



COMMISSION MEETING NOTICE
Thursday, April 26, 2012, 2:30 P.M.
1333 Broadway, Suite 300
Oakland, California 94612
(see map on last page of agenda)

Commission Chair
Mark Green, Mayor – Union City

Commission Vice Chair
Scott Haggerty, Supervisor – District 1

AC Transit
Greg Harper, Director

Mark Green
Scott Haggerty

Chair
Vice Chair

Arthur L. Dao
Vanessa Lee

Executive Director
Clerk of the Commission

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

BART
Thomas Blalock, Director

City of Alameda
Rob Bonta, Vice Mayor

City of Albany
Farid Javandel, Mayor

City of Berkeley
Laurie Capitelli, Councilmember

City of Dublin
Tim Sbranti, Mayor

City of Emeryville
Ruth Atkin, Councilmember

City of Fremont
Suzanne Chan, Vice Mayor

City of Hayward
Olden Henson, Councilmember

City of Livermore
John Marchand, Mayor

City of Newark
Luis Freitas, Vice Mayor

City of Oakland
Councilmembers
Larry Reid
Rebecca Kaplan

City of Piedmont
John Chiang, Mayor

City of Pleasanton
Jennifer Hosterman, Mayor

City of San Leandro
Joyce R. Starosciak, Councilmember

Executive Director
Arthur L. Dao

AGENDA

*Copies of Individual Agenda Items are Available on the
Alameda CTC Website -- www.alamedactc.org*

1 Pledge of Allegiance

2 Roll Call

3 Public Comment

Members of the public may address the Commission during “Public Comment” on any item not on the agenda. Public comment on an agenda item will be heard as part of that specific agenda item. Only matters within the Commission’s jurisdictions may be addressed. If you wish to comment make your desire known by filling out a speaker card and handing it to the Clerk of the Commission. Please wait until the Chair calls your name. Walk to the microphone when called; give your name, and your comments. Please be brief and limit comments to the specific subject under discussion. Please limit your comment to three minutes.

4 Chair/Vice Chair Report

- Recognition of Safe Routes to School Golden Sneaker Award Recipients

5 Closed Session

- 5A. Closed Session: Pursuant to California Government Code section 54956.9(c) Conference with General Counsel regarding anticipated litigation Six (6) Items
- 5B. Report on Closed Session
- 5C. Consideration of Adoption of Resolutions of Necessity Authorizing Filing of A Eminent Domain Action to Acquire Real Property Interests for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project (717.0) (A minimum of 18 affirmative Commissioners’ (not weighted) votes required) – **Page 1**

6 Approval of Consent Calendar

- 6A. Minutes of March 22, 2012 – **Page 45** **A**
- 6B. 2012 Level of Service (LOS) Monitoring – Approval of Weekend Peak Period for Freeways and Segmentation and Classification of Congestion Management Program (CMP) Tier 2 Roadways and Extension of Contract – **Page 55** **A**

- 6C. Approval of Three -Year Project Initiation Document Work Plan for Alameda County – **Page 85** A
- 6D. Central County Same Day Transportation Program - Approval of Issuance of a Request for Proposals (RFP) and Authorization to Negotiate and Execute a Contract – **Page 89** A
- 6E. South County Taxi Program – Authorization for Contract Extension and Approval of Allocation of Measure B Funds – **Page 91** A
- 6F. Hospital Discharge Transportation Service and Wheelchair Breakdown Transportation Service Programs – Approval of Contract Extension– **Page 93** A
- 6G. Approval of STIP Deadline Extension for Contract Award for the Alameda CTC's I-580 San Leandro Landscaping – Estudillo to 141st Project – **Page 95** A
- 6H. Approval of STIP Deadline Extension for Project Completion for the City of Alameda's Stargell Avenue Extension Project – **Page 97** A
- 6I. Tri-Valley Center to Center (C2C) Program Project– Approval to Extend the Expiration Date of the Contract with DKS Associates – **Page 103** A
- 6J. I-580 San Leandro Sound Wall Landscape Project – Authorization to Advertise Construction Contract – **Page 105** A
- 6K. Webster Street SMART Corridor Project – Authorization to Advertise the Construction Contract and Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services– **Page 107** A
- 6L. Dumbarton Rail Corridor Project (ACTIA 25) - Update on the Procurement of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way Contract and Related Activities – **Page 109** I
- 6M. Approval of a Loan in Compliance with Approved Loan Program between ACTA and the ACCMA Authorizing ACTA to Lend \$5 Million to ACCMA – **Page 113** A
- 6N. Approval of Fiscal Year 2012-2013 Alameda County Transportation Commission Member Agency Fee Schedule – **Page 115** A
- 6O. Review of Draft Cycle 3 Lifeline Transportation Program – **Page 119** I
- 6P. Approval of Appointments for the Community Advisory Committees – **Page 123** A

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

- 7A. Bicycle and Pedestrian Advisory Committee- Midori Tabata, Chair **I**
– **Page 123**
- 7B. Citizens Advisory Committee–Cynthia Dorsey, Chair – **Page 133** **I**
- 7C. Citizens Watchdog Committee – James Paxson, Chair – **Page 135** **I**
- 7D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair **I**
– **Page 137**

8 Planning, Policy and Legislation Committee Action Items

- 8A. Decade of Progress Presentation* **I**
- 8B. Approval of Legislative Position and Legislative Update – **Page 153** **A**
- 8C. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of a Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) – **Page 169** **I**

9 Programs and Projects Action Items

- 9A. Acceptance of Alameda CTC Semi Annual Capital Projects Update April 2012 – **Page 191** **A**
- 9B. I-580 Eastbound Express (HOT) Lane Project - Approval of Amendment No. 2 to the Professional Services Agreement with the URS Corporation (Agreement No. CMA A08-018) – **Page 211** **A**

10 Member Reports (Verbal)**11 Staff Reports (Verbal)****12 Adjournment: Next Meeting – May 26, 2012**

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

*Materials/Presentations will be distributed at meeting.

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

May 2012 Meeting Schedule: Some dates are tentative. Persons interested in attending should check dates with Alameda CTC staff.

Citizens Advisory Committee (CAC)	5:30 pm	No Meeting	1333 Broadway Suite 300
Citizens Watchdog Committee (CWC)	6:30 pm	No Meeting	1333 Broadway Suite 300
Alameda County Transportation Advisory Committee (ACTAC)	1:30 pm	May 1, 2012	1333 Broadway Suite 300
Technical Advisory Working Group (TAWG) and Community Advisory Working Group Joint Meeting (CAWG)	1:30 pm (CAWG)	May 10, 2012	1333 Broadway Suite 300
I-580 Policy Advisory Committee (PAC)	9:45 am	May 14, 2012	1333 Broadway Suite 300
Planning, Policy and Legislation Committee	11:00 am	May 14, 2012	1333 Broadway Suite 300
Programs and Projects Committee (PPC)	12:15 pm	May 14, 2012	1333 Broadway Suite 300
Finance and Administration Committee (FAC)	1:30 pm	May 14, 2012	1333 Broadway Suite 300
Paratransit Technical Advisory Committee	9:30 am	No Meeting	1333 Broadway Suite 300
Countywide Transportation Plan and Expenditure Plan Development Steering Committee (CWTP-TEP)	12:00 pm	May 24, 2012	1333 Broadway Suite 300
Alameda CTC Commission Meeting	2:30 pm	May 24, 2012	1333 Broadway Suite 300
Paratransit Advisory and Planning Committee	1:00 pm	May 28, 2012	1333 Broadway Suite 300
Bicycle and Pedestrian Advisory Committee	5:30 pm	May 31, 2012	1333 Broadway Suite 220

Glossary of Acronyms

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

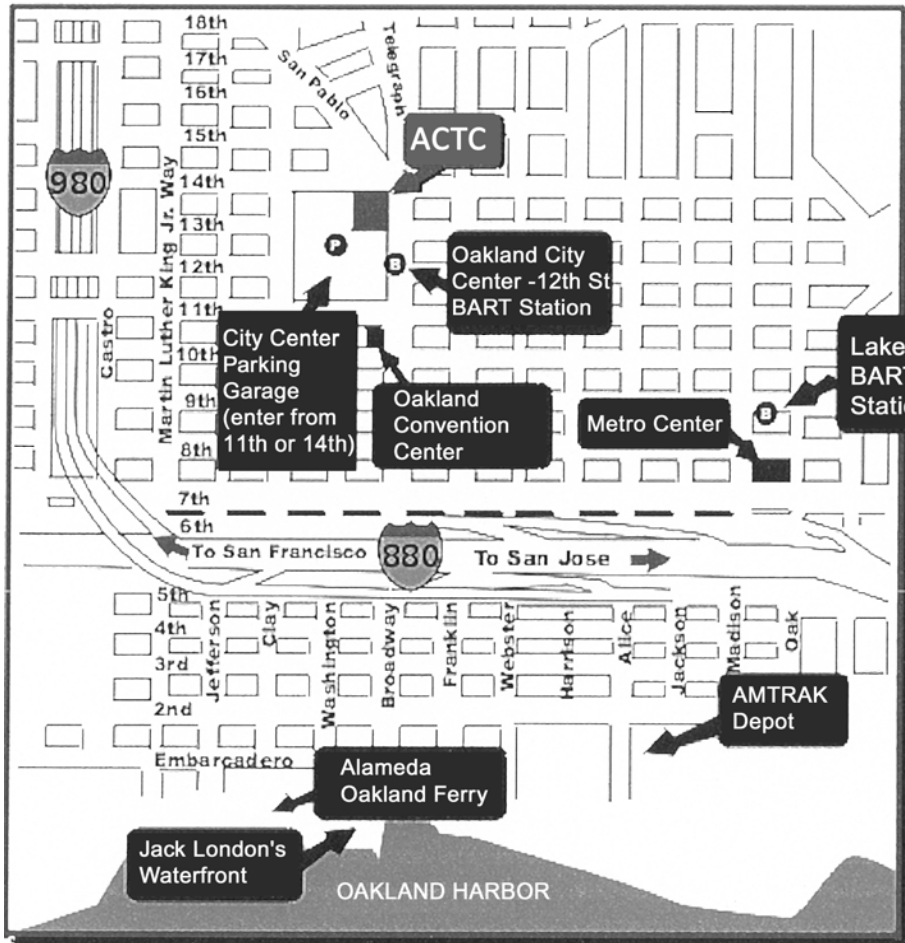


1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org



Directions to the Offices of the Alameda County Transportation Commission:

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

Public Transportation Access:

BART: City Center / 12th Street Station

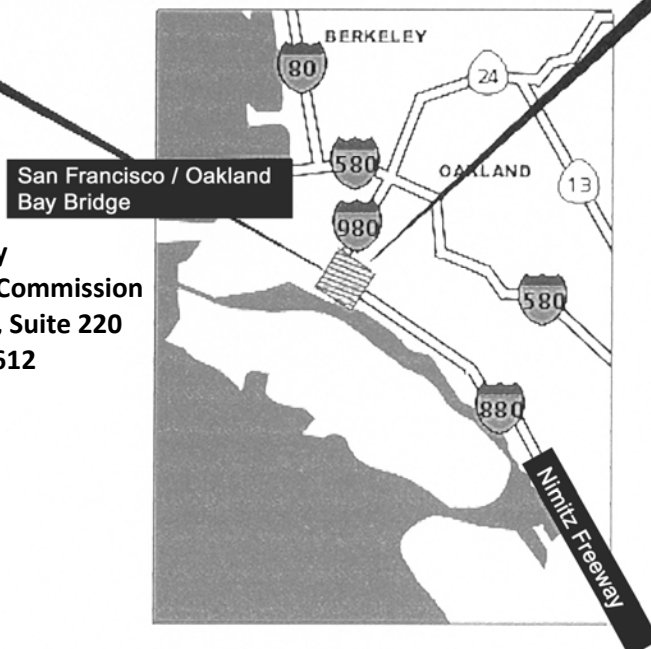
AC Transit:

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

Auto Access:

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

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





MEMORANDUM

Date: April 17, 2012

To: Alameda County Transportation Commission

From: Stewart D. Ng, Deputy Director of Programming and Projects
Pamela Schock Mintzer, Wendel, Rosen, Black & Dean LLP

Subject: **Consideration of Adoption of Resolutions of Necessity Authorizing Filing of Eminent Domain Action to Acquire Real Property Interests for the I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project (710.0).**

Recommendation

It is recommended that the Commission:

- 1) Conduct hearings on Resolutions of Necessity and consider all the evidence presented for the acquisition of the following real property interests necessary for I-880 North Safety and Operational Improvements at 23rd and 29th Avenues Project (Project):
 - a. Caltrans Parcel 62326-3 (125 square foot (sf) permanent easement (PE) for a PG&E anchor), which is a portion of the property located at 1100 29th Avenue, Oakland.
 - b. Caltrans Parcel 62328-1 and -2 (2,070 sf temporary construction easement (TCE), and 304.67 lineal feet of access rights), which are portions of the property located at 834 Portwood Avenue, Oakland.
 - c. Caltrans Parcel 62329-2 (66 sf TCE), which is a portion of the property located at 2800 E. 8th Street & 815 Portwood Avenue, Oakland.
 - d. Caltrans Parcels 62330-1 (52 sf TCE) and 62331-1 (34 sf TCE), which are portions of adjacent properties located at 2784 East 8th Street, and 812 Lisbon Avenue, Oakland.
 - e. Caltrans Parcels 62334-1 through -6 (438 sf and 1,304 sf fee acquisitions; 750 sf, 3,103 sf, 850 sf, and 541 sf TCEs), which are portions of properties located at 823 and 829 27th Avenue, Oakland.
 - f. Caltrans Parcel 62140-1 and -2 (1,162 sf wall maintenance PE and 3,158 sf TCE), which are portions of the properties located at 646 Kennedy Street, Oakland.
- 2) Adopt, by at least a four-fifths vote of the membership of the Commission (e.g., at least 18 members), Resolutions of Necessity making the findings that the public interest and necessity require the Project, 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, that the offer required by Section 7267.2

of the Government Code has been made to the owners of record, and authorizing the commencement of eminent domain proceedings.

Summary

Twelve temporary construction easements (TCEs), four permanent easements (PEs), four fee acquisitions, and one access right from eight private owners are necessary for the construction of the I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project (710.0) (Project). Alameda CTC has successfully negotiated the acquisition or a possession agreement for a number of the real property interests required for the Project. As of the date of this memorandum, nine temporary construction easements were still to be acquired, along with two permanent easements and two fee areas – from six owners. To keep the Project on schedule and to avoid the risk of delay and a loss of funding, Alameda CTC must move forward with considering adopting resolutions of necessity to authorize filing eminent domain action to acquire the real property interests necessary for the Project.

Discussion

I-880 North Safety and Operational Improvements at 23rd and 29th Avenue Project (710.0)

• Project Purpose and Need:

A Caltrans study identified the 29th Avenue/23rd Avenue area as a major bottleneck on I-880 due to the low vertical clearances of the overcrossings, the nonstandard interchange spacing, the existing ramp geometric configurations, and the limited ability to widen the freeway. Replacement of these last overcrossings to attain the standard vertical clearances will allow fully loaded trucks to use the I-880 corridor. In addition, lengthening the auxiliary lanes would increase the flow of vehicles along the mainline, thus reducing the rate of congestion-related accidents and improving the traffic flow and safety through the I-880 corridor, particularly to truck traffic.

The purpose of the Project is:

- To correct existing geometric deficiencies of the overcrossings at 29th Avenue and 23rd Avenue along I-880
- To improve the safety and operation of I-880 from PM 28.4 to PM 29.2
- To improve operational deficiencies of the northbound ramps at 29th Avenue and 23rd Avenue for I-880
- To provide I-880 noise protection to the Jingletown residential community.

The proposed Project is necessary because the existing I-880 interchanges at 29th Avenue and 23rd Avenue are currently heavily congested and have high collision rates as a result of nonstandard roadway designs. The interchanges are currently spaced at 1,400 feet which is nonstandard interchange spacing. In addition, the mainline freeway alignment includes numerous non-standard curves. The existing overcrossings have multiple columns supporting each bridge and the vertical clearances over I-880 are less than the current Caltrans Design Standard of 16.5 feet. These bridge columns are oriented in such a way as to prevent widening of the mainline freeway to accommodate standard lane widths, standard shoulders, or to incorporate auxiliary lane extensions. The inside and outside mainline shoulders do not meet current design standards and the width of the number one (inside) lane in the northbound direction is less than the 12-foot design standard. These conditions all contribute to the poor operations of this section of I-880 as well as contribute to the high rate of accidents (approximately five times the state-wide average).

- **Project Description:**

This project proposes to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline. The majority of the project is funded with \$73 million from the Trade Corridor Improvements Fund (TCIF) of the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006; approved by the voters as Proposition 1B in November 2006.

- **Environmental Review:**

Caltrans approved the Project Study Report (PSR) for the Project in November of 2007. The environmental impacts of the Project were analyzed under both the California Environmental Quality Act (CEQA) and the National Environmental Protection Act (NEPA). In April 2010, Caltrans gave environmental clearance to the Project through the adoption of a Negative Declaration pursuant to CEQA, and FHWA gave environmental clearance to the Project under NEPA through the approval of a Finding of No Significant Impact.

- **Project Right of Way Needs:**

On February 23, 2012, the Alameda County Transportation Commission (Alameda CTC) adopted a resolution requesting authority from Caltrans to hear resolutions of necessity for the Project, if any were necessary. Caltrans approved this request on March 8, 2102, and delegated its authority to hear any resolutions of necessity for the Project, contingent on Alameda CTC gaining the power of eminent domain. On February 23, 2012, in a joint meeting of the governing bodies of Alameda CTC, ACTIA and ACCMA, the decision was made to terminate the predecessor agencies as of the close of business on February 29, 2012. Pursuant to the joint powers agreement which created Alameda CTC, Alameda CTC automatically gained the power of eminent domain on March 1, 2012 upon the removal of ACTIA and ACCMA from membership in Alameda CTC. Alameda CTC accordingly has the authority to hear any resolutions of necessity for the Project.

The Project requires twelve temporary construction easements (TCEs), four permanent easements (PEs), four fee acquisitions, and one access right. These real property interests are required for a variety of reasons, as discussed below. The Government Code section 7267.2 offers were made to the eight property owners between August 2011 and January 2012. Alameda CTC was able to reach agreements for the acquisition of certain required rights of way, but agreements not yet been achieved for others.

I. THE SUBJECT PROPERTIES REQUIRED FOR THE PROJECT:

Alameda CTC has not yet been able to reach an agreement for the acquisition of eight TCEs, two permanent easements, and two of the fee areas that are necessary for the Project. These 12 separate required segments of right of way are owned by six owners. Due to the critical time frame to secure State funding for the Project, eminent domain actions must be commenced to avoid the loss of funding. Nonetheless, staff will continue to negotiate with the six owners in hopes of coming to a mutually agreeable resolution outside of court.

The majority of the property interests required for the Project for which condemnation is proposed are temporary in nature and will be returned to the owners at the end of construction. Most of the TCEs will last for 36 months to begin on notice to owner, and will conclude no later than February 28, 2017.

Caltrans Parcels:

1) Caltrans Parcel 62326-3 located at 1100 29th Avenue, Oakland.

A 125 square foot permanent easement within the Fruitvale Station Shopping Center is required to install a new PG&E guywire. The easement is completely within an existing landscape area and easement benefitting the City of Oakland, and will not affect any parking spaces, buildings, or other site improvements in the Center. Counsel for the property owner is working with project counsel and has stated that they do not object to the adoption of a resolution of necessity.

