is also a way to incorporate travel corridors, and not strictly geographic buffer zones. In addition, we believe a percentage threshold, while attractive for its simplicity, is not appropriate in this case as it could understate the benefit to a DAC served by a large transit operator. We suggest modifying this criterion as follows: “Project will increase or modernize intercity rail (and related feeder bus service), commuter bus or rail transit service for riders on a route regularly accessed by residents of a DAC.”

Finally, we recommend broadening the criteria to include the full range of eligible transit projects under the Low-Carbon Transit Operations Program and Transit and Intercity Rail Capital Program, including “rail and bus capital projects, expanded intermodal facilities and operational improvements that result in increased ridership and reduced GHG emissions.” The Bay Area’s aging public transit system is already affecting service quality and reliability, harming transit-dependent riders, but also discouraging use of transit by those who might otherwise drive. Rehabilitation and modernization of transit vehicles that have reached the end of their useful life, used in areas serving DACs, should be recognized as benefiting DAC residents. Preventing the loss

of existing transit riders due to unreliable services is just as valuable a GHG reduction tool as gaining new riders from a rail or bus expansion. When it comes to public transit systems, “fix it first” is both a good infrastructure and environmental investment.

Affordable Housing and Sustainable Communities Projects Criteria

MTC offers these following suggestions on the draft criteria for Affordable Housing and Sustainable Communities Projects. While the AHSC program casts the widest net of any Cap and Trade program in terms of project eligibility, the guidance only offers one substantive criterion for judging if a project provides benefits to a DAC: “Project is within ½ mile of a DAC and reduces vehicle miles traveled, and is designed to avoid displacement of DAC residents and businesses.”

The AHSC program is the broadest of all the Cap and Trade funding programs in terms of project eligibility, but the reference to displacement in this criterion suggests it is strictly a housing program. MTC recommends the guidelines be revised to define benefit as it relates to *all* project types in the statute, consistent with legislative intent and reflective of the range of sustainable communities strategy investments designed to reduce GHG emissions.

In addition, we recommend that the reference to a project needing to be “designed to avoid displacement” be an option for a project demonstrating a benefit to a DAC, rather than a requirement for a project to fit the “located within” or “provides benefit to” criteria. We are concerned that this requirement could make it more difficult for developers to build affordable housing projects. Anti-displacement policies, while sometimes feasible at the project level, can also be addressed by the local jurisdiction as part of a city-wide policy and should not necessarily be a requirement for individual affordable housing projects.

SB 862 requires that at least 50% of AHSC funds be invested to provide affordable housing. With this requirement in mind, MTC questions ARB’s criterion that affordable housing projects be located within ½ mile of a DAC in order to qualify as *benefiting* a DAC. For affordable housing projects as well, we urge consideration of a corridor-approach and/or a wider buffer zone for projects affordable to residents of DACs. By focusing solely on projects located in or within ½ mile of DACs, ARB’s guidance could actually discourage the production of affordable housing in job-rich areas with good transit service, thereby reducing opportunities for current residents of DACs to move into such areas. Moreover, such narrow criteria could encourage development in and around areas with high rates of pollution, a perverse and undesirable outcome from a public health standpoint.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2014-2015**

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

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**Alameda County Transportation Commission
Citizens Watchdog Committee
Roster - Fiscal Year 2014-2015**

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

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Paratransit Advisory and Planning Committee
Meeting Minutes
Monday, June 23, 2014, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Krystle Pasco, Paratransit Coordination Team
P Christina Ramos, Alameda CTC Projects/Programs Team

Guests:

Kevin Laven, City of Emeryville Paratransit Program; Kim Ridgeway, AC Transit

MEETING MINUTES

1. Welcome and Introductions

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

2. Public Comment

There were no public comments on items not on the agenda.