2) Caltrans Parcel 62328-1 and -2 located at 834 Portwood Avenue, Oakland.

A 2,070 square foot TCE and 304.67 lineal feet of access rights are required from the property, which is currently being used as a gasoline station at the southeast corner of Portwood Avenue and East 8th Street, adjacent to the 29th Avenue overpass. The TCE will be used to construct a new on-ramp onto northbound I-880 and a new soundwall adjacent to the property. The soundwall prevents access to East 8th Street, and thus access rights are also being acquired. There are site improvements such as signage, lighting, fencing, and landscaping within the acquisition area, which will also be acquired by the Project. Any improvements not being acquired will be replaced or repaired after Project completion.

3) Caltrans Parcel 62329-2 located at 2800 E. 8th Street & 815 Portwood Avenue, Oakland.

A 66 square foot TCE is required from the East 8th Street frontage of this 7,408 square foot commercial property. In the vicinity of this parcel, the Project will relocate the northbound Lisbon Avenue on-ramp and install a new soundwall along the freeway shoulder. The building on the property is not located within the TCE area and will not be affected during construction; however, a small amount of concrete paving is within the current City of Oakland right of way and will be removed. Access to the building will remain open during and after construction, and any improvements not being acquired will be replaced or repaired after Project completion. This commercial property owner has stated that it will not contest the adoption of a resolution of necessity.

4) Caltrans Parcel 62330-1 located at 2784 East 8th Street, Oakland, and Caltrans Parcel 62331-1 located at 812 Lisbon Avenue, Oakland.

These two properties are owned by the same person, leased to the same master tenant, and are adjacent to one another on East 8th Street at the corner of Lisbon. A 52 square foot TCE is required from the front of the 2,698 square foot property located on East 8th Street, and a 34 square foot TCE is required from the side yard of the 4,043 square foot property at the corner of East 8th Street and Lisbon Avenue. The tenant uses the garages on the properties for storage, and subleases the residential spaces. In the vicinity of this parcel, the Project will relocate the northbound Lisbon Avenue on-ramp and install a new soundwall along the freeway shoulder. The TCE will be used to reconstruct the existing public sidewalk and East 8th Street adjacent to the property. The buildings on the properties are not located within the TCE areas and will not be affected during construction; however, the Project is acquiring fencing and signage from the front of the East 8th Street property. Access to both properties will remain open during and after construction, and any improvements not being acquired will be replaced or repaired after Project completion.

5) Caltrans Parcels 62334-1 through -6 located at 823 and 829 27th Avenue, Oakland.

These two properties, which total 31,789 square feet, are owned by the same entity and have the same commercial use. The Project requires a total fee acquisition of 1,742 square feet from the side of the properties where they abut I-880, two six month TCEs totaling 3,853 square feet also abutting I-880, and two thirty-six month TCEs totaling 1,391 square feet also abutting I-880. The six month TCEs will be used to remove a wooden shed, a canopy and a second partial canopy from a concrete block building used for storage, and to regrade the parking area for the properties to improve property surface drainage. The thirty-six month TCEs will be used for the construction of a new soundwall to the southwest of the property. The acquisitions are also required to widen the freeway shoulder, and to relocate and widen the 23rd Avenue off-ramp. The buildings on the properties are not located within the fee or TCE areas and, except for the shed, canopy, and partial canopy, the buildings will not be affected during construction; however, in addition to the shed and canopies, the Project is acquiring fencing and asphalt from properties. Access to both properties will remain open during and after construction, and any improvements not being acquired will be replaced or repaired after Project completion. Counsel for the property owner is working with project counsel and has stated that they do not object to the adoption of a resolution of necessity.

6) Caltrans Parcel 62410-1 and -2 located at 646 Kennedy Street, Oakland.

This is a 64,229 square foot property improved with a 25 unit live/work building, and a vacant 22,000 square foot warehouse. An 1,162 square foot permanent wall maintenance easement for the construction and maintenance of a new retaining wall to support the new 23rd Avenue overcrossing is necessary from the eastern side of the property where it abuts I-880 and the 23rd Avenue Bridge, and a 3,158 square foot TCE for the construction of the new 23rd Avenue overcrossing and the Project is required from the north side of the property where it abuts an onramp to southbound I-880. The buildings on the property are not located within the permanent easement or TCE areas and will not be affected during construction; however, the Project is acquiring fencing and other small improvements from the property. Access to the property will remain open during and after construction, and any improvements not being acquired will be replaced or repaired after Project completion.

II. THE PROPOSED RESOLUTIONS OF NECESSITY:

Adoption of Resolutions of Necessity with the following findings, **by at least four-fifths vote (by membership)** of the Commission, is required for the initiation of the proposed eminent domain actions:

1. The public interest and necessity require the proposed project.

The proposed Project is necessary because the existing I-880 interchanges at 29th Avenue and 23rd Avenue are heavily congested and have high collision rates as a result of nonstandard roadway designs. The interchanges are currently spaced at 1,400 feet which is nonstandard interchange spacing. In addition, the mainline freeway alignment includes numerous non-standard curves. The existing overcrossings have multiple columns supporting each bridge and the vertical clearances over I-880 are less than the current Caltrans Design Standard of 16.5 feet. These bridge columns are oriented in such a way as to prevent widening of the mainline freeway to accommodate standard lane widths, standard shoulders, or to incorporate auxiliary lane extensions. The inside and outside mainline shoulders do not meet current design standards and the width of the number one (inside)

lane in the northbound direction is less than the 12-foot design standard. These conditions all contribute to the poor operations of this section of I-880 as well as contribute to the high rate of accidents (approximately five times the state-wide average). This project proposes to remedy these conditions through the construction of operational and safety improvements, including replacement of the freeway overcrossing structures, improvements to the northbound on- and off-ramps as well as the freeway mainline.

2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

Alameda CTC staff and consultants studied and considered a number of alternatives for the Project design within the severely constricted I-880 corridor. No other alternative that was studied provided the needed safety and operational improvements afforded by the Project. The Project as planned will thus be a benefit to the residents of Alameda County and the region as a whole, while impacting relatively few private property owners.

3. The property described in the resolution of necessity is necessary for the proposed project.

The project study report and environmental analysis for the project each considered various Project alternatives, and it was determined that the Project as planned provided the greatest benefit to the residents of Alameda County and the region as a whole. The noted acquisitions are necessary for the Project as planned. After the Project is completed, the temporary construction easements will be returned in a functionally equivalent state to the owners.

4. The offer required by Government Code Section 7267.2 has been made to all owners of record.

On the dates noted above, the Project right of way consultants made the required written offers to the representative of the owner of record for each parcel, based on an approved appraisal of the fair market value of the property as a whole and the specific property interests necessary for the Project. The offers included a written statement containing detail sufficient to indicate the basis for the offer as required by Government Code section 7267.2, and an informational pamphlet setting out the eminent domain process and the property owner's rights. Written notices of Alameda CTC's Intent to Adopt a Resolution of Necessity, setting forth the date, time and location of the Alameda CTC meeting during which the Commission would consider adopting the requisite Resolutions of Necessity were mailed to the owners of record at least 45 days in advance of the meeting.

Issues related to compensation for the real property interests necessary for the Project are not considered as part of the hearing on the proposed Resolutions of Necessity.

Conclusion

Staff recommends that Alameda CTC hold a hearing regarding the proposed Resolutions of Necessity, and thereafter adopt each of the Resolutions based on the above findings and information.

Attachments:

Attachment A: Proposed Resolutions with attached legal descriptions and plat maps

RESOLUTION NO. 12-00__

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
 DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
 ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
 DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
 I-880 NORTH SAFETY AND OPERATIONAL
IMPROVEMENTS AT 23RD AND 29TH AVENUE PROJECT (717.0)

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue to improve public health, safety, and welfare in the City of Oakland, County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the "Commission") on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by constructing operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland, County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a permanent easement, and is necessary for the construction of the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED April 26, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

4-Ala-880
EA 0A710
62326-3

Exhibit "A"

ANCHOR EASMENT within the Parcel of land described herein for the right to install maintain and use for supporting anchor and guy wires and cables.

Real property situate in the City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62326-3)

Being a portion of the parcel of land as described in the Grant Deed to Fruitvale Station LLC. recorded on August 31, 2004 as Document No. 2004-395216, Official Records Alameda County, more particularly described as follows:

COMMENCING at the most westerly corner of parcel described in Document 1996-58586, recorded on March 8, 1986 in said County Recorder's office, said corner also being on the northeasterly right of way line of East 9th Street (40.00 feet wide); thence along said northeasterly right of way line North 51°58'54" West 196.16 feet to the **TRUE POINT OF BEGINNING**; thence leaving said northeasterly right of way line North 44°32'37" East 24.71 feet; thence North 45°27'23" West 5.00 feet; thence South 44°32'37" West 25.29 feet to said northeasterly right of way line; thence along said northeasterly right of way line South 51°58'54" East 5.03 feet to the **TRUE POINT OF BEGINNING**.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

Anchor Easement within the parcel of land described herein for the right to install, maintain and use for supporting an anchor and guy wires and cables.

CONTAINING 125 Square Feet, more or less.

LANDS OF OAKLAND UNIFIED SCHOOL DISTRICT
 DOC. NO. 1996-058584
 APN: 025-0680-005-5

PARCEL B

SCALE: 1"=20'

PG&E
 EASEMENT
 AREA: 125 SF±

LANDSCAPE EASEMENT
 DOC. NO. 1996-189551

N44°25'29"E
 N44°32'37"E
 N45°27'23"W
 5.00'
 N44°32'37"E
 24.71'
 T.P.O.B.
 N51°58'54"W
 5.03'

PMW 96-3
 PARCEL A

LANDS OF FRUITVALE STATION, LLC.
 DOC. NO. 2004-395216
 APN: 025-0680-001-6

RIGHT OF WAY EASEMENT
 DOC. NO. 1996-058586

EAST 9TH STREET
 R/W WIDTH VARIES

N51°58'54"W
 196.16'

P.O.C.

EXHIBIT "A"

SKETCH FOR
 PG&E EASEMENT
 APN: 025-0680-001-6
 CITY OF OAKLAND
 COUNTY OF ALAMEDA

LEGEND

|||| NO ACCESS
 R/W RIGHT OF WAY
 SF SQUARE FEET
 @ CENTERLINE
 PG&E PACIFIC GAS
 AND ELECTRIC

RBF
 CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

500 YGNACIO VALLEY ROAD, SUITE 270
 WALNUT CREEK, CALIFORNIA 94596-0847
 925.906.1460 • FAX 925.906.1465 • www.RBF.com

SHEET 1 OF 1 SHEETS

MARCH 9, 2012

J.N. 35-100463

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RESOLUTION NO. 12-00__

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE I-880 NORTH SAFETY AND OPERATIONAL IMPROVEMENTS AT 23RD AND 29TH AVENUE PROJECT (717.0)

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue to improve public health, safety, and welfare in the City of Oakland, County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the "Commission") on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by constructing operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland, County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for the permanent relinquishment of access rights and a temporary construction easement, and is necessary for the construction of the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED April 26, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

Exhibit "A"

TEMPORARY CONSTRUCTION EASEMENT (TCE) under, upon, over and across that certain real property, as described herein, for construction (and other related activities incidental to construction). The TCE will continue for a duration of thirty-six (36) continuous months.

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62328-1)

Being a portion of Tract 24, as said parcel of land is described in the Grant deed to Equilon Enterprises Inc. recorded February July 17, 1998 as Document Number 1998-252223, Official Records of Alameda County, being a strip of land 5.00 feet wide, lying five (5.00) feet to the right, measured at right angles to the sideline described as follows:

BEGINNING at the most Easterly corner of said Tract 24(1998-252223), said point lying on the southwesterly right of way of 29th Avenue; thence from said point of beginning along the exterior boundary of Tract 24 the following four (4) Courses:

1. South 38°35'03" West 129.74 feet to northerly right of way line of East 8th Street,
2. Westerly, along northerly right of way line of East 8th Street and along the arc of a non-tangent 2379.00 foot radius curve to the right, the radius point of said curve bears North 27°03'16" East , through a central angle of 02°53'36", an arc distance of 120.12 feet to a point of compound curvature,
3. Westerly, northwesterly and northerly along the arc of a 32.00 foot radius compound curve to the right, through a central angle of 98°07'59", an arc distance of 54.81 feet to the northeasterly right of way line of Portwood Avenue,
4. Northeasterly along said northeasterly right of way line North 38°04'50" East 117.88 feet to the most northerly corner of said Tract 24(1998-252223).

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

CONTAINING 2,070 Square Feet , more or less.

H:\DATA\35100463\CADD\MAPPING\EXHIBITS\TEMPORARY CONSTRUCTION EASEMENT\0463-TOE-62328-1.DWG JERRY MILLER 3/8/12 5:08 pm

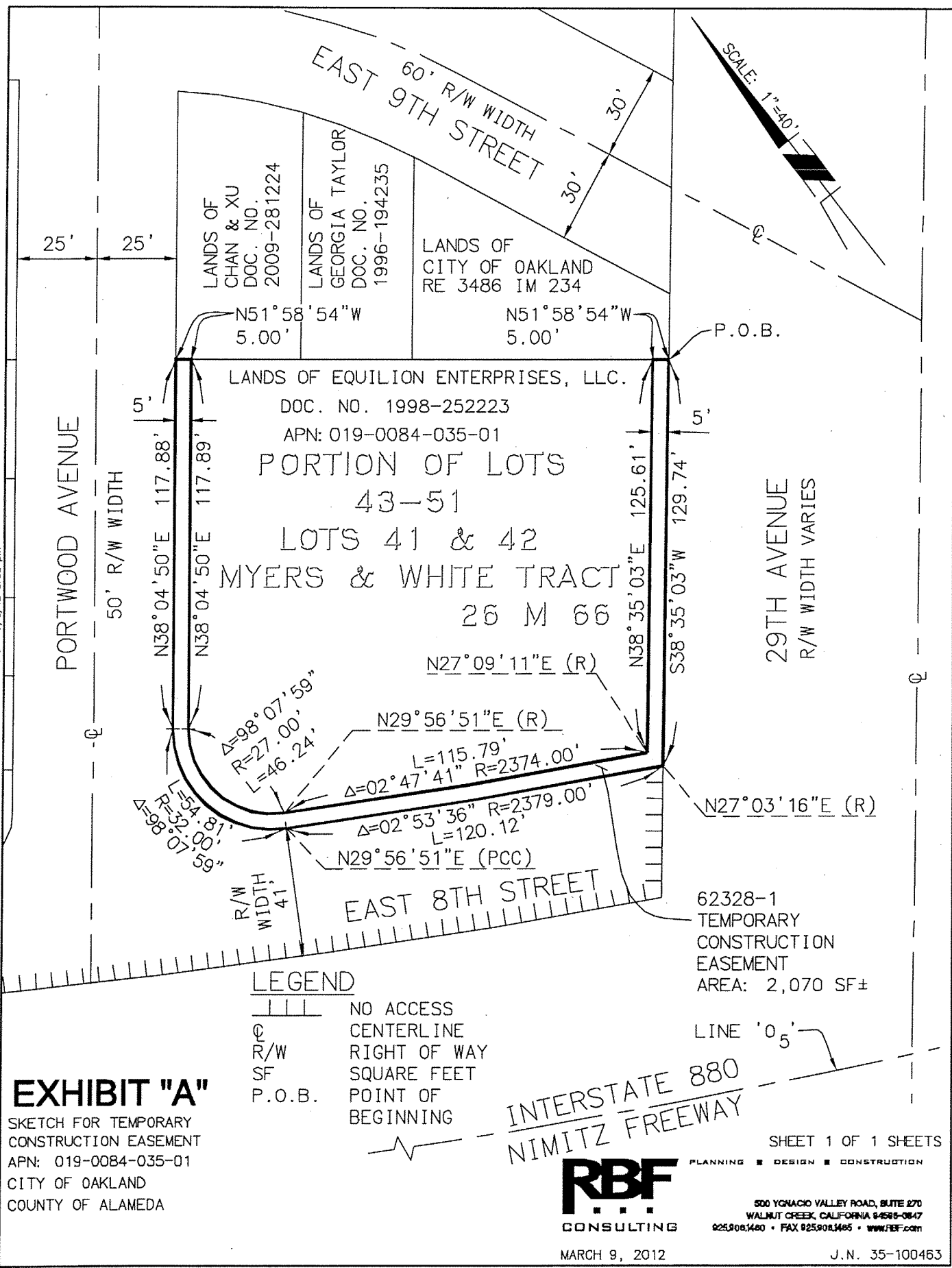


Exhibit "A"

RELINQUISHMENT OF ACCESS RIGHTS. across that certain real property, as described herein,

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62328-2)

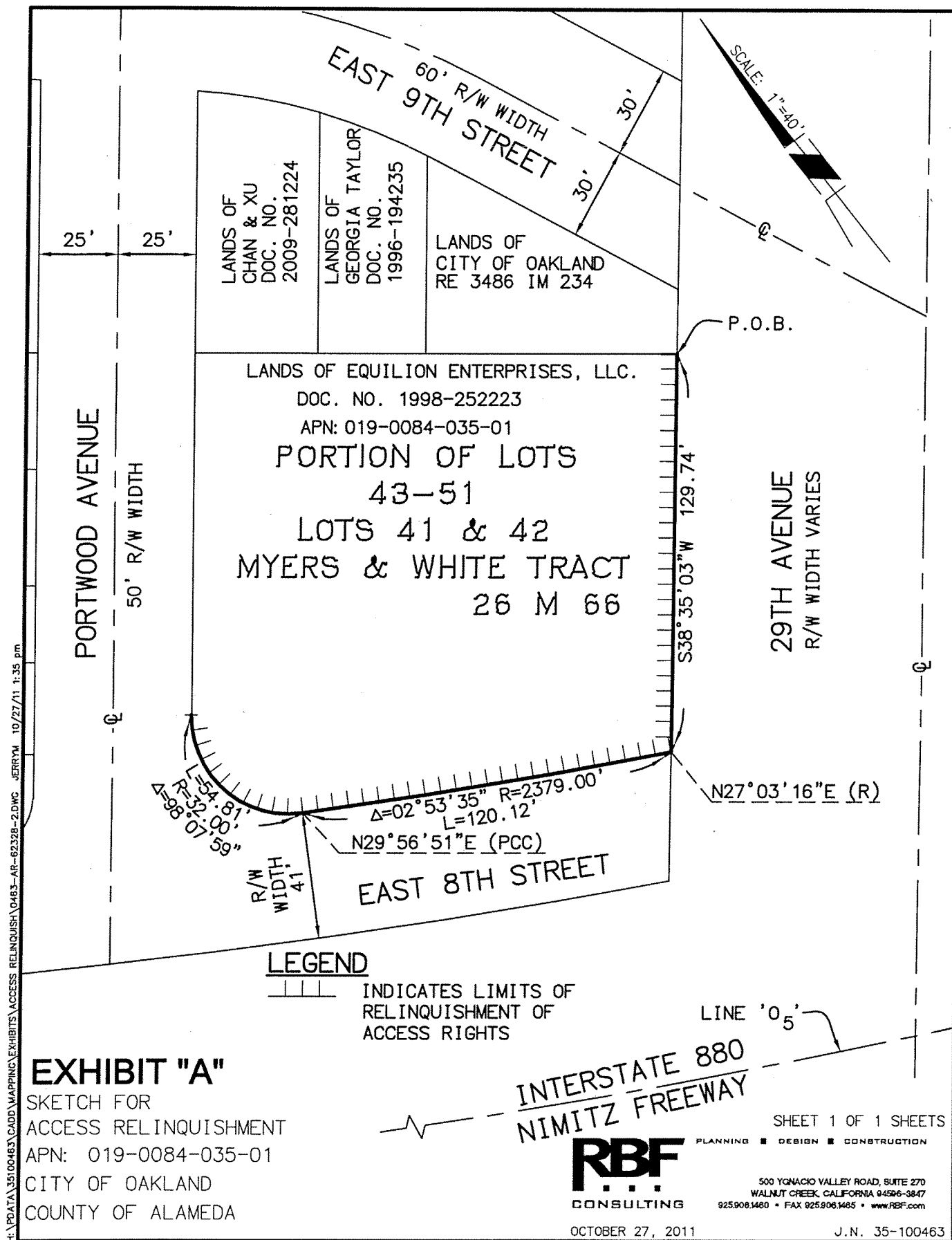
Being a portion of Tract 24, as said parcel of land is described in the Grant deed to Equilon Enterprises Inc. recorded February July 17, 1998 as Document Number 1998-252223, Official Records of Alameda County, limits of the Relinquishment of Access Rights in and to the adjacent highway right of way described as follows:

BEGINNING at the most Easterly corner of said Tract 24(1998-252223), said point lying on the southwesterly right of way of 29th avenue; thence from said point of beginning along the exterior boundary of Tract 24 the following three (3) Courses:

1. South 38°35'03" West 129.74 feet,
2. Westerly, long the arc of a non-tangent 2379.00 foot radius curve to the right, the radius point of said curve bears North 27°03'16" East , through a central angle of 02°53'35", an arc distance of 120.12 feet to a point of compound curvature,
3. Westerly, northwesterly and northerly along the arc of a 32.00 foot radius compound curve to the right, through a central angle of 98°07'59", an arc distance of 54.81 feet,

CONTAINING 304.67 lineal feet , more or less.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.



RESOLUTION NO. 12-00__

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE I-880 NORTH SAFETY AND OPERATIONAL IMPROVEMENTS AT 23RD AND 29TH AVENUE PROJECT (717.0)

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue to improve public health, safety, and welfare in the City of Oakland, County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the "Commission") on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by constructing operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland, County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a temporary construction easement, and is necessary for the construction of the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED April 26, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

Exhibit "A"

TEMPORARY CONSTRUCTION EASEMENT (TCE) under, upon, over and across that certain real property, as described herein, for construction (and other related activities incidental to construction). The TCE will continue for a duration of thirty-six (36) continuous months.

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62329-2)

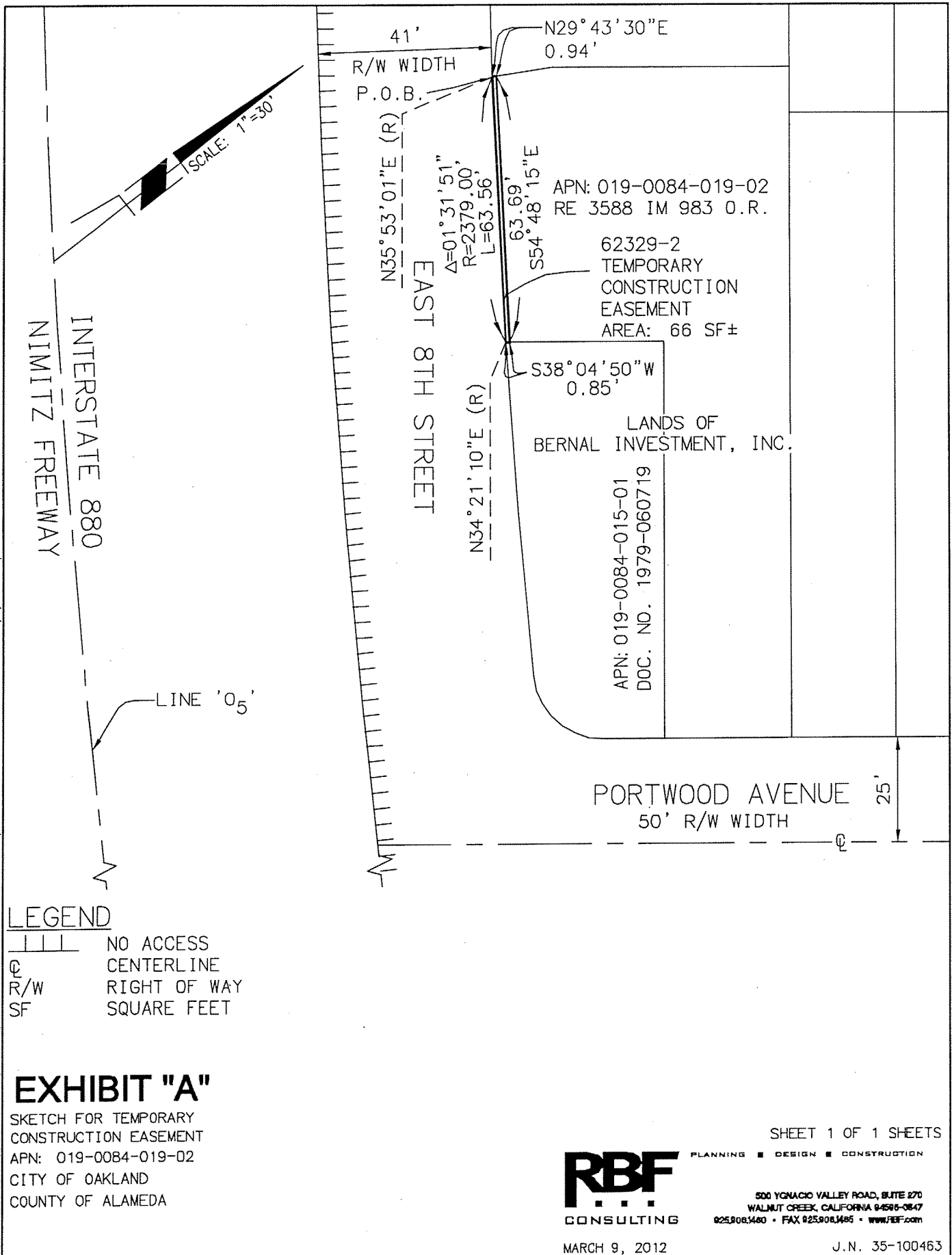
Being a portion of Lots 35 and 36, "Map of Myers and White Tract Map filed in Book 26 of Maps, Page 66, at Alameda County Recorder's Office, as said lots being a Parcel of land is described in the Grant deed to Bernal Investments, recorded January 11, 1974 in Reel 3588, Image 983, Official Records of Alameda County, more particularly described as follows:

BEGINNING at the most southwesterly corner of said Parcel (Re: 3588, Im: 983), said point lying on the northerly right of way line of East 8th Street; thence along the westerly boundary line of said Parcel North 29°43'30" East 0.94 feet; thence leaving said westerly boundary line South 54°48'15" East 63.69 feet to the easterly boundary line of said Parcel; thence along said easterly boundary line South 38°04'50" West 0.85 feet to a point of a non-tangent curve, concave northeasterly and having a radius of 2379.00 feet, a radial which bears North 34°21'10" East from said point, said point also being on said northerly right of way line of East 8th Street; thence along said curve 63.56 feet and through a central angle of 01°31'51" to the **TRUE POINT OF BEGINNING**.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

CONTAINING 66 Square Feet , more or less.

H:\DATA\35100463\CADD\MAPPING\EXHIBITS\TEMPORARY CONSTRUCTION EASEMENT\0463-TCE-62329-2.DWG JERRY MILLER 3/6/12 5:10 PM



RESOLUTION NO. 12-00__

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE I-880 NORTH SAFETY AND OPERATIONAL IMPROVEMENTS AT 23RD AND 29TH AVENUE PROJECT (717.0)

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue to improve public health, safety, and welfare in the City of Oakland, County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the "Commission") on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by constructing operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland, County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for two temporary construction easements, and is necessary for the construction of the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED April 26, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

Exhibit "A"

TEMPORARY CONSTRUCTION EASEMENT (TCE) under, upon, over and across that certain real property, as described herein, for construction (and other related activities incidental to construction). The TCE will continue for a duration of thirty-six (36) continuous months.

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62330-1)

Being a portion of the Parcel of land described in the document recorded February 3, 2000 in document number 2000-038106, Official Records of Alameda County, more particularly described as follows:

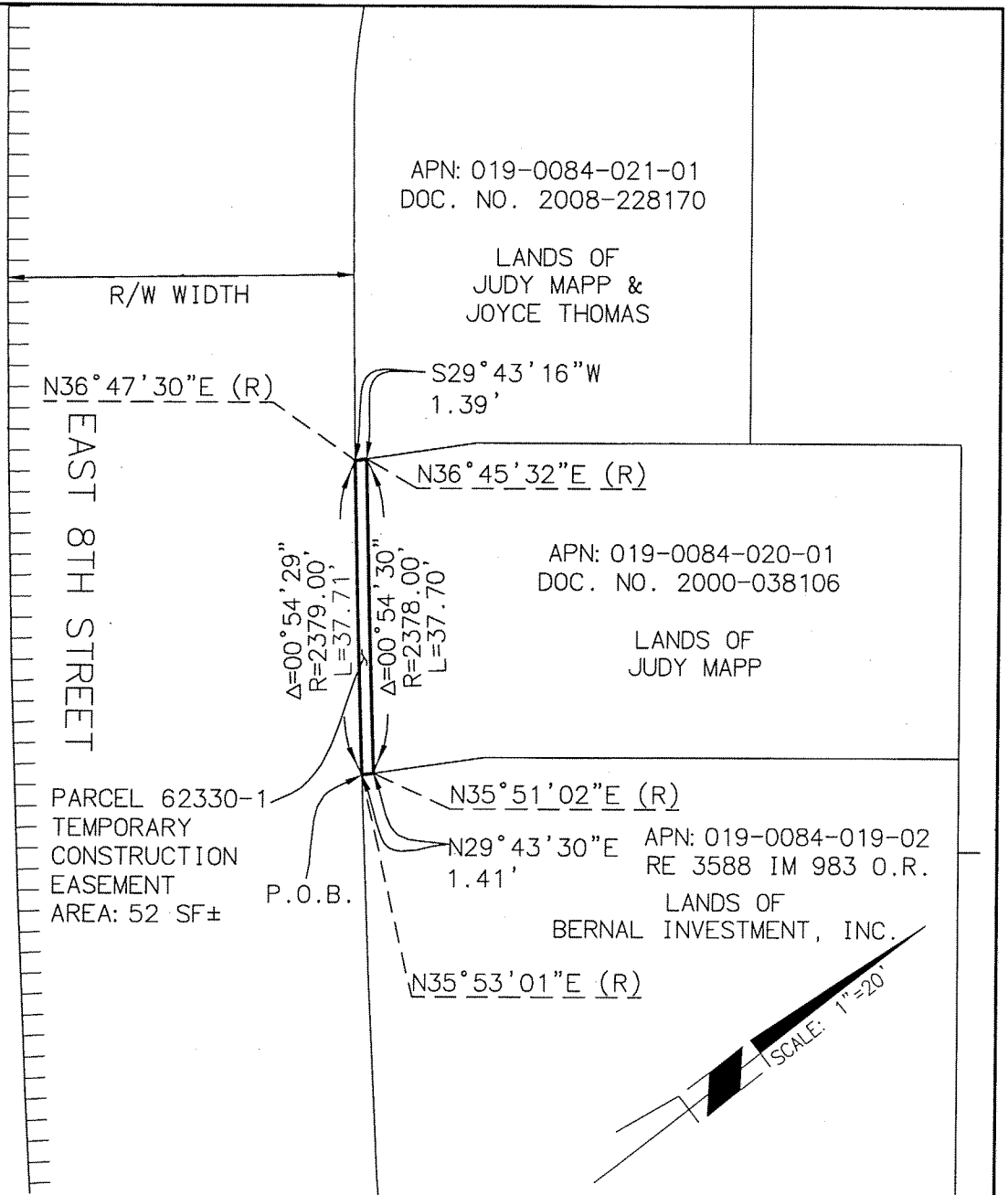
BEGINNING at the most southwesterly corner of said Parcel (2000-038106), said point lying on the northerly right of way line of East 8th Street; thence along the southeasterly boundary line of said Parcel North 29°43'30" East 1.41 feet to a point of a non-tangent curve, concave northeasterly and having a radius of 2378.00 feet, a radial which bears North 35°51'02" East from said point; thence along said curve 37.70 feet and through a central angle of 00°54'30" to the northwesterly line of said Parcel(2000-038106); thence along said northwesterly boundary line South 29°43'16" West 1.39 feet to the southwesterly boundary line of said Parcel to a point of a non-tangent curve, concave northeasterly and having a radius of 2379.00 feet, a radial which bears North 36°47'30" East from said point; thence along said curve 37.71 feet and through a central angle of 00°54'29" to the **POINT OF BEGINNING**.

CONTAINING 52 Square Feet, more or less.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

H:\PDATA\35100463\CADD\MAPPING\EXHIBITS\TEMPORARY CONSTRUCTION EASEMENT\0463-TCE-62330-1.DWG JFONG 3/29/12 9:06 am

INTERSTATE 880
NIMITZ FREEWAY



LEGEND

[Hatched Box] NO ACCESS
 [Solid Line] R/W RIGHT OF WAY
 [Dashed Line] SF SQUARE FEET
 [Point] P.O.B. POINT OF BEGINNING

EXHIBIT "A"

SKETCH FOR TEMPORARY
 CONSTRUCTION EASEMENT
 APN: 019-0084-020-01
 CITY OF OAKLAND
 COUNTY OF ALAMEDA

SHEET 1 OF 1 SHEETS

RBF
CONSULTING

PLANNING ■ DESIGN ■ CONSTRUCTION

500 YGNACIO VALLEY ROAD, SUITE 270
 WALNUT CREEK, CALIFORNIA 94596-3847
 925.906.1480 • FAX 925.906.1465 • www.RBF.com

MARCH 29, 2012

J.N. 35-100463

Exhibit "A"

TEMPORARY CONSTRUCTION EASEMENT (TCE) under, upon, over and across that certain real property, as described herein, for construction (and other related activities incidental to construction). The TCE will continue for a duration of thirty-six (36) continuous months.

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62331-1)

Being a portion of Lots 19, 20, 21 and 22 of Block A, "Subdivision of Block 23 of the North Alameda Tract", filed in Book 14 of Maps, Page 3, at Alameda County Recorder's Office, as said lots being a Parcel of land is described in the Quitclaim deed to Judith N., Mapp Trust recorded July 28, 2008 in Document Number 2008-228170, Official Records of Alameda County, more particularly described as follows:

BEGINNING at the most southerly corner of said Parcel (2008-228170), said corner lying on the northerly right of way line of East 8th Street, said corner also being a point of a curve, concave northeasterly and having a radius of 2379.00 feet; thence along said northerly right of way line of East 8th Street and along said curve 42.03 feet and through a central angle of 01°00'44" to a point of a compound curve, concave northeasterly and having a radius of 62.00 feet; thence along said curve 13.11 feet and through a central angle of 12°06'52" to a point of a non-tangent curve, concave northeasterly and having a radius of 2378.00 feet, a radial line which bears North 49°55'07" East from said point; thence along said curve 13.55 feet and through a central angle of 00°19'35"; thence South 36°50'09" West 0.88 feet; thence South 52°41'00" East 41.42 feet to the southeasterly boundary line of said Parcel (2008-228170); thence along said southeasterly boundary line South 29°43'16" West 0.46 feet to the **POINT OF BEGINNING**.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

CONTAINING 34 Square Feet, more or less.

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NIMITZ FREEWAY INTERSTATE 880

EAST 8TH STREET

41'
R/W WIDTH

SCALE: 1"=10'

N49°55'07"E (R)

$\Delta=12^{\circ}06'52''$
R=62.00'
L=13.11'

N37°48'14"E (R)

N38°04'50"E (R)

$\Delta=00^{\circ}19'35''$
R=2378.00'
L=13.55'

N37°45'15"E (R)

S36°50'09"W
0.88'

LANDS OF
JUDY MAPP &
JOYCE THOMAS

APN: 019-0084-021-01
DOC. NO. 2008-228170

$\Delta=01^{\circ}00'44''$
R=2379.00'
L=42.03'

S52°41'00"E 41.42'

62331-1
TEMPORARY
CONSTRUCTION
EASEMENT
AREA: 34 SF±

N36°47'30"E (R)

P.O.B.

S29°43'16"W
0.46'

APN: 019-0084-020-01
DOC. NO. 2000-038106
LANDS OF
JUDY MAPP

LEGEND

|||| NO ACCESS
R/W RIGHT OF WAY
SF SQUARE FEET
P.O.B. POINT OF BEGINNING

EXHIBIT "A"

SKETCH FOR TEMPORARY
CONSTRUCTION EASEMENT
APN: 019-0084-021-01
CITY OF OAKLAND
COUNTY OF ALAMEDA

SHEET 1 OF 1 SHEETS

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MARCH 9, 2012

J.N. 35-100463

RESOLUTION NO. 12-00__

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE I-880 NORTH SAFETY AND OPERATIONAL IMPROVEMENTS AT 23RD AND 29TH AVENUE PROJECT (717.0)

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue to improve public health, safety, and welfare in the City of Oakland, County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the "Commission") on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by constructing operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland, County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired in fee and for four temporary construction easements, and is necessary for the construction of the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED April 26, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

EXHIBIT "A"

Real property situate in the City of Oakland, County of Alameda, State of California, being portions of Lots 4, 5, 6, 8 and 9 as shown on Map of Myers & White Tract filed January 25, 1912, in Book 26 of Maps, at Page 66, Alameda County Recorder's Office, described as follows:

Parcel (62334-1)

Being a portion of the parcel of land described in the Grant Deed to EBPM Holding Company, Inc. recorded March 9, 2009 as Document No. 2009-068583, Official Records of Alameda County, more particularly described as follows:

COMMENCING at the most northeasterly corner of Lot 10 of said Tract Map (26 M 66), thence along the westerly right of way line of 27th Avenue, 60.00 feet wide per said Tract Map (26 M 66), South 29°45'00" West 53.28 feet to the **TRUE POINT OF BEGINNING**, thence continuing along said westerly right of way line South 29°45'00" West 4.11 feet to a point on the northeasterly right of way line of the Eastshore Freeway, designated as Road IV-ALA-69-OAK, said point also being the most easterly corner of Parcel 1 as described in the Director's deed from the State of California to A.L. Luckney, recorded December 1, 1947, Book 5332 at Page 45, Official Records of said County, said point also being on a non-tangent curve concave northeasterly and having a radius of 2405.00 feet, a radial line from the center of said curve to said beginning of curve bears South 48°46'02" West; thence leaving said westerly right of way line and along said northeasterly right of way line of said Eastshore Freeway and said curve northwesterly 108.60 feet through a central angle of 02°35'14" to a point on the northwesterly line of Lot 10, thence along said northwesterly line North 38°19'26" East 5.89 feet to a point on a non-tangent curve concave northeasterly and having a radius of 2407.50 feet, a radial line from the center of said curve to said beginning of curve bears South 56°17'12" West; thence leaving said northwesterly line of said Lot 10 and along said curve 22.25 feet and through a central angle of 00°31'46" to a point on a non-tangent curve concave northeasterly and having a radius of 2404.50 feet, a radial line from the center of said curve to said beginning of curve bears South 50°49'04" West; thence along said curve southeasterly 86.24 feet and through a central angle of 02°03'18" to the **TRUE POINT OF BEGINNING**.