3. Review Prior Meeting Minutes

Herb Hastings moved to approve the May 19, 2014 PAPCO Meeting minutes as written. Michelle Rousey seconded the motion. The motion passed (12-0-0). Members Aydan Aysoy, Shawn Costello, Herb Hastings, Sandra Johnson-Simon, Jonah Markowitz, Thomas Perez, Sharon Powers, Vanessa Proee, Michelle Rousey, Will Scott, Esther Waltz and Hale Zukas were present.

4. Recommendation on Capital Gap Grant Application

Naomi Armenta reviewed the Capital Gap Grant application submitted by the Ala Costa Centers. She noted that the application is for a request for \$15,500 in Gap Grant funds to facilitate the purchase of a new accessible van.

Questions and feedback from PAPCO members:

- What will the funds be used for? The funds will be used to purchase an accessible van to transport their program participants to and from the program site, travel training as well as group trips.
- How many people does the organization serve and what steps are they going to take to ensure that the new vehicle is not vandalized again? They transportation approximately 50 people per day for four days per week and some weekends. The application did not indicate any information on preventing theft in the future but staff will follow up.
- How many other applications are being considered? This is a rolling application process so applications will be considered as they are received. To date, two other applications have been submitted and both received funding upon approval of the Commission.
- What does this organization do and are they a standalone organization or are they affiliated with another group? The Ala Costa Centers is a nonprofit organization that provides services and group activities for individuals with developmental disabilities. This organization is also affiliated with the Regional Center. They have several centers throughout the Bay Area but this request is for their Oakland based center that serves more youth rather than adults.

- Most applications that we consider have more factual information about the organization than what we have been given in this memo today. In addition, we did not receive this information ahead of time. It feels like we are rushing this decision. It sounds like the services that they provide are worthwhile but I would like to see more factual information and to hear a representative give a presentation.
- If we provide the funding for the van, then we are providing an opportunity for their program participants to be a part of the community. This is a good organization to fund.
- Does the organization have insurance for the vehicle? Yes, the organization does have insurance but the insurance company deemed the vehicle inoperable for their programs' needs.

The committee received public comment. Ken Bukowski, a member of the public, stated that it seemed like the Ala Costa Centers' application for Gap Grant funding was very urgent. It seems more like an emergency situation that should command more of PAPCO's attention. Also, there is a ballot measure that is being considered for the agency. This would be a great opportunity to help an organization in need that would ultimately help with the campaign.

Hale Zukas moved to table this agenda item and action until the next PAPCO meeting on July 28, 2014. Esther Waltz seconded the motion. The motion passed (13-1-1; Member Harriette Saunders opposed and Member Herb Hastings abstained). Members Aydan Aysoy, Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Thomas Perez, Sharon Powers, Vanessa Proee, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire, Esther Waltz and Hale Zukas were present.

5. FY14-15 PAPCO Meeting Day, Time, and Location Approval

Naomi Armenta reviewed the meeting calendar and location for the Committee's meetings for FY14-15.

Questions and feedback from PAPCO members:

- Did staff cross check this calendar with the major holidays for the year? Yes, staff checked the meeting calendar against the

major holidays for the year. If there are any conflicts, please let staff know.

- When is the Annual Mobility Workshop? The Annual Mobility Workshop is on Friday, October 17th. The location is TBD.

Jonah Markowitz moved to approve the FY14-15 PAPCO meeting day, time and location as outlined in the memo. Esther Waltz seconded the motion. The motion passed (16-0-0). Members Aydan Aysoy, Shawn Costello, Herb Hastings, Joyce Jacobson, Sandra Johnson-Simon, Jonah Markowitz, Thomas Perez, Sharon Powers, Vanessa Proee, Michelle Rousey, Harriette Saunders, Will Scott, Sylvia Stadmire, Margaret Walker, Esther Waltz and Hale Zukas were present.

6. FY14-15 PAPCO Elections

Naomi Armenta reviewed the PAPCO Officer roles and responsibilities and noted that the memo is located in the agenda packet. She also reviewed the outreach, meeting per diem and membership policies.

Naomi then reviewed the PAPCO Evaluation for FY13-14 and commenced the nomination process.