CONTAINING Parcel 62334-1: 438 Square Feet, more or less.

This conveyance is made for the purpose of a freeway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights including access rights, appurtenant to grantor's remaining property, in and to said freeway.

Parcel (62334-2)

Being a portion of the parcel of land described in the Grant Deed to EBPM Holding Company, Inc. recorded January 8, 2007 as Document No. 2007-007114, Official Records of Alameda County, more particularly described as follows:

COMMENCING at the most northeasterly corner of Lot 10 of said Tract Map (26 M 66), thence along the westerly right of way line of 27th Avenue, 60.00 feet wide per said Tract Map (26 M 66) South 29°45'00" West 53.28 feet, thence continuing along said westerly right of way line South 29°45'00" West 4.11 feet to a point on the northeasterly right of way line of the Eastshore Freeway, designated as Road IV-ALA-69-OAK, as described in the Grant deed from the State of California to A.L. Luckey, recorded September 15, 1947, Book 5253 at Page 247, Official Records of said County, said point also being on a non-tangent curve concave northeasterly and having a radius of 2405.00 feet, a radial line from the center of said curve to said beginning of curve bears South 48°46'02" West; thence leaving said westerly right of way line and along said northeasterly right of way line of said Eastshore Freeway and said curve northwesterly 108.60 feet through a central angle of 02°35'14" to the **TRUE POINT OF BEGINNING**; thence continuing along said curve northwesterly 107.05 feet and through a central angle of 02°33'01" to the easterly right of way line of 23rd Avenue (shown as Park Avenue on said Tract Map (26 M 66)), 80 feet wide per said Tract Map (26 M 66); thence along said easterly right of way line North 05°43'57" West 34.63 feet to a point of a non-tangent curve concave northeasterly and having a radius of 2407.50, , a radial line from the center of said curve to said beginning of curve bears South 59°30'55" West; thence along said curve southeasterly 135.66 feet and through a central angle of 03°13'43" to the northwesterly of said Lot 10; thence along said northwesterly line of said Lot 10 North 38°19'26" East 5.89 feet to the **TRUE POINT OF BEGINNING**.

CONTAINING Parcel 62334-2: 1,304 Square Feet, more or less.

This conveyance is made for the purpose of a freeway and the grantor hereby releases and relinquishes to the grantee any and all abutter's rights including access rights, appurtenant to grantor's remaining property, in and to said freeway.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

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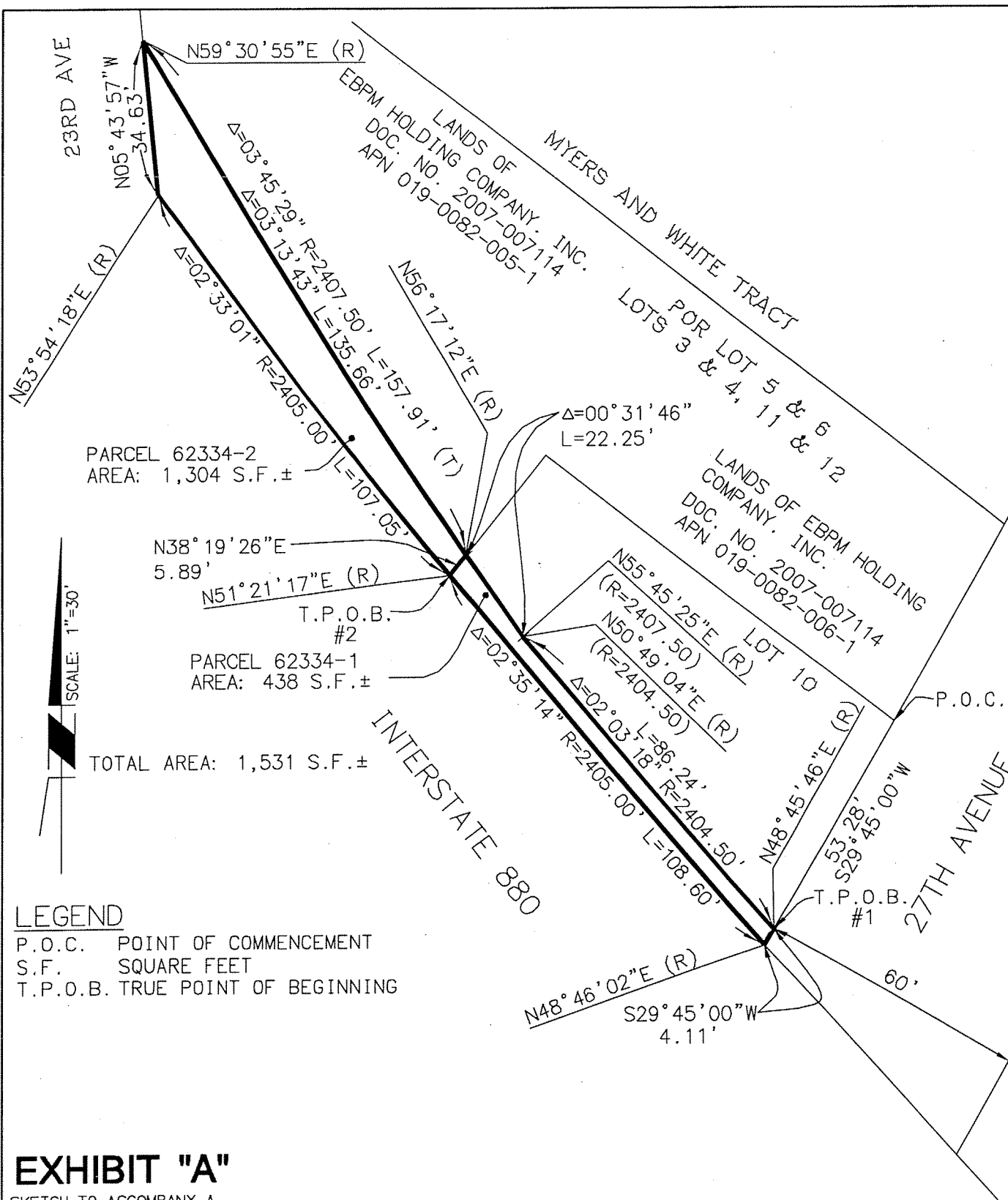


EXHIBIT "A"

SKETCH TO ACCOMPANY A
LEGAL DESCRIPTION FOR
RIGHT OF WAY ACQUISITIONS

APN. 019-0082-005-1 & 019-0082-006-1
CITY OF OAKLAND
COUNTY OF ALAMEDA

SHEET 1 OF 1 SHEETS

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MARCH 9, 2012

J.N. 35-100463

4-Ala-880
EA 0A710
62334-3 &
62334-4

Exhibit "A"

TEMPORARY CONSTRUCTION EASEMENT (TCE) under, upon, over and across that certain real property, as described herein, for construction (and other related activities incidental to construction). The TCE will continue for a duration of thirty-six (36) continuous months.

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62334-4)

Being a portion of Lots 3, 4, 5 and 6 of "Map of Myers and White Tract", filed in Book 26 of Maps, Page 66, at Alameda County Recorder's Office, being a Parcel of land is described in the Grant deed to EBPM Holdings Company, Inc., recorded January 8, 2007 in Document Number 2007-007114 of Official Records of Alameda County, more particularly described as follows:

BEGINNING at the most northerly corner of said Parcel (2007-007114); thence along the northerly boundary line of said Parcel South 51°58'54" East 34.61 feet; thence leaving said northerly boundary line South 05°43'57" East 15.25 feet to a point of a non-tangent curve, concave northeasterly and having a radius of 2382.50 feet, a radial line which bears North 59°23'01" East from said point; thence along said curve 120.67 feet and through a central angle of 02°54'07" to the easterly boundary line of said Parcel (2007-007114); thence along said easterly boundary line South 38°19'26" West 21.04 feet to a point hereinafter referred to as Point 'A', said point also being on a non-tangent curve, concave northeasterly and having a radius of 2402.50 feet, a radial line which bears North 56°19'31" East from said point; thence along said curve 132.67 feet and through a central angle of 03°09'50"; thence North 05°43'57" West 27.06 feet; thence North 22°34'11" West to the **TRUE POINT OF BEGINNING**.

CONTAINING 3,103 Square Feet, more or less.

PARCEL (62334-3)

Being a portion of Lots 6, 8 and 9 of "Map of Myers and White Tract", filed in Book 26 of Maps, Page 66, at Alameda County Recorder's Office, being a Parcel of land is described in the Grant deed to EBPM Holdings Company, Inc., recorded March 9, 2009 in Document Number 2009-068583 of Official Records of Alameda County, more particularly described as follows:

BEGINNING at the previously described Point 'A', said point also being on the westerly boundary line of said Parcel; thence along said westerly boundary line North $38^{\circ}19'26''$ East 7.36 feet to a point of a non-tangent curve, concave northeasterly and having a radius of 2,395.50 feet, a radial line which bears North $56^{\circ}22'47''$ East from said point; thence along said curve 25.51 feet and through a central angle of $00^{\circ}36'37''$ to a point of a non-tangent curve, concave northeasterly and having a radius of 2392.50 feet, a radial line which bears North $50^{\circ}48'20''$ East from said point; thence along said curve 81.16 feet and through a central angle of $01^{\circ}56'37''$ to the easterly boundary line of said parcel; thence along said easterly boundary line South $29^{\circ}45'00''$ West 7.41 feet to a point of a non-tangent curve, concave northeasterly and having a radius of 2399.50 feet, a radial line which bears North $48^{\circ}48'15''$ East; thence along said curve 84.12 feet and through a central angle of $02^{\circ}00'31''$ to a point of a non-tangent curve, concave northeasterly and having a radius of 2402.50 feet, a radial line which bears North $55^{\circ}45'44''$ East from said point; thence along said curve 23.61 feet and through a central angle of $00^{\circ}33'47''$ to the **TRUE POINT OF BEGINNING**.

CONTAINING 750 Square Feet, more or less.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

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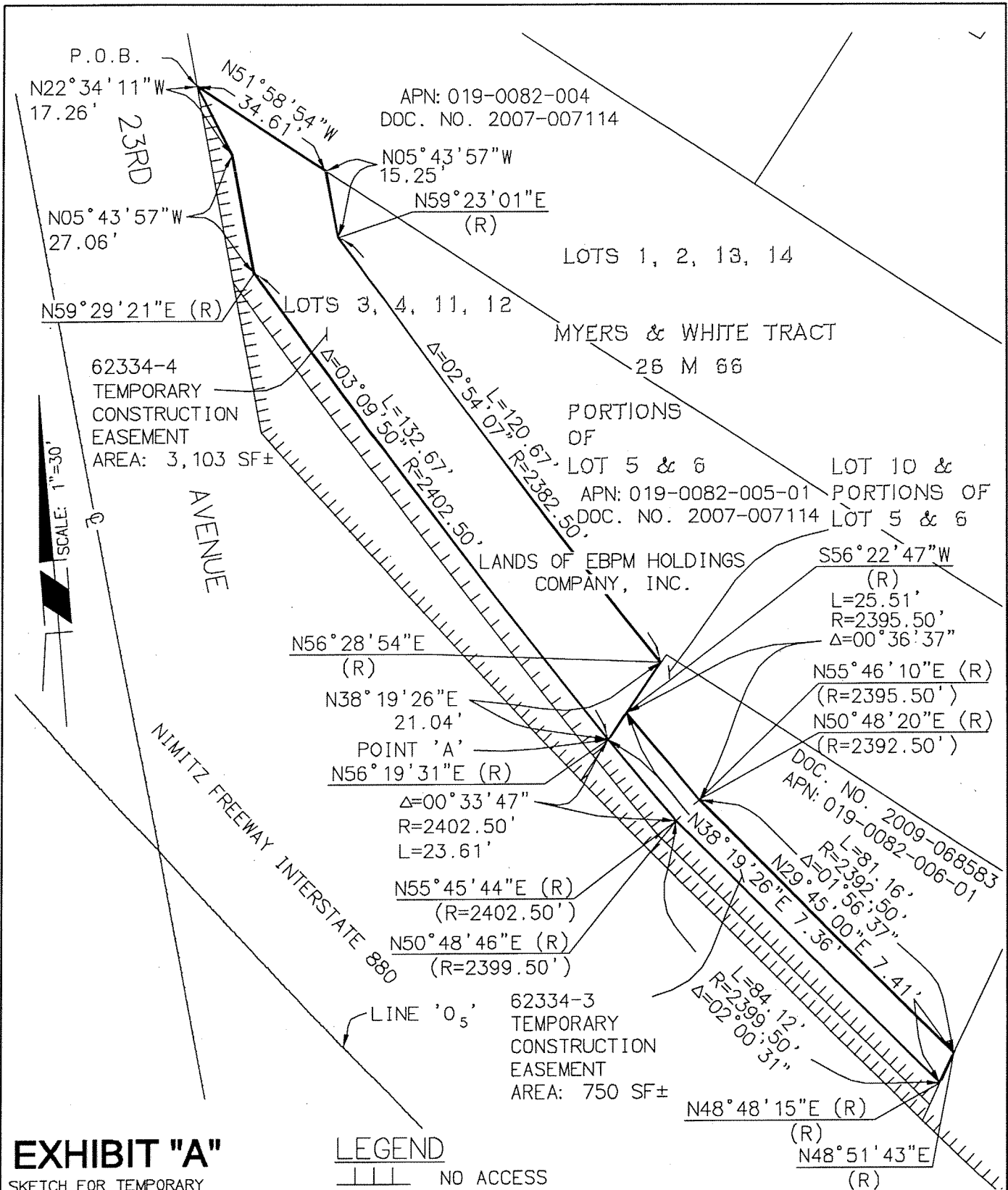


EXHIBIT "A"

SKETCH FOR TEMPORARY
CONSTRUCTION EASEMENT

APN: 019-0082-006-01,
019-0082-005-01 & 019-0082-004-01
CITY OF OAKLAND
COUNTY OF ALAMEDA

LEGEND

	NO ACCESS
R/W	RIGHT OF WAY
SF	SQUARE FEET
CL	CENTERLINE

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MARCH 9, 2012

J.N. 35-100463

Exhibit "A"

TEMPORARY CONSTRUCTION EASEMENT (TCE) under, upon, over and across that certain real property, as described herein, for construction (and other related activities incidental to construction). The TCE will continue for a duration of thirty-six (36) continuous months.

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62334-5)

Being a portion of Lots 3,4,11,12,5,and 6 of "Map of Myers and White Tract", filed in Book 26 of Maps, Page 66, at Alameda County Recorder's Office, being a Parcel of land is described in the Grant deed to EBPM Holdings Company, Inc. recorded March 9, 2009 in Document Number 2009-068583 of Official Records of Alameda County, more particularly described as follows:

COMMENCING at the most northerly corner of said Parcel(2009-068583); thence along the northwesterly boundary line of said Parcel South $38^{\circ}19'26''$ West 23.00 feet to the **TRUE POINT OF BEGINNING** and to a point of a non-tangent curve, concave northeasterly and having a radius of 2402.50 feet, a radial line bears North $56^{\circ}19'31''$ East from said point; thence southeasterly along said curve 23.61 feet and through a central angle of $0^{\circ}33'47''$ to a point of a non-tangent curve, concave northeasterly and having a radius of 2399.50 feet, a radial line bears North $50^{\circ}48'46''$ East from said point; thence southeasterly along said curve 84.12 feet and through a central angle of $2^{\circ}00'31''$ to the southeasterly boundary line of said Parcel (2009-068583); thence along said southeasterly boundary line South $29^{\circ}45'00''$ West 5.29 feet to a point of a non-tangent curve, concave northeasterly and having a radius of 2404.50 feet, a radial line bears North $48^{\circ}45'46''$ East from said point; thence northwesterly along said curve 86.24 feet and through a central angle of $2^{\circ}03'18''$ to a point of a non-tangent curve, concave northeasterly and having a radius of 2407.50 feet, a radial line bears North $55^{\circ}45'25''$ East from said point; thence northwesterly along said curve 22.25 feet and through a central angle of $0^{\circ}31'46''$ to the northwesterly boundary line of said Parcel (2009-068583); thence along said northwesterly boundary line North $38^{\circ}19'26''$ East 5.26 feet to the **POINT OF BEGINNING**.

CONTAINING 541 Square Feet, more or less.

PARCEL (62334-6)

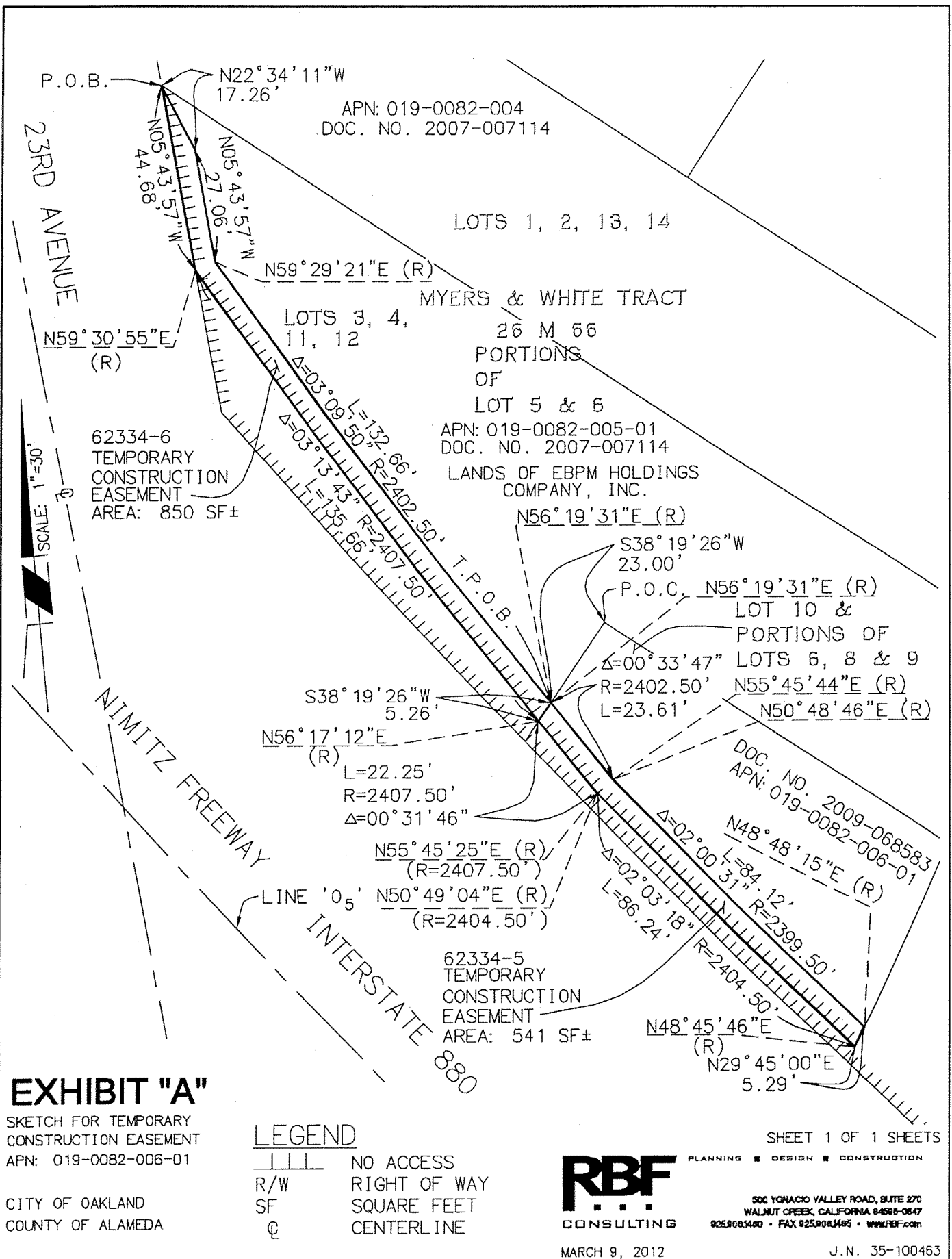
Being a portion of Lots 3,4,11,12,5,and 6 of "Map of Myers and White Tract", filed in Book 26 of Maps, Page 66, at Alameda County Recorder's Office, being a Parcel of land is described in the Grant deed to EBPM Holdings Company, Inc. recorded January 8, 2007 in Document Number 2007-007114 of Official Records of Alameda County, more particularly described as follows:

BEGINNING at the northerly corner of said Parcel(2007-007114); thence South 22°34'11" East 17.26 feet; thence South 5°43'57" East 27.06 feet to a point of a non-tangent curve, concave northeasterly and having a radius of 2402.50 feet, a radial line bears North 59°29'21" East from said point; thence along said curve 132.66 feet and through a central angle of 3°09'50" to the southeasterly boundary line of said Parcel (2007-007114); thence along said southeasterly boundary line South 38°19'26" West 5.26 feet to a point of a non-tangent curve, concave northeasterly and having a radius of 2407.50 feet, a radial line bears North 56°17'12" East from said point; thence along said curve 135.66 feet and through a central angle of 3°13'43" to the westerly boundary line of said Parcel(2007-007114); thence along said westerly boundary line North 5°43'57" West 44.68 feet to the **POINT OF BEGINNING**.