PAPCO members nominated the following members:

- Sylvia Stadmire and Will Scott as Chair
- Will Scott and Shawn Costello as Vice Chair
- Jonah Markowitz, Shawn Costello, and Sharon Powers as the East Bay Paratransit Service Review Advisory Committee (SRAC) representative
- Harriette Saunders, Herb Hastings, and Esther Waltz as the Citizens Watchdog Committee (CWC) representative

The committee used the ballot approach to elect the following officers and committee representatives:

- Sylvia Stadmire, PAPCO Chair
- Will Scott, PAPCO Vice Chair
- Sharon Powers, SRAC Representative
- Harriette Saunders, CWC Representative

7. Gap Grant Cycle 5 Program Report: Emeryville 8-to-Go

Kevin Laven with the City of Emeryville Paratransit program gave a Gap Grant Cycle 5 program report on the Emeryville 8-to-Go. He gave an overview of their program and services.

Questions and feedback from PAPCO members:

- In your presentation you mention that you are paying \$5,600 per month to EGR. What does EGR stand for? EGR stands for Emery-Go-Round, the shuttle service in Emeryville that connects to the MacArthur BART station.
- How many people can you carry on the shuttle? We can carry one individual in a wheelchair and another person in the front seat or four people with no wheelchair.
- Is there only one van? Yes, we are operating only one van.
- Sojourner Truth Manor is a housing complex in the 94608 area that might be interested in using your services.
- What is the budget for the fixed-route shuttle? The Emery-Go-Round costs about \$2.9 million per year while the Emeryville 8-to-Go costs about \$60,000 per year.
- In the event of a breakdown, what would your staff do for your riders? Due to the partnership with the Transportation Management Association, in the event of a breakdown, we have access to an extra sprinter vehicle that has a wheelchair lift and can transport about 12 people.
- How do you do outreach for your services? Do you outreach at the library? Yes, the Golden Gate Library is in our service area and we promote our services at their facility. We are also looking into promoting our services with BART and AC Transit. We are also hoping to promote with our partner, Emery-Go-Round, to have flyers on their shuttles.

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

Harriette Saunders attended the Alameda County Fair and had issues obtaining correct information from AC Transit on getting to the fairgrounds via public transit. Herb Hastings clarified the exact route to take via BART and Wheels to get to the Alameda County fairgrounds.

Tom Perez attended the Four Seasons of Health Expo at the Fremont Multi-Service Senior Center on June 6th. He was able to hand out information on the TEP.

Shawn Costello attended the Alameda County Fair Senior Day on June 19th. He handed out information on Alameda CTC's Wheelchair and Scooter Breakdown Transportation Service.

Esther Waltz also attended the Alameda County Fair Senior Day on June 19th.

9. Committee Reports (Verbal)

9.1 East Bay Paratransit Service Review Advisory Committee (SRAC)

Sharon Powers noted that the last SRAC meeting was on May 6th and the next meeting is on July 1st.

9.2 Citizens Watchdog Committee (CWC)

Harriette Saunders reported that at the last CWC Meeting on June 9th, members voted for their Officers. She also noted that the Committee decided to put a term limit of two years for the Vice Chair position. Also, the Audit Subcommittee met with the auditors for the first time this year and they discussed the process.

10. ADA Mandated Program and Policy Reports

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

11. Information Items

11.1 Mobility Management – ESPA ADA Fixed Route Transit Guide

Naomi Armenta reviewed the mobility management attachment in the packet and noted that Easter Seals Project Action released their updated ADA Fixed Route Transit Guide. These materials are available online and if anyone wants copies of these materials to distribute, staff can provide copies.

Alameda CTC also released the new Access Alameda website. It is now live and available for viewing. The Access Alameda guide will be available in print by August.

Lastly, staff plans to provide a demonstration on the 211 website at next month's PAPCO meeting.

11.2 Outreach Update

Krystle Pasco gave an update on the following outreach events:

- 6/6/14 – Four Seasons of Health Expo, Fremont Multi-Service Senior Center from 9:30 a.m. to 1:30 p.m.
- 6/11/14 – Caregivers' Resource Fair, Eden Medical Center – Castro Valley Hospital from 6:00 p.m. to 7:00 p.m.
- 6/13/14 – Health Fair, St. Paul's Towers from 9:30 a.m. to 11:30 a.m.
- 6/19/14 – Alameda County Fair Senior Days, Alameda County Fairgrounds from 1:00 p.m. to 5:00 p.m.
- 6/21/14 – Tropics Senior Resource Fair, Tropics Mobilehome Park from 11:00 a.m. to 1:30 p.m.
- 6/26/14 – Alameda County Fair Senior Days, Alameda County Fairgrounds from 1:00 p.m. to 5:00 p.m.
- 7/3/14 – Alameda County Fair Senior Days, Alameda County Fairgrounds from 1:00 p.m. to 5:00 p.m.
- 7/17/14 – USOAC Healthy Living Festival, Oakland Zoo from 8:00 a.m. to 2:00 p.m.

11.3 Transportation Expenditure Plan Update

Laurel Poeton gave an update on the Transportation Expenditure Plan (TEP). She noted that staff has received unanimous approval from 13 of the 14 cities in Alameda County. Staff is currently on schedule to bring the TEP to the Board of Supervisors in early July. At that time, they will vote to put the TEP on the November ballot. She then thanked all of the members for their ongoing outreach efforts to get the word out on the TEP and she also noted that she had a great time at the St. Paul's Towers Health Fair on June 13th. Lastly, she noted that all of the TEP postcards have been translated into both Spanish

and Chinese and are now available for distribution. If you would like the Alameda CTC to be at any of the meetings or events that your affiliated organizations are hosting, please contact staff with more information.

11.4 2014 Annual Mobility Workshop Update

Naomi Armenta gave a brief update on the 2014 Annual Mobility Workshop and reminded members that the Workshop is scheduled for October 17, 2014. The location is still TBD. Staff is now working on the agenda and potential speakers for the event.

11.5 Other Staff Updates

Naomi Armenta reviewed the MTC Policy Advisory Council's Staff Liaison Report. She noted the Clipper Milestone information including rollout dates for more transit systems, and the Electric Vehicle Campaign as topics of interest to PAPCO members.

12. Draft Agenda Items for July 28, 2014 PAPCO Meeting

12.1 PAPCO Bylaws Approval

12.2 2014 Annual Mobility Workshop Update

12.3 FY14-15 PAPCO Work Plan Approval

13. Adjournment

The meeting adjourned at 3:30 p.m. The next PAPCO meeting is scheduled for July 28, 2014 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2014-2015**

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

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2014-2015**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '14
13	Ms. Powers		Sharon	Fremont	City of Fremont Mayor William Harrison	Dec-07	Jan-14	Jan-16	0
14	Ms. Proee		Vanessa	Hayward	City of Hayward Councilmember Marvin Peixoto	Mar-10	Jan-14	Jan-16	1
15	Ms. Rivera-Hendrickson		Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	0
16	Ms. Rousey		Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
17	Ms. Saunders		Harriette	Alameda	City of Alameda Mayor Marie Gilmore	Jun-08	Oct-12	Oct-14	0
18	Ms. Walker		Margaret	San Leandro	City of San Leandro Vice Mayor Michael Gregory	Jul-13		Jul-15	1
19	Ms. Waltz		Esther Ann	Livermore	LAVTA Interim Executive Director Kathleen Kelly	Feb-11	May-14	May-16	0
20	Mr. Zukas		Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
21	Vacancy				City of Livermore Mayor John Marchand				
22	Vacancy				City of Newark Councilmember Luis Freitas				
23	Vacancy				City of Piedmont Mayor Margaret Fujioka				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: September 18, 2014

SUBJECT: I-580 Express Lanes Education and Outreach Update and Report on Research Findings

RECOMMENDATION: Receive update on research findings.