CONTAINING 850 Square Feet, more or less.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

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RESOLUTION NO. 12-00__

A RESOLUTION OF THE ALAMEDA COUNTY TRANSPORTATION COMMISSION
DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE
ACQUISITION OF CERTAIN LAND AND DIRECTING THE FILING OF EMINENT
DOMAIN PROCEEDINGS ON CERTAIN PROPERTY FOR THE
I-880 NORTH SAFETY AND OPERATIONAL
IMPROVEMENTS AT 23RD AND 29TH AVENUE PROJECT (717.0)

WHEREAS, the Alameda County Transportation Commission ("Alameda CTC") is vested with the power of eminent domain and is authorized to acquire real property by virtue of Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Sections 1240.010 and 1240.110 of the Code of Civil Procedure of the State of California within the jurisdictional limits of the County of Alameda; and

WHEREAS, it is desirable and necessary for Alameda CTC to acquire certain real property and property interests, particularly described in **Exhibit A**, for the purpose of, *inter alia*, to construct operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue to improve public health, safety, and welfare in the City of Oakland, County of Alameda, State of California; and

WHEREAS, pursuant to the provisions of Section 1245.235 of the Code of Civil Procedure, written notice has been duly given to all persons whose property is to be acquired by eminent domain and whose names and addresses appear on the last County of Alameda equalized assessment roll, all of whom have been given a reasonable opportunity to appear and be heard before the governing body of Alameda CTC (the "Commission") on the following matters:

- a) Whether the public interest and necessity require the project;
- b) Whether the project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- c) Whether the property sought to be acquired is necessary for the project; and
- d) Whether the offer required by Section 7267.2 of the Government Code has been made to the owners of record.

NOW THEREFORE, BE IT RESOLVED, by at least a **four-fifths** vote of the Commission, pursuant to Sections 1240.030 and 1245.230 of the Code of Civil Procedure of the State of California, that this Commission does and it hereby finds and determines each of the following:

Section 1. Based upon the evidence presented, this Commission finds and resolves as follows:

(a) The property to be acquired is described in **Exhibit A** attached hereto and incorporated herein;

(b) Said property is to be acquired for public use, to wit, for public highway purposes, pursuant to the authority granted by Article 1, Section 19 of the Constitution of the State of California, Section 25350.5 of the Government Code of the State of California as delegated in Section 14 of the Alameda CTC Joint Powers Agreement, Section 760 of the Streets and Highways Code of the State of California, and Part 3, Title 7 of the Code of Civil Procedure;

(c) The public interest and necessity require the project, which is to improve public health, safety and welfare by constructing operational and safety improvements on I-880 at the existing overcrossings of 23rd Avenue and 29th Avenue in the City of Oakland, County of Alameda, State of California;

(d) The proposed project is planned and located in the manner which will be most compatible with the greatest public good and the least private injury;

(e) The property described in **Exhibit A** is being acquired for a permanent wall maintenance easement and a temporary construction easement, and is necessary for the construction of the proposed project; and

(f) The offer required by Government Code Section 7267.2 has been made to the owners of record of the real property.

Section 2. General Counsel of Alameda CTC or his duly authorized designee, be, and is hereby authorized and directed to institute and conduct to conclusion an action in eminent domain for the acquisition of the estates and interests aforesaid and to take such action as counsel may deem advisable or necessary in connection therewith. An order for prejudgment possession may be obtained in said action and a warrant issued and deposited with the State Treasurer Condemnation Fund, in the amount determined the most probable compensation for the property sought to be acquired, as a condition to the right of possession.

ADOPTED April 26, 2012, by the Commission of the Alameda County Transportation Commission by the following vote, to wit:

AYES:

NOES:

ABSTAIN:

ABSENT:

SIGNED:

Mark Green, Chairperson

ATTEST:

Vanessa Lee, Clerk of the Commission

APPROVED AS TO FORM:

General Counsel of the Alameda
County Transportation Commission

Exhibit "A"

PERMANENT WALL EASEMENT under, over, upon, and across that certain real property as described herein, for maintenance of a highway wall and incidental uses thereto:

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62410-1)

Being a portion of Block B of "Camden 23rd Ave. Tract", filed in Book 9 of Maps, Page 24, at Alameda County Recorder's Office, being a Parcel of land described in the Grant deed to Fidelity Holdings, Inc. recorded June 13, 1994 in Document Number 1994-221399, Official Records of Alameda County, more particularly described as follows:

BEGINNING at the most northerly corner of said Parcel (1994-221399); thence along the easterly boundary line of said Parcel South 21°19'27" East 143.49 feet; thence South 05°45'36" East 47.38 feet; thence leaving said easterly boundary line North 11°11'17" West 28.75 feet; thence North 12°59'08" West 7.16 feet; thence North 16°39'26" West 6.86 feet; thence North 20°24'32" West 6.78 feet; thence North 24°12'37" West 6.93 feet to a point of a non-tangent curve, concave Easterly and having a radius of 638.42 feet, a radial line bears North 63°53'51" East from said point; thence along said curve 88.60 feet and through a central angle of 7°57'05" thence North 18°09'04" West 45.59 feet to the Northerly boundary line of said Parcel (1994-221399) and to a point on a non-tangent curve concave to the South and having a radius of 105.00 feet, a radial line bears South 13°19'09" East from said point; thence along said curve 5.08 feet and through a central angle of 2°46'28" to the **POINT OF BEGINNING**.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

CONTAINING 1,162 Square Feet, more or less.

EXHIBIT "A"

SKETCH FOR
PERMANENT EASEMENT
APN: 019-0068-002-03
CITY OF OAKLAND
COUNTY OF ALAMEDA

LEGEND

<u> </u> <u> </u> <u> </u>	NO ACCESS
R/W	RIGHT OF WAY
SF	SQUARE FEET
CL	CENTERLINE

SHEET 1 OF 1 SHEETS

PLANNING ■ DESIGN ■ CONSTRUCTION

RBF
CONSULTING

500 YGNACIO VALLEY ROAD, SUITE 270
WALNUT CREEK, CALIFORNIA 94596-3847
925.906.1480 • FAX 925.906.1465 • www.RBF.com

MARCH 9, 2012

J.N. 35-100463

Exhibit "A"

TEMPORARY CONSTRUCTION EASEMENT (TCE) under, upon, over and across that certain real property, as described herein, for construction (and other related activities incidental to construction). The TCE will continue for a duration of thirty-six (36) continuous months.

Real property situate in City of Oakland, County of Alameda, State of California, described as follows:

PARCEL (62410-2)

Being a portion of Block B of "Camden 23rd Ave. Tract", filed in Book 9 of Maps, Page 24, at Alameda County Recorder's Office, being a Parcel of land described in the Grant deed to Fidelity Holdings, Inc. recorded June 13, 1994 in Document Number 1994-221399, Official Records of Alameda County, more particularly described as follows:

BEGINNING at the most northerly corner of said Parcel (1994-221399); thence along the easterly boundary line of said Parcel South 21°19'27" East 124.86 feet; thence South 05°45'36" East 19.60 feet; thence North 23°29'18" West 52.50 feet; North 18°09'04" West 51.20 feet; thence North 88°56'59" West 108.56 feet to westerly boundary line of said Parcel, said westerly boundary line as being the easterly line of Kennedy Street; thence along said westerly boundary line North 05°43'36" West 17.16 feet; thence South 88°55'05" East 53.74 feet to a point of a non-tangent curve, concave southeasterly and having a radius of 105.00 feet, a radial line bears South 38°25'00" East from said point; thence along said curve 51.08 feet and through a central angle of 27°52'19" to the **TRUE POINT OF BEGINNING**.

Coordinates, bearings and distances are based on the California Coordinate System of 1983, Zone 3, CA-HPGN, Epoch 1991.35. Distances are U.S. Survey Feet unless otherwise noted. Distances and stationing are grid distances. Multiply distances by 1.00006668 to obtain ground level distances.

CONTAINING 3,158 Square Feet, more or less.

H:\DATA\35100463\CADD\MAPPING\EXHIBITS\TEMPORARY CONSTRUCTION EASEMENT\0463-TCE-62410-2.DWG JERRY MILLER 3/8/12 5:57 PM

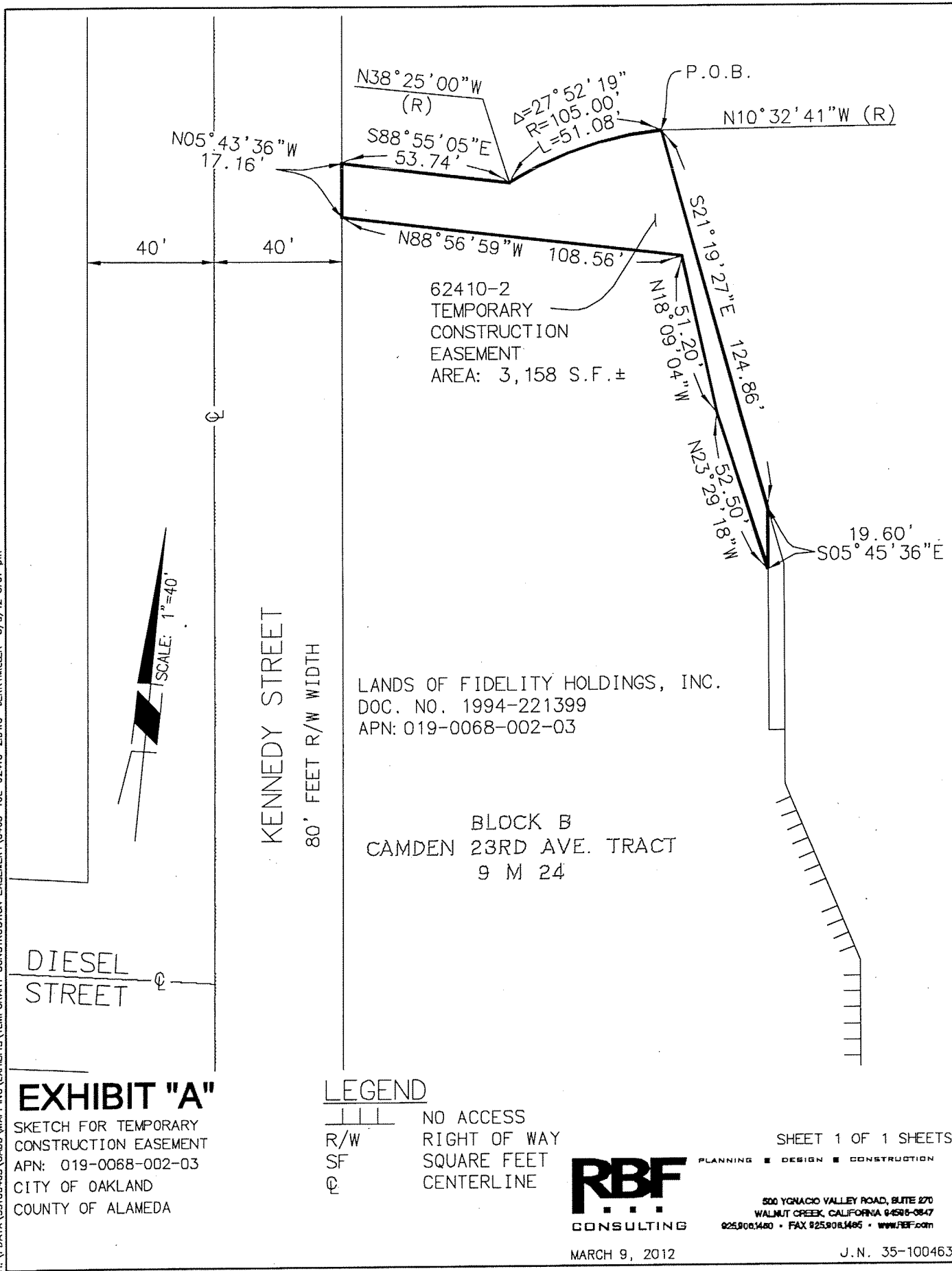


EXHIBIT "A"

SKETCH FOR TEMPORARY
CONSTRUCTION EASEMENT
APN: 019-0068-002-03
CITY OF OAKLAND
COUNTY OF ALAMEDA

LEGEND

||| NO ACCESS
R/W RIGHT OF WAY
SF SQUARE FEET
C CENTERLINE

RBF
CONSULTING

MARCH 9, 2012

SHEET 1 OF 1 SHEETS

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
MINUTES OF MARCH 22, 2012
OAKLAND, CALIFORNIA**

1. Call to Order/Pledge of Allegiance

Chair Green convened the meeting at 3:00 p.m.

2. Roll Call

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

3. Public Comment

There was no public comment.

4.0 Chair/Vice-Chair's Report

Mayor Green gave an update on the Legislative trip that he, Supervisor Haggerty, Art Dao and Tess Lengyel took to Washington DC in February. He stated that they met with several political agencies and members on several transportation issues, including Alameda County being a self-help county, greenhouse gas emissions and reduction, VRF fees, Metro mobility, high density development freight and economic development and an overview of the TEP and its developmental process. Mayor Green concluded that the Alameda CTC requested and was promised, letters of support for the Alameda CTC Transportation Expenditure Plan from several congressional members.

5. Approval of Consent Calendar

5A. Minutes of February 23, 2012

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

5C. Approval of Safe Route to Schools (SR2S) Federal Fund Exchange

5D. Approval of Transportation for Clean Air (TFCA) FY 2012/13 Expenditure Plan Application

5E. Approval of Transportation Fund for Clean Air (TFCA) County Program Manager Fund Guidelines

5F. Approval of State Transportation Improvement Program (STIP) At Risk Report

5G. Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

5H. Approval of CMA Exchange Program Quarterly Status Monitoring Report

5I. Approval of Transportation for Clean Air (TFCA) Program At Risk Report

- 5J. Approval of the Proposition 1B Transit Projects for the Cycle 3 Lifeline Transportation Program**
- 5K. Approval of STIP Expenditure Deadline Extension for Alameda CTC's I-680 Express Lane Project**
- 5L. I-880 Southbound HOV Project, South Segment - Authorization to Enter into a Construction Cooperative Agreement with the California Department of Transportation**
- 5M. I-80 Integrated Corridor Mobility (ICM) Project – Authorization to Execute a Contract with Delcan Corporation for System Integrator Services**
- 5N. I-580 Eastbound Express (HOT) Lane Project – Approval of Amendment No. 1 to Extend the Expiration Date of the Contract with Solem & Associates to Provide Public Education and Marketing Services**
- 5O. Telegraph Avenue Corridor Transit Project (ACTIA No. 07A) - Approval of Deadline Extension for Environmental Clearance**
- 5P. Dumbarton Corridor Improvements Project (ACTIA No. 25) – Approval of Allocation of 2000 Measure B Capital Program Funding for Project Development Phases of the Central Avenue Overpass Project**
- 5Q. Castro Valley Local Area Traffic Circulation Improvement Project (ACTA No. MB241) – Approval of Amendment No. 1 to Project Funding Agreement No. A07-0002**
- 5R. Altamont Commuter Express Rail Project (ACTIA No. 01) – Approval of Allocation of 2000 Measure B Capital Program Funding**
- 5S. Approval to Amend an Agreement with the California Highway Patrol for Construction Zone Enhanced Enforcement Program Services**
- 5T. Review of Route 84 Corridor Improvements between Interstate 580 and Interstate 680 – Status Report**
- 5U. Approval of a Proposed Update to the Fiscal Year 2011- 2012 Consolidated Budget for the Alameda CTC**
- 5V. Approval of the Semi-Annual Contract Equity Utilization Report and Contract Award Report for July 1, 2011 through December 31, 2011**
- 5W. Update on the Procurement of the Independent Financial Audit Service Contract and Related Activities**
- 5X. Approval of Amendment No. 1 to the Professional Services Agreement with Moffatt & Nichol (A11-0018) for Additional and Deferred Project Management and Delivery Services**

5Y. Approval of an Amendment to the Moore Iacofano Goltsman Inc. Contract for Strategic Communications and Outreach Services

Councilmember Atkin removed Item 5C from the Consent Calendar. Councilmember Atkin requested that the “MPO” acronym in the Resolution be spelled out to read Metropolitan Planning Organization. Councilmember Atkin then motioned to approve Item 5C. Councilmember Kaplan seconded the motion. The motion passed 25-0.

Director Harper removed Item 5R from the Consent Calendar. Director Harper questioned why the ACE train would spend \$4 million dollars to do an EIR. Art Dao informed the Board that this funding allows ACE to do environmental analysis for the Altamont corridor, and that we are matching funding for high speed rail. Supervisor Haggerty motioned to approve the Item. Councilmember Kaplan seconded the motion. The motion passed 24-0.

Supervisor Miley removed Item 5T from the Consent Calendar and requested more information on the status and the estimated costs/delivery date for the project. Stephan Garcia informed the Board that the estimated cost for the project was \$122 million, the project is currently still in the scoping phase. Art Dao informed the Board that there was an MOU among the cities regarding projects, specifically completion and opening of Stoneridge Drive, that needed to be moved forward before the Route 84 project. Construction on this project could not begin until those conditions and priorities were met. This Item was for information only.

Councilmember Kaplan motioned to approve the rest of the Consent Calendar. Director Blalock seconded the motion. The motion passed 25-0.

6. Community Advisory Committee Reports

6A. Bicycle and Pedestrian Advisory Committee (BPAC)

Midori Tabata, BPAC Chair, informed the Board that BPAC had not met since her last update to the Board in December. BPAC next’s meeting will be in May.

6B. Citizens Watchdog Committee (CWC)

James Paxson, Chair of the Citizens Watchdog Committee advised that Board that the CAC met on March 12. The committee reviewed the executive summary on the pass through funds compliance reports as well as the draft outline of the annual report. A committee was formed for review and completion of the annual report. Mr. Paxson informed the Board that the CAC reviewed the mid-year budget, the report on the new auditor selection and a report on the TEP& CWTP and that an AD-HOC committee met with the Alameda County Public Works Department to review fund reserves.