Summary

Alameda CTC will open new Express Lanes on I-580 in the Tri-Valley corridor in fall 2015. Launching the I-580 Express Lanes will once again place Alameda County on the leading edge of providing new transportation choices for Bay Area travelers. Education, outreach planning, and new primary research have commenced, including conducting four focus groups and a telephone survey of potential I-580 Express Lane customers. The results of this research will be used to prepare and educate the public for the opening of the express lanes through an integrated education and communications program that will result in positive word of mouth for the project, safe and proper use of the lanes, and a model for future projects.

The planned lanes on I-580 will be the first express lanes to be implemented in the Bay Area, after switchable (or all-purpose) FasTrak® transponders are made available to the public in spring 2015. Additionally, the new express lanes will utilize near-continuous access lane striping, allowing eligible drivers to enter and exit the lanes freely in designated areas..

Background

In December 2013, the Alameda CTC Commission approved the execution of a contract for I-580 Express Lanes Public Outreach and Education Services with Frank Wilson and Associates (FW&A), who have extensive experience promoting the benefits of managed lanes, including work for the Commission for the I-680 Southbound Express Lane facility. FW&A's recent work includes the following projects:

- I-15 Express Lanes: San Diego Association of Governments
- South Bay Expressway: San Diego Association of Governments
- I-10 and I-110 Express Lanes: Los Angeles Metro
- MnPASS Express Lanes: Minnesota Department of Transportation
- E-470 Express Lanes: E-470 Public Highway Authority

The I-580 Public Education and Outreach contract includes the following tasks:

1. Finalize and implement the Public Outreach and Education Plan
 - a. Examination of perceptions and concerns of potential Express Lane users, and recommendations of solutions to support success of the lanes;
 - b. Development of messaging strategy and materials
 - c. Robust pre-launch, launch and post-opening outreach and education to commuters, business and media
2. Post-Opening Education and Outreach Report

Task 1 is currently underway and began with the development of the Outreach and Education Plan and the current implementation of the research plan. The research plan outlines a method to ensure Alameda CTC understands the deeper attitudes and values that affect driver behavior in the project corridor. This understanding will shape the outreach and education messaging to achieve the best targeting and greatest impact.

Research

In order to efficiently determine user perceptions of Express Lanes in the Bay Area, particularly as they relate to facilities being developed by Alameda CTC, FW&A conducted four, two-hour, in-depth focus groups on June 17 and 18, 2014, each with 9 or 10 participants consisting of I-580 FasTrak users, non-FasTrak commuters, carpool and transit users, or the general non-commuter travelers. Participants were recruited from the Livermore-Pleasanton-Dublin area depending on their patterns of usage of I-580 and/or ancillary transportation options. The research groups allowed FW&A to probe and understand the deeper attitudes and values affecting driving behavior and transportation choices.

Following the focus groups, FW&A created and conducted a statistically projectable 15-minute telephone survey to 400 randomly chosen people in the I-580 corridor area on July 22-24, 2014. Sixty-one percent of respondents were commuters and the rest of them (39%) use the Tri-Valley stretch of I-580 at least twice a week. The survey served to quantify the key findings from the focus groups and help determine the percentages of people who understand, believe, and act as they do when it comes to Express Lanes.

Research Findings

There were many indications from the focus groups and survey that the I-580 Express Lanes project will be received positively by the public. Some of the top findings included:

- 80% of respondents indicated they felt the Express Lanes will help ease traffic congestion in the regular freeway lanes.
- 78% indicated they have used an Express Lane somewhere in the state
- 71% of respondents indicated Express Lanes don't seem unfair

- 64% of respondents favored the I-580 Express Lanes after the lane concept was described

Participants of the focus groups were asked to provide any questions about the lanes they have. The majority responded with questions related to the following five categories:

- Pricing
- Criteria for usage
- Traffic alleviation
- Use of revenues
- Definitions of certain terms, such as continuous access

These types of *information-seeking* questions are a good indication of an initial acceptance of the concept and a desire for clarification rather than an initial rejection.