6C. Citizens Advisory Committee (CAC)

No one was present from the CAC.

6D. Paratransit Advisory and Planning Committee (PAPCO)

Sylvia Stadmire, Chair of PAPCO, informed that Board that PAPCO met in February and discussed Gap Grant policies and extensions. She stated that PAPCO met jointly with TAC and received Gap Grant reports from Bay Area Community Services, City of Albany, City of Emeryville and City of Pleasanton on their grant-funded shuttle program. Ms. Stadmire reported that the committee will receive an update on the Hospital Discharge Transportation Service and Wheelchair and Scooter Breakdown Transportation

Services. She concluded by stating that PAPCO still had vacancies in the cities of San Leandro and Union City.

7. Planning, Policy and Legislation Committee Action Items

7A. Approval of Legislative Position and Legislative Update

Tess Lengyel requested approval of legislative positions and gave an update on the state and federal legislative initiatives. Ms. Lengyel stated that in March, the Alameda CTC Planning, Policy and Legislation Committee suggested that staff send a letter to AC Transit to request that a potential conflicting measure not be placed on the ballot which could negatively affect the voter approval of the 2012 Transportation Expenditure Plan. Councilmember Kaplan suggested that we send the same letter to all member agencies. Subsequently, consensus was reached among the Board that a letter would be sent to all partner agencies requesting that they do not place any transportation tax measures on the ballot that would conflict with the 2012 TEP.

Councilmember Kaplan motioned to approve this Item. Director Blalock seconded the motion. The motion was passed 25-0.

Ms. Lengyel continued by giving an update on the State and Federal legislation. On the State side, Ms. Lengyel updated the Board on the governor's budget and ballot initiatives. On the Federal side, Ms. Lengyel updated the Board on the House and Senate aspects of the Surface Transportation Bill including an update on the bill's expiration date and impact, the MAP 21 House Bill and the president's budget as it relates to transportation.

7B. Review of Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy (SCS)/Regional Transportation Plan

Beth Walukas presented a brief presentation on the status of the SCS letter, status of the TEP approvals, information on the release of the first Final Draft Countywide Transportation Plan, a review of the draft Preferred Sustainable Communities Strategy and the next steps for the SCS/RTP/CWTP-TEP.

8. Programs and Projects Action Items

8A. Closed Session: Pursuant to California Government Code section 54956.9(c) Conference with General Counsel regarding anticipated litigation Thirteen (13) Items

The Board went to Closed Session at 4:01pm.

8B. Report on Closed Session

There was nothing to report out on the Closed Session.

8C. Consideration of Adoption of Resolutions of Necessity Authorizing Filing of Eminent Domain Action to Acquire Real Property Interests for the I-880 Southbound High Occupancy Vehicle (HOV) Lane Project (730.0)

Pamela Mintzer recommended that the Board adopt eight (8) Resolutions of Necessity authorizing filing of Eminent Domain action to acquire real property interests for the I-880 Southbound High Occupancy Vehicle (HOV) Lane Project.

Mayor Green opened up a public hearing for this Item at 4:25 p.m. and requested any public comments. There were no public comments on this Item. Mayor Green closed the public hearing on this Item.

Supervisor Haggerty motioned to approve this Item. Mayor Hosterman seconded the motion. Lee conducted a votes roll call. The motion was passed with 19-1 non-weighted votes.

9. Member and Staff Reports

Councilmember Chan announced that she attended the National League of Cities Convention, where a priority discussion was held on the federal transportation surface bill.

Art Dao extended congratulations to Mayor Green for being selected as the Statewide Elected Official of the year by the California Transportation Foundation. Mr. Dao informed the Board that the construction contract for the first phase of the Route 84 Expressway Project in Livermore/Pleasanton has been awarded and staff will be working on a groundbreaking event. Mr. Dao also informed the Board that the Isabel/I-580 Interchange project has been completed and staff has been working with Caltrans to set a date for a ribbon cutting ceremony. Finally, Mr. Dao reminded the Board members to complete and turn in their Statement of Economic Interests (700 Forms)

11. Adjournment: Next Meeting – April 26, 2012

The meeting ended at 4:34 pm. The next meeting will be held on April 26, 2012 at 2:30pm.

Attest by:



Vanessa Lee
Clerk of the Commission

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ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
ROSTER OF MEETING ATTENDANCE
March 22, 2012
1333 Broadway, Suite 300, Oakland CA 94612

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

ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING
ROSTER OF MEETING ATTENDANCE
March 22, 2012
1333 Broadway, Suite 300, Oakland CA 94612

STAFF	Initials	STAFF/CONSULTANT	Initials
Arthur L. Dao – Executive Director		Gladys Parmelee – Office Supervisor	<i>gup</i>
Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation	<i>TL</i>	Vanessa Lee – Clerk of the Commission	<i>Vanessa Lee</i>
Beth Walukas – Deputy Director of Planning	<i>BW</i>	Liz Brazil – Contract Compliance and Outreach Analyst	
Patricia Reavey – Director of Finance	<i>PR</i>	Yvonne Chan – Accounting Manager	
Stewart Ng, Director of Programming and Project Management	<i>SN</i>	Lei Lam – Senior Accountant	
Matt Todd - Manager of Programming		Sammy Ng – Senior Accountant	
Saravana Suthanthira - Senior Transportation Planner	<i>SS</i>	Seung Cho – Contract Procurement Analyst	<i>SC</i>
Diane Stark - Senior Transportation Planner		Patty Seu - Accountant	<i>PS</i>
Steve Haas – Senior Transportation Engineer		Linda Adams – Executive Assistant	<i>LA</i>
John Hemiup – Senior Transportation Engineer	<i>JH</i>	Victoria Winn – Administrative Assistant III	<i>VW</i>
Vivek Bhat - Senior Transportation Engineer	<i>VB</i>	Claudia Leyva - Administrative Assistant III	
Arun Goel – Project Controls Engineer	<i>AG</i>	Frank R. Furger – Executive Director, I-680 JPA	
Jacki Taylor – Programming Analyst	<i>JT</i>	James O'Brien	<i>JO</i>
Laurel Poeton – Assistant Transportation Planner	<i>LP</i>	Stefan Garcia	
<i>Pamela Schode Mintzen / WRBO</i>	<i>PS</i>	<i>Lily Boulton - Accounting Mgr</i>	<i>LB</i>

ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING

ROSTER OF MEETING ATTENDANCE

March 22, 2012

1333 Broadway, Suite 300, Oakland CA 94612

NAME	JURISDICTION / AGENCY	TELEPHONE	E-MAIL
Jane Kramer		(510) 522-4423	jane@jrkramer.com
Sylvia Stadnere	OAPCO Chair		
Moderi Tabata	ACTC BPAC		
Bob Vinn	Livermore	925 960 4516	bgvinn@ci.livermore.ca.us
Mike Tassano	Pleasanton	(925) 931-5610	MTASSANO@ci.Pleasanton.ca.us
Jaimie Bourgeois	Dublin	925-833-6634	jaimie.bourgeois@dublin.ca.gov
Donna Lee	BART	510-464-6282	dlee@bart.gov
Chris Miley	AlaCoBOS	510-272-6671	
Nathan London	ACT Transit	510-891-4292	n.london@acttransit.org
Gary Sidhu	ACTC	510-208-7421	gsidhu@demduct.org
Pat Mossburg	Oak/Lang Rnd	510-238-7573	pmossburg@oaklandnet.com
RODNEY PINCENTE	AECom	510 622 6630	RODNEY.PINCENTE@AECom.com
James Paxson	ACTC-CWC	925.774.6500	james@haackindia.org
Dexter Chan	Citizen (Hayward)	510-582-8266	dexter@me.com
Ignah Marowitz	PAPCO		
Linda Adams	ACTC	(510) 208-7418	ladams@actc.com

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Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

SUBJECT: **2012 Level of Service (LOS) Monitoring – Approval of Weekend Peak Period for Freeways and Segmentation and Classification of Congestion Management Program (CMP) Tier 2 Roadways and Extension of Contract**

Recommendations

It is recommended that the Commission approve (1) the proposed recommendation for the weekend peak period for freeways and segmentation and classification of CMP Tier 2 roadways for the purposes of travel time data collection for the Level of Service (LOS) Monitoring surveys, and (2) extension of the contract period with Jacobs Engineering for data collection until December 31, 2012.

Summary

Alameda CTC, in its role as the Congestion Management Agency for Alameda County, is conducting the biennially required LOS Monitoring Study this year. Travel time data collection on the CMP roadways began on February 28, 2012 and is scheduled to be completed by June 14, 2012.

As recommended by the Commission with the adoption of the 2011 Congestion Management Program at its December 2011 meeting, travel time data will be collected on freeways for the weekend peak period and on the Tier 2 roadways for the morning and afternoon peak periods beginning with the 2012 LOS monitoring cycle. To determine the weekend peak period on freeways, Vehicle Miles Traveled (VMT) data from Caltrans' Freeway Performance Measurement System PeMS database was used. Based on the VMT data collected for three weekends in March 2011, as shown in Attachment 1a and 1b, the time period of 1:00 p.m. to 3:00 p.m. is recommended as the weekend peak period for travel time data collection on Alameda County freeways. Both the Planning Policy and Legislation Committee (PPLC) and ACTAC considered this item in April, and PPLC recommended that in addition to the proposed 1:00 p.m. to 3:00 p.m. weekend peak period, staff should bring back a recommendation for collecting data during the highest recreational travel month. Staff agreed to review the PeMS data and determine the weekend peak period for the month that has the highest recreational travel and the cost for collecting data for this additional weekend period. It is anticipated that this information will be presented for Board approval at the June meeting.

For the newly added Tier 2 network, the roadways need to be divided into measurable segments with uniform characteristics to report travel time consistent with the Tier 1 network. Staff has developed the segmentation shown in Attachment 2 by applying the methodology adopted in the CMP. The Committees recommended the segmentation proposed by staff for approval of the Commission incorporating any input received from the jurisdictions by April 13th, 2012. Comments received from the jurisdictions have been incorporated in Attachment 2.

In addition to segmentation, assigning arterial classification based on the Highway Capacity Manual (HCM) for the Tier 2 roadways is also required. However, because the existing CMP standard for classification is currently based on the 1985 HCM, which requires a Free Flow Speed study to determine the classification and because it is anticipated that as part of the 2013 CMP Update a transition will be made to using the 2010 HCM, one of two options is proposed for consideration: (1) defer any work related to Tier 2 classification until the 2014 monitoring cycle when the transition will be made to the 2010 HCM and for the 2012 LOS Monitoring cycle report average segment speed based on the travel time data collected for the Tier 2 segments (this would mean no letter of service will be assigned to the Tier 2 segments until 2014 and the Free Flow Speed study will be conducted during the 2014 data collection period), or (2) conduct a Free Flow Speed study in summer or fall 2012 when funding is available and delay reporting the Tier 2 service level results until fall 2012. The Committees discussed the need for deferring the data collection to develop classification, and PPLC recommended Option 2 subject to identification of funds.

Also, the contract with Jacobs Engineering for collecting travel time data ends on July 31, 2012. Extension of the contract until December 31, 2012 is recommended for continued services for data consolidation and assistance with report preparation. There is no impact to the budget as a result of this request.

Discussion

Weekend Peak Period for the Freeways for Travel Time Data Collection

Based on the recommendation of the Commission, weekend traffic congestion along major corridors (all of the freeways) in the County is being monitored beginning with the 2012 LOS Monitoring cycle. In order to conduct weekend travel time runs, the time of the weekend peak period needs to be determined. Staff found that there is no already identified weekend peak period for freeway corridors available either from Caltrans or MTC. Therefore, Caltrans' PeMS database was used to determine the weekend peak period for Alameda County freeways. PeMS obtains loop detector data from all of the freeways and computes several roadway performance measures including Vehicle-Miles Traveled (VMT). PeMS provides VMT data for corridors for a maximum continuous time period of three weeks. To determine the peak period for typical weekend traffic in Spring, the holiday free month of March was chosen for year 2011. Based on the VMT data for three weekends in March 2011 for Alameda County freeways, peak periods were identified for four, three and two-hours time periods as shown in Attachment 1a. The supporting datasheets are shown in Attachment 1b. Based on the three peak time periods identified for all of the freeway corridors, the two-hour peak period of 1 to 3 p.m. is recommended for freeway peak period data collection. This period will be within the four-hour peak period of all Alameda County freeways with the exception of westbound SR 24 (four-hour peak period - 10 a.m. to 2 p.m.) and westbound SR 84 (four-hour peak period - 2 to 6 p.m.), which will still have one hour of the 1 to 3 p.m. peak period within the four-hour peak period for these two corridors.

Tier 2 CMP Roadways Segmentation

As part of the 2011 Congestion Management Program update, 92.4 miles of roadways (arterials and major collectors) across the county were added to the CMP network based on a set of criteria adopted by the Commission. These Tier 2 roadways are being monitored beginning with the 2012 LOS Monitoring cycle. The travel time data collected on the Tier 2 network will be used only for informational purposes.

For the purposes of travel time analysis, measurable roadway segments with uniform characteristics need to be developed on these Tier 2 roadways using the following guidelines documented in the CMP:

1. Segments should be at least one mile and not more than five miles in length; and
2. Logical segment break points include:
 - jurisdictional boundaries
 - points where number of travel lanes change

- locations where land use changes occur (e.g., commercial area versus residential)
- points where the posted speed limit changes or where the number of driveways is significantly different

In general the first guideline applies to freeways and the second guideline applies to arterials except after 2007 when some freeway segments were broken into less than one mile segments to reflect the land use changes that occurred since 1991. Therefore, for the purposes of developing segments for the Tier 2 roadways, which are Arterials and Major Collectors, the second guideline above based on a 'logical segment breakpoint' was applied, which is consistent with the segmentation of the CMP Tier 1 Arterials. Attachment 2, CMP Tier 2 Roadway Segments, shows the draft list of segments developed by applying the 'logical segment breakpoint' approach. PPLC and ACTAC were requested to provide input on the proposed segmentation of these roadways using the field information by April 13, 2012. Based on the input received from both Committees, Attachment 2- Proposed Tier 2 Roadway Segmentation has been updated, and comments are shown in ~~strikeout~~ and *italics*.

Tier 2 Roadway Classification

Since Tier 2 roadways are Arterials and Major Collectors, classification for these roadways need to be developed in order to estimate the service levels for the roadway segments from the travel time data collected. The existing CMP roadway classification uses the methodology based on 1985 Highway Capacity Manual, which requires Free Flow Speed survey data on these roadways. Additionally, it is anticipated that for the 2013 CMP Update a transition from using the 1985 HCM to using the 2010 HCM will be made. The transition to the 2010 HCM will then take effect starting with the 2014 LOS Monitoring cycle. Therefore, one of the following two options is proposed for consideration:

1. Defer any work related to Tier 2 classification until the 2014 monitoring cycle when the transition will be made to the 2010 HCM, and for the 2012 LOS Monitoring cycle report average segment speed based on the travel time data collected for the Tier 2 segments (this would mean no letter of service will be assigned to the Tier 2 segments until 2014 and the Free Flow Speed study will be conducted during the 2014 data collection period); or
2. Conduct a Free Flow Speed study in summer or fall 2012 when funding is available and delay reporting the Tier 2 service level results until fall 2012, by which time a detailed comparison of the 1985 and 2010 HCMs regarding transitioning from using 1985 HCM to 2010 HCM for CMP purposes is expected to be completed. This will delay reporting service levels for the Tier 2 network, but it would be done as part of the 2012 Monitoring cycle.

Both of these options will not impact the CMP conformity findings process because the travel time data for the Tier 2 roadways is for informational purposes only. ACTAC's comments will be shared at the meeting.

Contract Extension

The travel time data for the 2012 LOS Monitoring Study is collected by a consultant, Jacobs Engineering. The existing contract with Jacobs Engineering for data collection ends on July 31, 2012. Extension of the contract until December 31, 2012 is recommended for continued services from the consultant regarding data consolidation and assistance with report preparation.

Comments from ACTAC

ACTAC recommended approval of this item at their meeting on April 3, 2012, and made the following comments:

Regarding Tier 2 Roadway segmentation, the proposed segmentation will be reviewed by ACTAC for accuracy and comments will be sent before April 13. Regarding Tier 2 Classification, the need for deferring the classification related work to 2014 LOS cycle was discussed. Since deferring the work to 2014 could provide the opportunity for better comparison of 1985 and 2010 HCM based on the experience with implementing the 2010 HCM as it is fairly new, ACTAC recommended Option 1 unless additional funds are identified to conduct the free flow speed survey.

Comments from Planning, Policy and Legislation Committee (PPLC)

Planning, Policy and Legislation Committee recommended approval of this item at their meeting on April 9, 2012, and made the following comments:

Regarding freeway weekend peak period for travel time data collection, the Committee discussed the options for capturing the weekend day peak traffic congestion occurring in an annual peak month for traffic congestion. The Committee noted that data from the weekend day peak period could also inform the potential for extending the HOV regulation to one or both days of the weekend on select corridors. Therefore, the Committee recommended that the peak month and the peak weekend day peak period for each corridor be identified also taking into consideration the elements that impact travel, e.g. accidents, rain, to be able to capture the peak weekend day traffic congestion for each corridor rather than capturing the typical weekend congestion in one holiday free month on all corridors. In addition the Committee recommended approval of the currently proposed 1:00 p.m. to 3:00 p.m. peak period for weekend travel time data collection,

Regarding Tier 2 segmentation, the Committee recommended the proposed segmentation and incorporating any comments received from ACTAC. With respect to the Tier 2 classification, it was discussed that the comparison of the 1985 and 2010 HCMs can be done by Fall 2012 and therefore data needed to develop classification can be identified and collected in Fall 2012 and that it is the preference of the Committee to see the LOS levels for Tier 2 network earlier rather than later. Therefore, the Committee recommended Option 2 to complete the comparison of the 1985 and 2010 HCMs, identify data needs for classification, conduct Free Flow Speed Surveys and other data collection, if any, in Fall 2012 upon identification of funding, and develop classification and report LOS levels for Tier 2 roadways in late Fall 2012.

Fiscal Impact

This request is for a contract time extension only. There is no impact to the budget.