The research findings did uncover indications that the public will need to be reassured about three initial fears related to the project. Respondents indicated they are most concerned about:

- 1) The fear of losing money – is there an unbalanced cost-benefit ratio?
- 2) The fear of the untried – have express lanes been effective elsewhere?
- 3) The fear of being cheated – isn't this paying for using the road twice since tax dollars already helped build the road, and are we being cheated by those who find a way to avoid paying the toll?

Lane Benefits: These findings indicate users of I-580 are well aware of both express lanes and FasTrak, and the benefits provided by express lanes, such as reducing traffic congestion and offering an additional transportation option. These findings provide a positive basis for the planned outreach and education tasks.

Lane Configuration: The research indicates the inclusion of 'Continuous Access' of the 580 Express Lanes will be well received by the general public. Respondents understood the term and did not have any major concerns to this type of lane configuration. Also the concept of 'Dynamic Pricing' is well understood, however the phrase itself may take a while to penetrate in to the public's vernacular.

Most focus group participants incorrectly believed a carpool lane could simply be turned into a regular lane, and therefore Express Lanes were robbing them of something that could have been. This perception changed dramatically when they were told laws prevent carpool lanes from being changed into regular lanes. They then became open to how best to use the underutilized lanes. The messaging going forward should be that Express Lanes are a *gain*, not a loss, and the emphasis should be on *choice* and having an extra option.

Revenue and Pricing: Support for the project increased when the public heard the explanation of how excess revenues will be spent. And while excess revenues are not expected in the financial projects for the first few years of the project, knowing excess revenues will be used to enhance transit in the corridor and fund other local transportation projects within the corridor was very reassuring to the public in general. The highest point of curiosity in the focus groups was how pricing is established. It will be very important to educate the public on pricing and expected toll ranges as early as possible so the driving public has time to get used to them prior to the opening of the lanes.

Messaging and Outreach

The next phase of education and outreach planning for the launch of the I-580 Express Lanes consists of developing a message strategy which adheres to and is responsive to the key findings from the research. How the lanes are introduced to the public and materials used to describe the lanes will be developed with the additional insight gained from research ensuring that the messaging is on point and aligned with the best methods to alleviate areas of concern.

This strategy will include an identification of target audiences, outreach and education channels used to reach these audiences, and material development designed to capture the audience's attention and relay the various message points in a clear and concise manner.

Next Steps

Staff will continue to bring outreach and education updates to the I-580 Express Lane Policy Committee throughout the coming year as we plan and implement public education and outreach tasks to ensure the successful launch and post-launch use of the I-580 Express Lanes. Topics will include:

1. Education and outreach implementation and regional coordination –January 2015
2. Transponder user education and marketing – Spring 2015
3. Outreach and education for Express Lanes launch – Summer 2015
4. Update on launch activities – Fall 2015

Regional Coordination

Additionally, Alameda CTC staff and consultants participate monthly in the regional Express Lanes Public Information Working Group (PIWG) to ensure region-wide coordination and success of the entire "Bay Area Express Lanes" network, and will update the Committee on these efforts, including branding, a website portal and coordinated messaging.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item. This is information only.

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Memorandum

9.2

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DATE: September 18, 2014

SUBJECT: Update on Countywide Modal Plans

RECOMMENDATION: Approve creation of an Ad Hoc Committee to provide focused input into the Countywide Transit Plan and receive an update on the Countywide Modal Plans

Summary

The 2012 Countywide Transportation Plan identified the need for more detailed countywide transportation planning efforts in three key areas: goods movement, transit and arterial roadways. Once completed, the Countywide Goods Movement, Transit and Multimodal Arterials Plans as well as the existing Countywide Bicycle and Pedestrian Plans, and the updated Community Based Transportation Plans will form the basis of the next Countywide Transportation Plan update. The updated Countywide Transportation Plan, which is planned for adoption in late spring 2016, will then feed into the next Regional Transportation Plan update which will be finalized in summer 2017.