Attachments

Attachment 1a – Weekend Peak Periods for Alameda County Freeways

Attachment 1b – Weekend VMT data for Alameda County Freeways

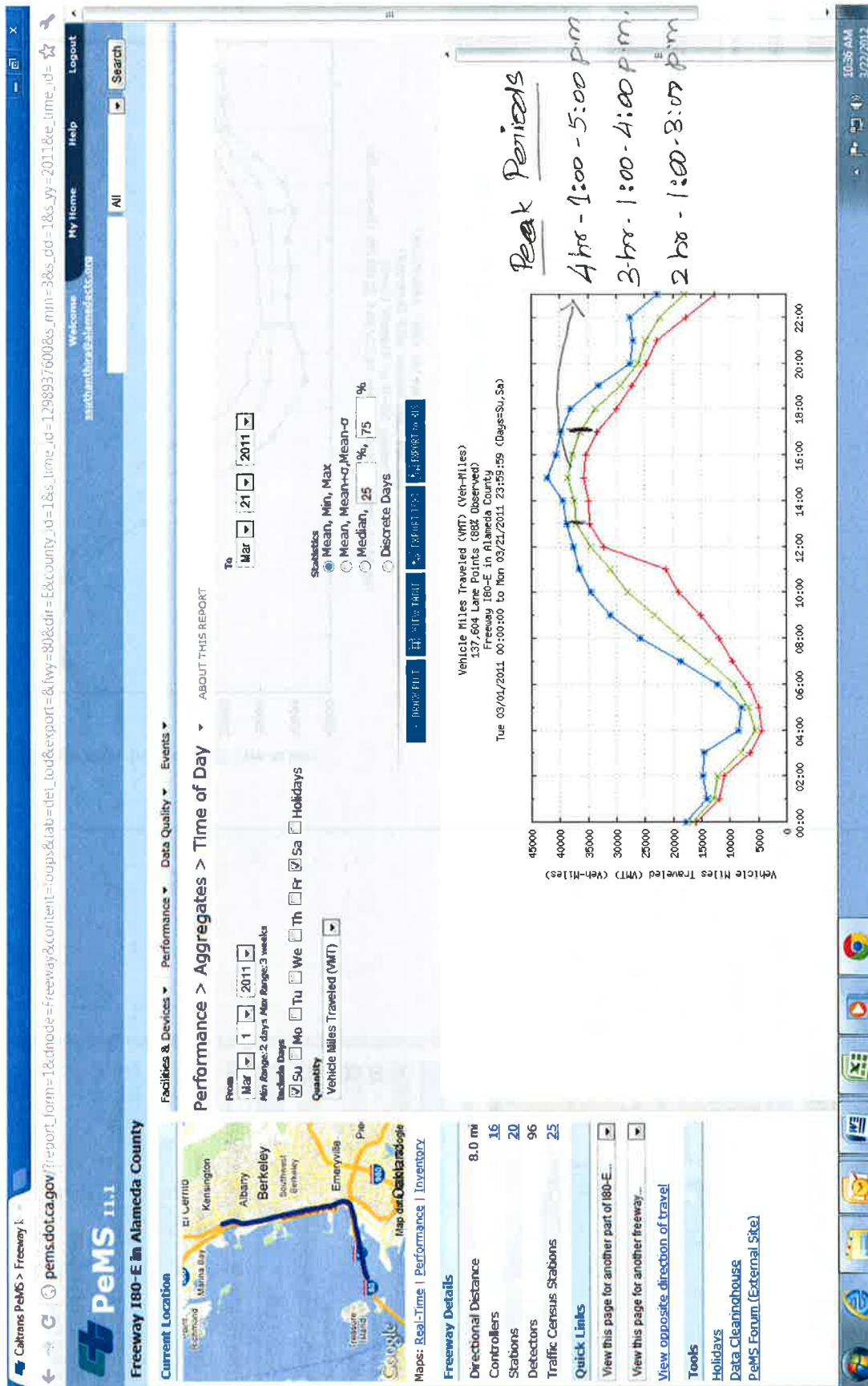
Attachment 2 – Proposed Tier 2 Roadway Segmentation

Weekend Peak Periods on Alameda County Freeways

PeMS data from 03/01/11 through 03/21/11

Roadway	Direction	4 Hour Peak Period		3 Hour Peak Period		2 Hour Peak Period	
I-80	East	1:00	5:00	2:00	5:00	2:00	4:00
	West	1:00	5:00	1:00	4:00	1:00	3:00
I-580	East	1:00	5:00	1:00	4:00	2:00	4:00
	West	1:00	5:00	2:00	5:00	2:00	4:00
I-680	North	1:00	5:00	2:00	5:00	3:00	5:00
	South	1:00	5:00	2:00	5:00	2:00	4:00
I-880	North	1:00	5:00	2:00	5:00	2:00	4:00
	South	1:00	5:00	1:00	4:00	1:00	3:00
I-980	East	12:00	4:00	1:00	4:00	1:00	3:00
	West	11:00	3:00	11:00	2:00	11:00	1:00
SR-24	East	1:00	5:00	2:00	5:00	2:00	4:00
	West	10:00	2:00	10:00	1:00	10:00	12:00
SR-92	East	12:00	4:00	1:00	4:00	2:00	4:00
	West	12:00	4:00	1:00	4:00	2:00	4:00
I-238	North	12:00	4:00	12:00	3:00	1:00	3:00
	South	12:00	4:00	12:00	3:00	1:00	3:00
SR-84	East	2:00	6:00	2:00	5:00	2:00	4:00
	West	12:00	4:00	1:00	4:00	1:00	4:00

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Freeway 180-W in Alameda County

Current Location



Maps: Real-Time | Performance | Inventory

Freeway Details

Directional Distance	8.0 mi
Controllers	20
Stations	19
Detectors	102
Traffic Census Stations	15

Quick Links

View this page for another part of 180-W...
View this page for another freeway...

View opposite direction of travel

Tools

Holidays
Data Clearinghouse
PeMS Forum (External Site)

Facilities & Devices | **Performance** | **Data Quality** | **Events**

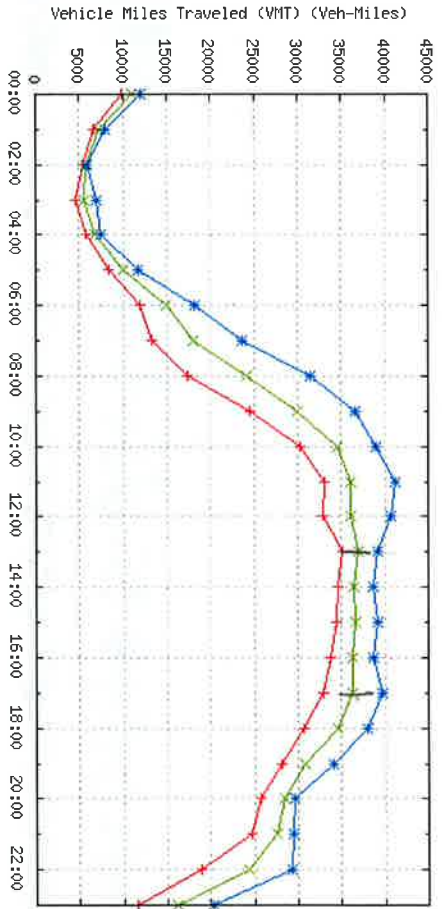
Performance > Aggregates > Time of Day | ABOUT THIS REPORT

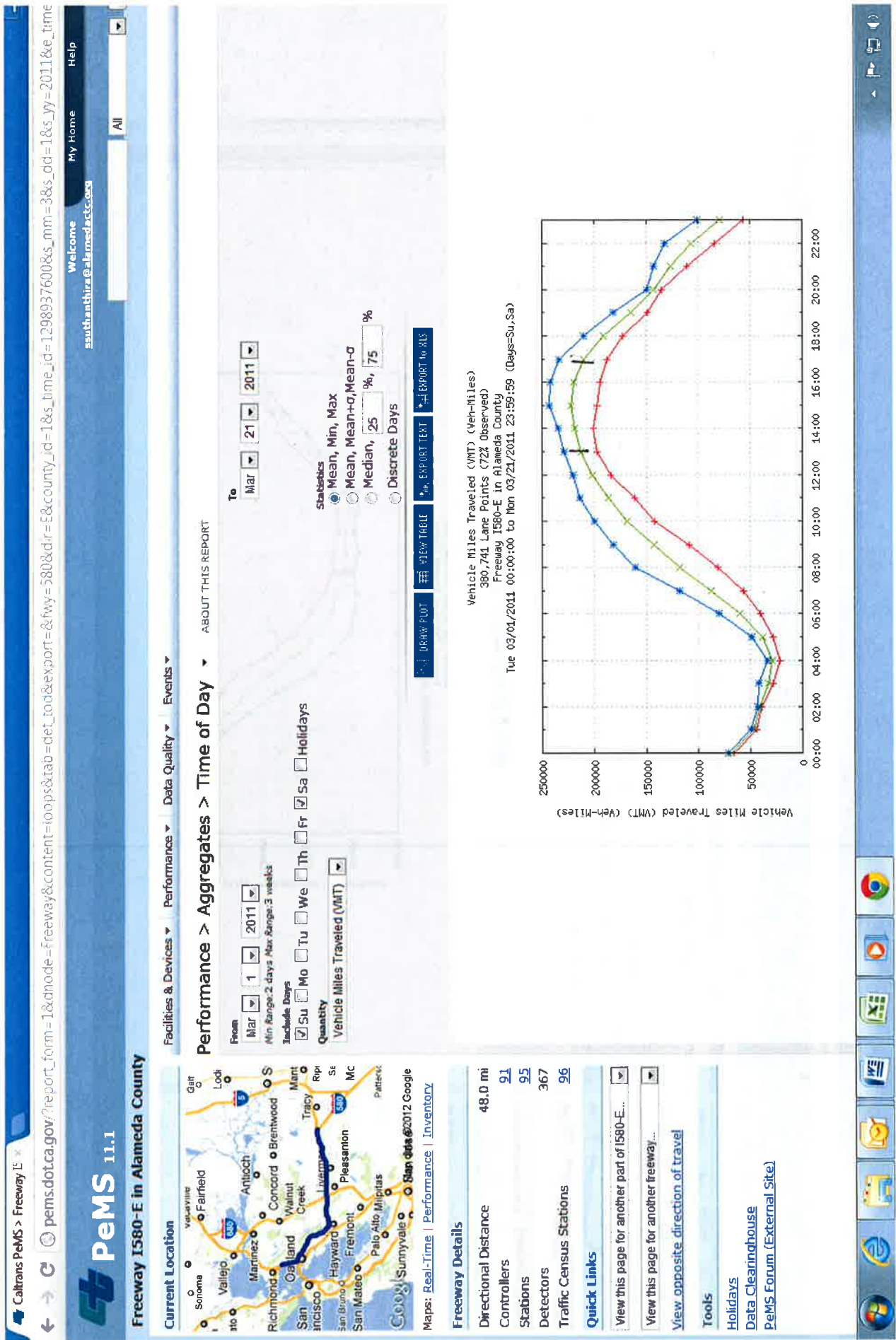
From
Mar 1 2011
Min Range: 2 days Max Range: 3 weeks
Include Days
☒ Su ☐ Mo ☐ Tu ☐ We ☐ Th ☐ Fr ☒ Sa ☐ Holidays
Quantity
Vehicle Miles Traveled (VMT)

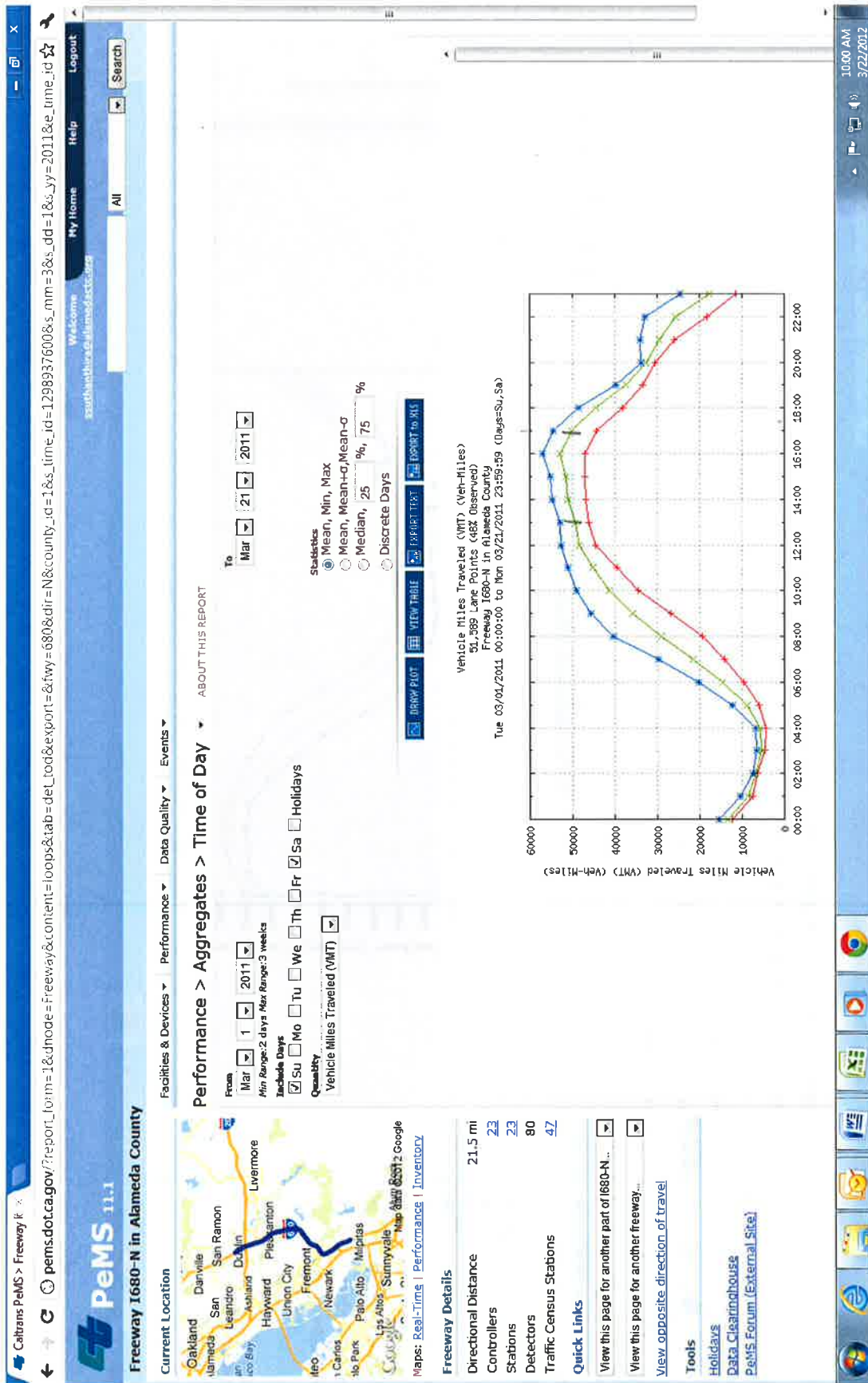
To
Mar 21 2011

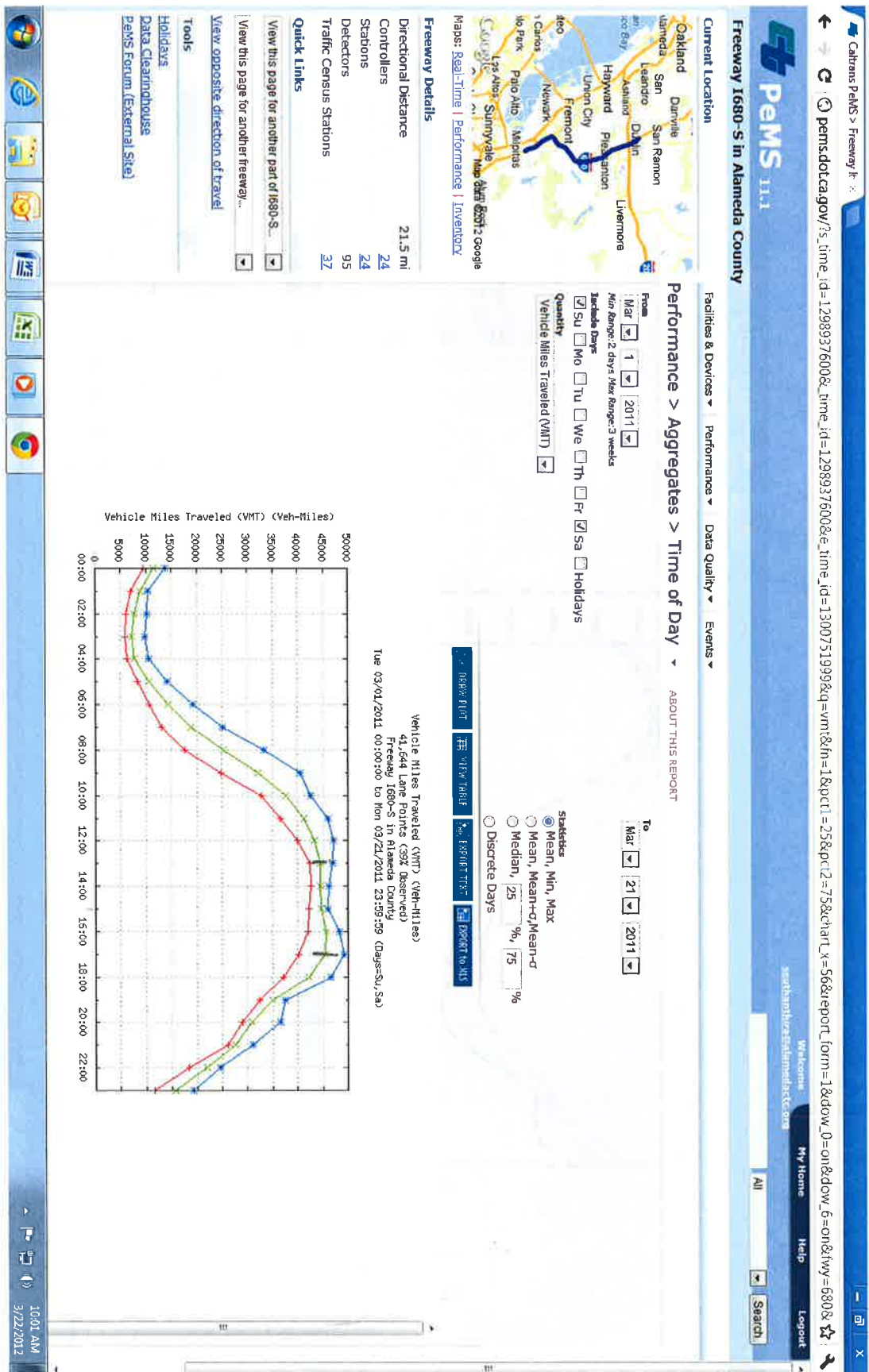
Statistics
☒ Mean, Min, Max
☐ Mean, Mean+Q, Mean-Q
☐ Median, 25 %, 75 %
☐ Discrete Days