The Commission approved the scope and budget for the Goods Movement Plan in June and October 2013, and for the Countywide Transit and Multimodal Arterials Plans in September 2013 and February 2014, respectively. In April 2014, the Commission approved partnering with AC Transit to add scope and budget for AC Transit's Major Corridors study to the Countywide Transit Plan. This partnership has enabled greater coordination and collaboration between these two closely related transit planning efforts.

Subsequent to these approvals, staff has worked to select consultant teams and finalize consultant contracts. All three plans are now officially underway, and staff is working with the consultant teams to coordinate public and stakeholder outreach and participation, data sharing, and any overlapping areas for recommended projects and programs.

This memorandum provides an update on the development of each modal plan. In addition, the memorandum recommends that the Alameda CTC form an Ad Hoc Committee of Commission members to provide input into the Countywide Transit Plan development. The membership of the ad hoc committee will not represent a quorum of the Commission or any Standing Committee.

Background

Staff has finalized consultant contracts for the Goods Movement, Transit and Multimodal Arterials Plans, and work is underway for all three planning efforts. Over the next 15-18 months, all three plans will finalize goals and performance measures; identify needs, issues and opportunities; identify preferred networks (where applicable) and related projects and programs; and then evaluate and prioritize projects and programs using the adopted goals and performance measures for each plan. All three consultant teams and Alameda CTC staff are meeting regularly to align and coordinate public and stakeholder outreach and engagement, data collection and analysis, production and review of deliverables, and meeting schedules.

The Alameda County Technical Advisory Committee (ACTAC) will serve as the technical advisory committee for all three planning efforts. The Commission will make all policy decisions, provide overall direction, and will approve the final plans.

The public and other stakeholders will be engaged throughout all of these planning efforts. All three plans are conducting individual or small group meetings with key stakeholders, and the Goods Movement Plan is holding a number of roundtable meetings on specific issues and overall plan development and advocacy. Additionally, for all the modal plans two rounds of community workshops are being planned for 2015. The first round of workshops will occur in early 2015 and will focus on introducing the three planning efforts to the public and soliciting input on community needs, issues and priorities. The second round of workshops will likely take place in fall 2015 and will focus on presenting and soliciting feedback on different transit network alternatives and potential multimodal projects and programs for arterial roadways and on goods movement as applicable.

Goods Movement Plan

Goods movement is an essential part of a thriving economy and has important environmental and community benefits as well as impacts. Alameda County's geography and transportation system assets make it critical to the goods movement system in the Bay Area, the Northern California mega-region, and the nation. The Alameda CTC, in partnership with the Metropolitan Transportation Commission (MTC) is undertaking goods movement work including organizing a Goods Movement Collaborative that brings together key partners and stakeholders to advocate for freight and goods movement. In addition, Alameda CTC is developing a Countywide Goods Movement Plan to identify short- and long-term needs, strategies, and priorities for investing in the goods movement system. These efforts are being closely coordinated with the development of a regional goods movement plan and will in turn inform state and federal freight planning efforts currently underway.

The Goods Movement Project Team has developed and adopted the project vision, goals, and performance measures; completed its first round of stakeholder outreach; and completed a baseline assessment technical analysis. Stakeholder outreach to date has

included over 25 meetings with groups representing environment/public health interests, businesses, shippers, carriers, labor, and local elected officials. The project team also hosted the first of six goods movement roundtables which was attended by 90 diverse stakeholders and affirmed the need for an ongoing forum to identify and advocate for goods movement system improvements.

Future work will include developing freight forecasts, identifying strategies (including capital projects, programs, and policies) to improve the goods movement system and evaluating these using project performance measures, and conducting a second round of stakeholder outreach to "ground-truth" the results of the technical strategy evaluation.

Multimodal Arterial Plan

The Countywide Multimodal Arterial Plan will build on the previous corridor planning and Countywide Transportation Plan efforts of Alameda CTC to better understand the existing and future role and function of the countywide arterial roadway system, provide a framework for the integrated management of major arterial corridors to support all modes, improve overall mobility, connectivity, and safety on the countywide arterial system while better serving the adjacent land uses, and identify a priority of short and long term improvements. The plan development will be closely coordinated with local jurisdictions, Caltrans and bus transit operators.

The scope of work for the Multimodal Arterial Plan is divided into three components, summarized briefly below. The Plan will also develop a more detailed stakeholder engagement plan, a data collection plan, a travel demand forecasting white paper, and a specialized GIS-based tool that will be used to develop recommended improvements. Meetings with individual jurisdiction staff as well as other key stakeholders will occur at key points throughout plan development.

- Milestone One:
 - Create vision, goals and objectives
 - Develop performance measures
 - Identify arterial network
 - Create roadway typologies
- Milestone Two:
 - Identify modal priorities
 - Develop preferred cross-sections
 - Confirm performance measures
- Milestone Three:
 - Confirm and finalize preferred cross-sections
 - Identify short- and long-term improvements, including both projects and supportive programs

Once complete, these elements will be combined into a draft and final plan that will then be incorporated into the update of the Countywide Transportation Plan.

Transit Plan

The Countywide Transit Plan will enable Alameda County's jurisdictions and transit providers to better align transit, land use and economic development goals and objectives and will ultimately identify near- and long-term transit capital and operating priorities in the county. It will also address ADA paratransit needs and services as they relate to future transit investment priorities. By developing consensus on a vision for future transit service in Alameda County as well as funding priorities, the Countywide Transit Plan will enable the Alameda CTC, its member jurisdictions and transit operators to leverage existing and advocate for additional resources to improve local, regional and inter-regional transit serving Alameda County.

The Countywide Transit Plan will build on recent transit planning efforts led by MTC as part of the Transit Sustainability Project (TSP) and will be closely coordinated with planning efforts being undertaken by individual transit operators, including AC Transit's Major Corridors Study which will develop, analyze and rank capital improvements for AC Transit's major corridors.

The scope of work for the Countywide Transit Plan can be divided into the following major elements:

- Benchmarking:
 - Existing conditions and inventory of existing plans, studies and data
 - Understand the market for future transit services: the consultant team will analyze future demand for transit service and determine key transit travel markets based on future socioeconomic and demographic conditions, and projected land use and transportation network conditions.
- Visioning:
 - Develop vision, goals and performance measures based on existing plans and policies
- Assessment:
 - Develop future network scenarios: the consultant team will develop three potential transit network scenarios that represent different "packages" of potential transit improvements
 - Analyze performance and prioritize corridors and investments
 - Develop final network recommendations, including projects and programs
- Implementation:
 - Develop plans and guidelines: based on the final network recommendation, the consultant team will develop a complementary ADA paratransit strategy, and will also develop design guidelines and identify transit-supportive infrastructure improvements
 - Implementation and financial plan

Similar to the Goods Movement and Multimodal Arterial Plans, these elements will be combined into a draft and final plan that will then be incorporated into the update of the Countywide Transportation Plan.

Creation of Ad Hoc Committee for the Transit Plan

To develop the Transit Plan, in-depth interviews of key transit interest groups and stakeholders will be conducted. These meetings will generally follow an open-ended interview style format and allow stakeholders to identify needs, issues and opportunities related to transit service in Alameda County.

Local elected officials are a key stakeholder group for the Countywide Transit Plan, and the Alameda CTC constitutes an existing body of local elected officials to offer input to the Countywide Transit Plan about issues in their respective jurisdictions. However, the typical Commission meeting structure is not well-matched to the focus group structure. Therefore, it is recommended that the Alameda CTC approve the creation of an ad hoc committee to offer more targeted input about transit issues in a focus group format. The membership of the ad hoc committee will not represent a quorum of the Commission or any Standing Committee.

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

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