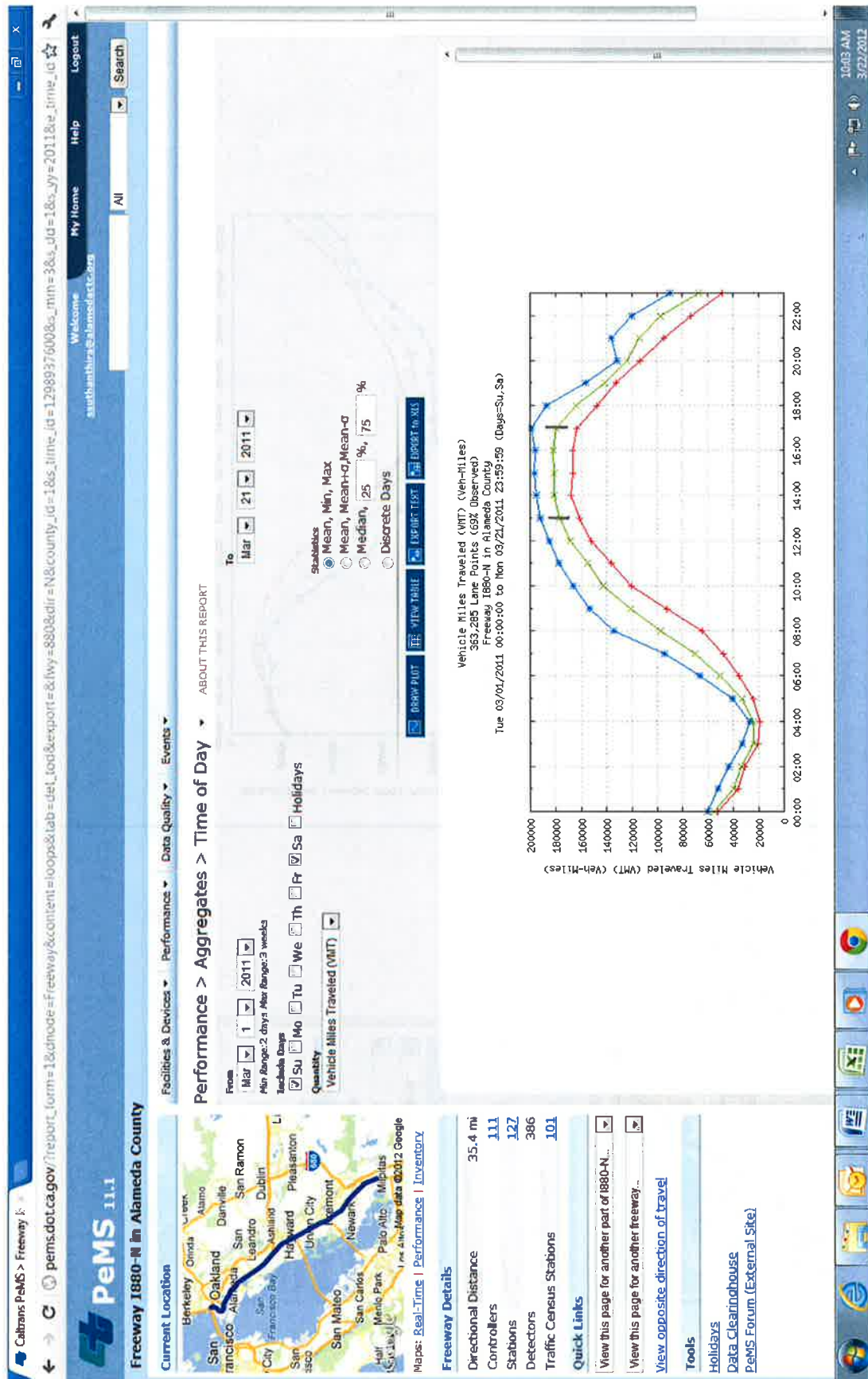
DRAW PLOT VIEW TABLE EXPORT TEXT EXPORT TO XLS













Freeway 1880-S in Alameda County

Current Location



Map: Real-Time | Performance | Inventory

Freeway Details

Directional Distance	35.1 mi
Controllers	126
Stations	138
Detectors	419
Traffic Census Stations	96

Quick Links

- [View this page for another part of 1880-S](#)
- [View this page for another freeway](#)
- [View opposite direction of travel](#)

Tools

- [Holidays](#)
- [Data Cleanuphouse](#)
- [PEMS Forum \(External Site\)](#)

Facilities & Devices

Performance

Data Quality

Events

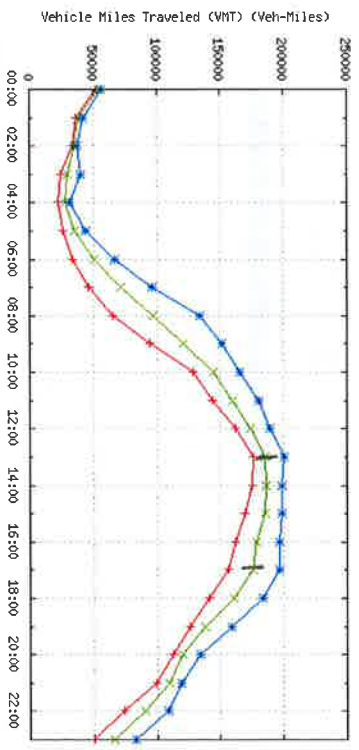
Performance > Aggregates > Time of Day

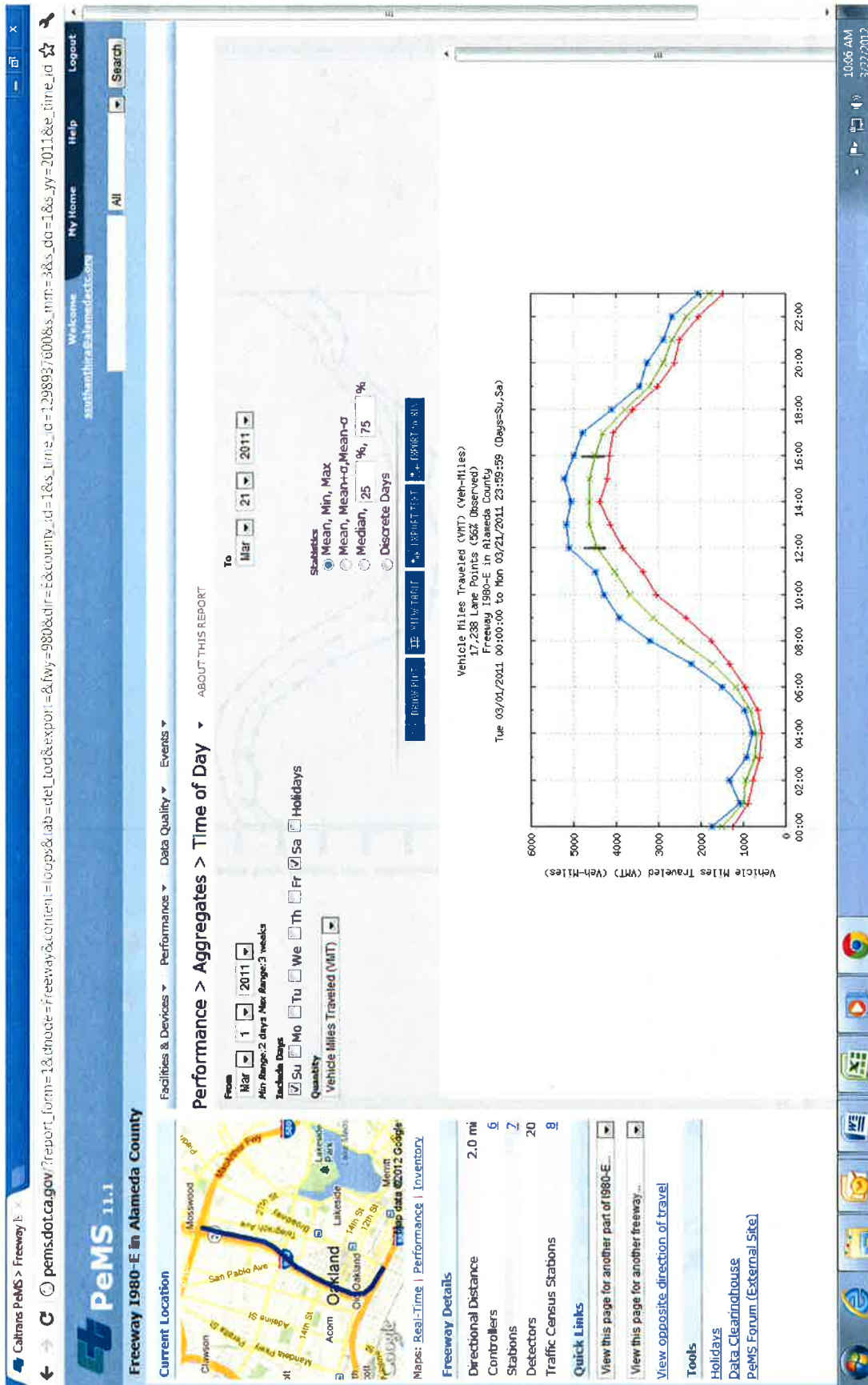
ABOUT THIS REPORT

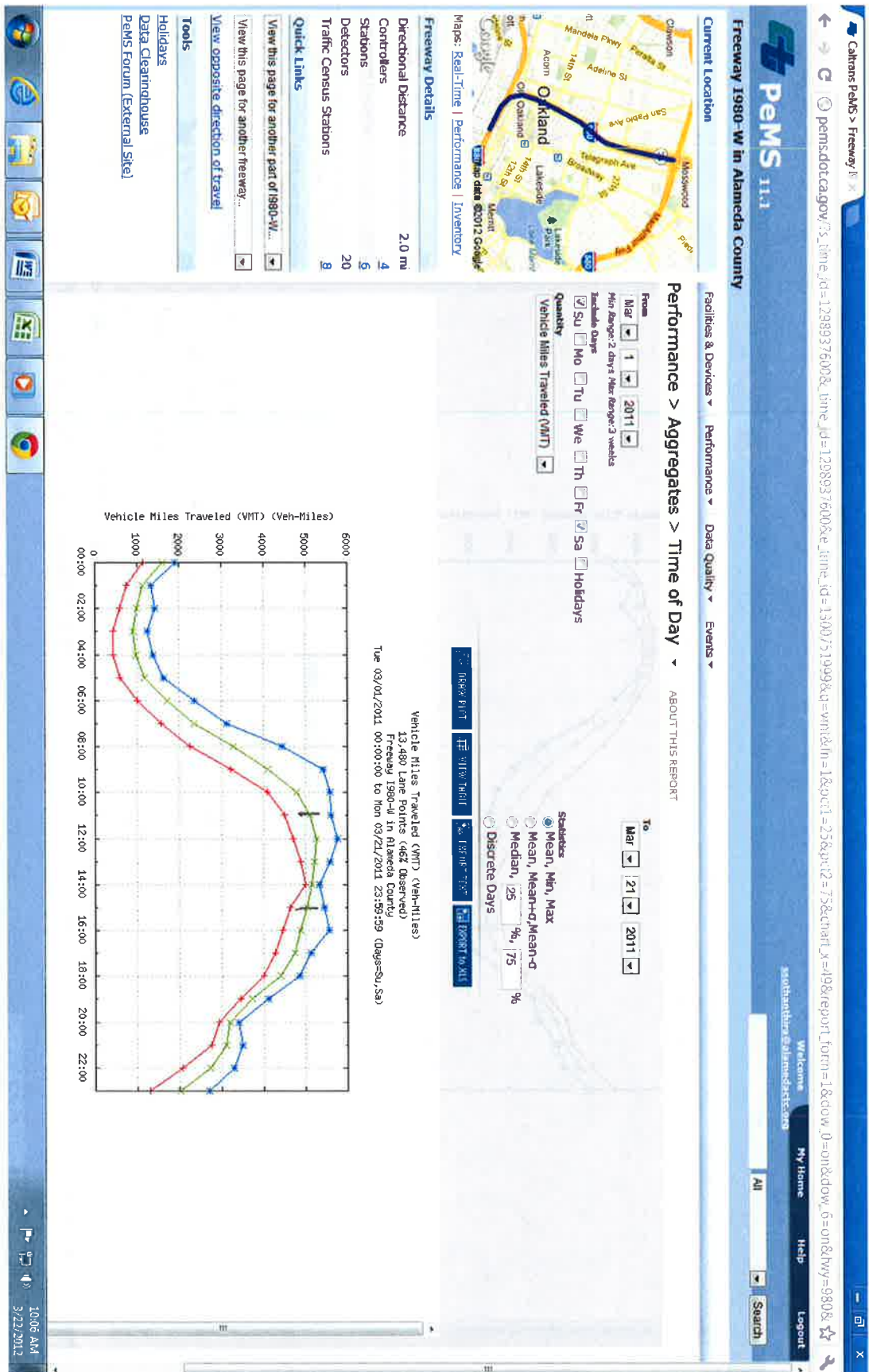
From: Mar 1, 2011 To: Mar 21, 2011
Min Range: 2 days Max Range: 3 weeks
Vehicle Miles Traveled (VMT) ☒ Su ☐ Mo ☐ Tu ☐ We ☐ Th ☐ Fr ☒ Sa ☐ Holidays

Statistics: ☒ Mean, Min, Max
☐ Mean, Mean-Q, Mean-Q
☐ Median, 25 %, 75 %
☐ Discrete Days

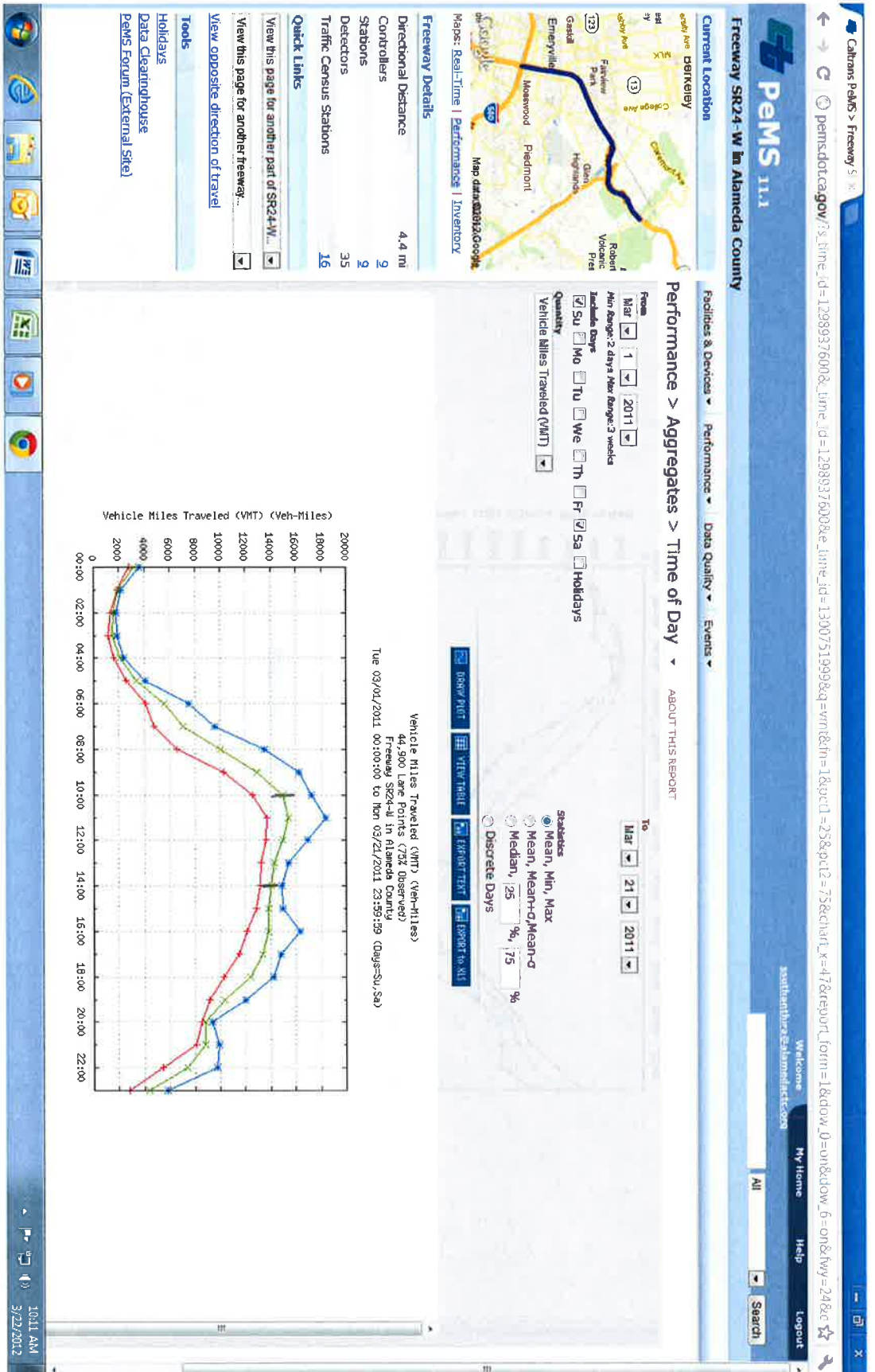
389,429 Time Points (72% Observed)
Freeway 1880-S in Alameda County
Tue 03/02/2011 00:00:00 to Mon 03/21/2011 23:59:59 (Days=Su, Sa)

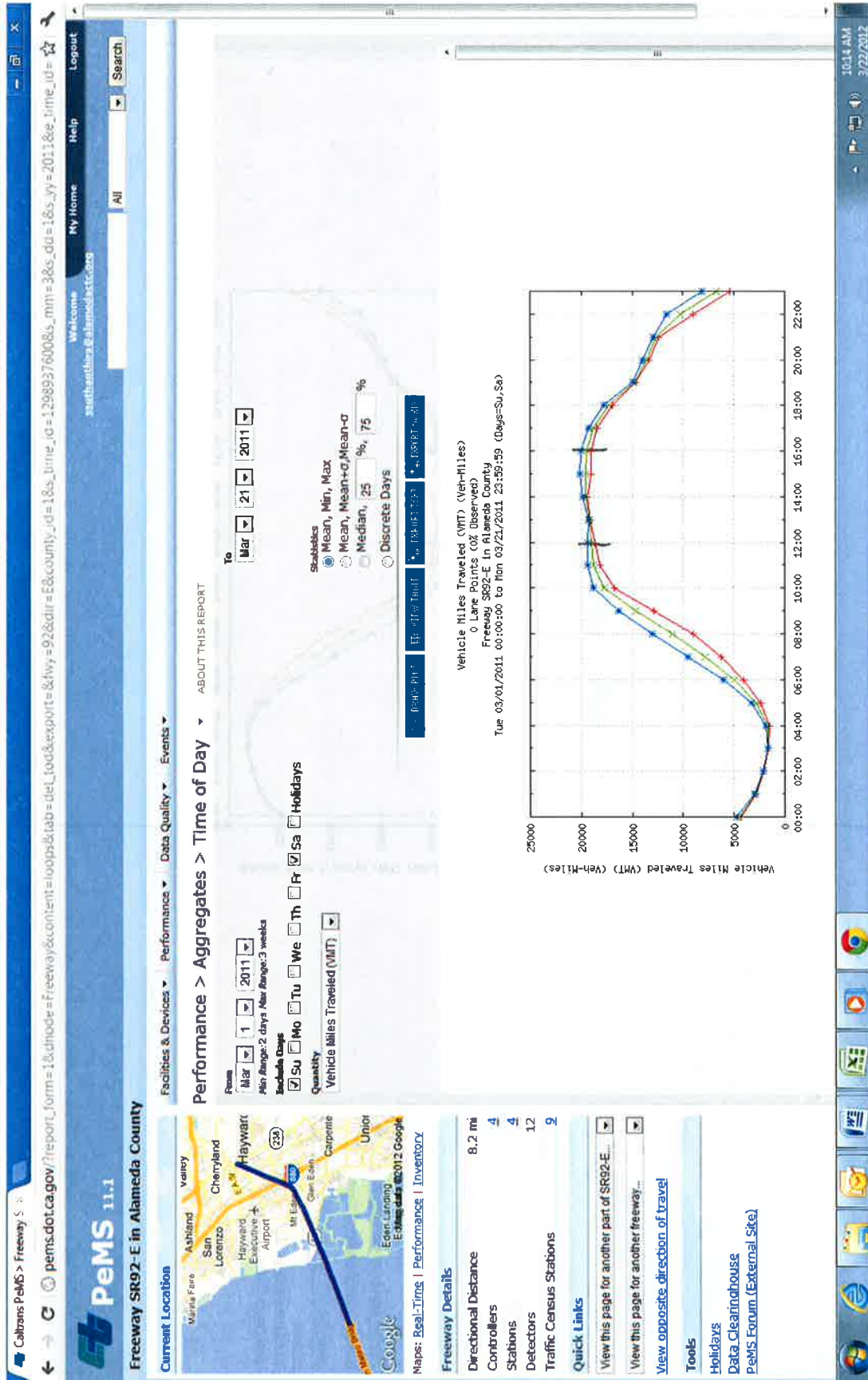


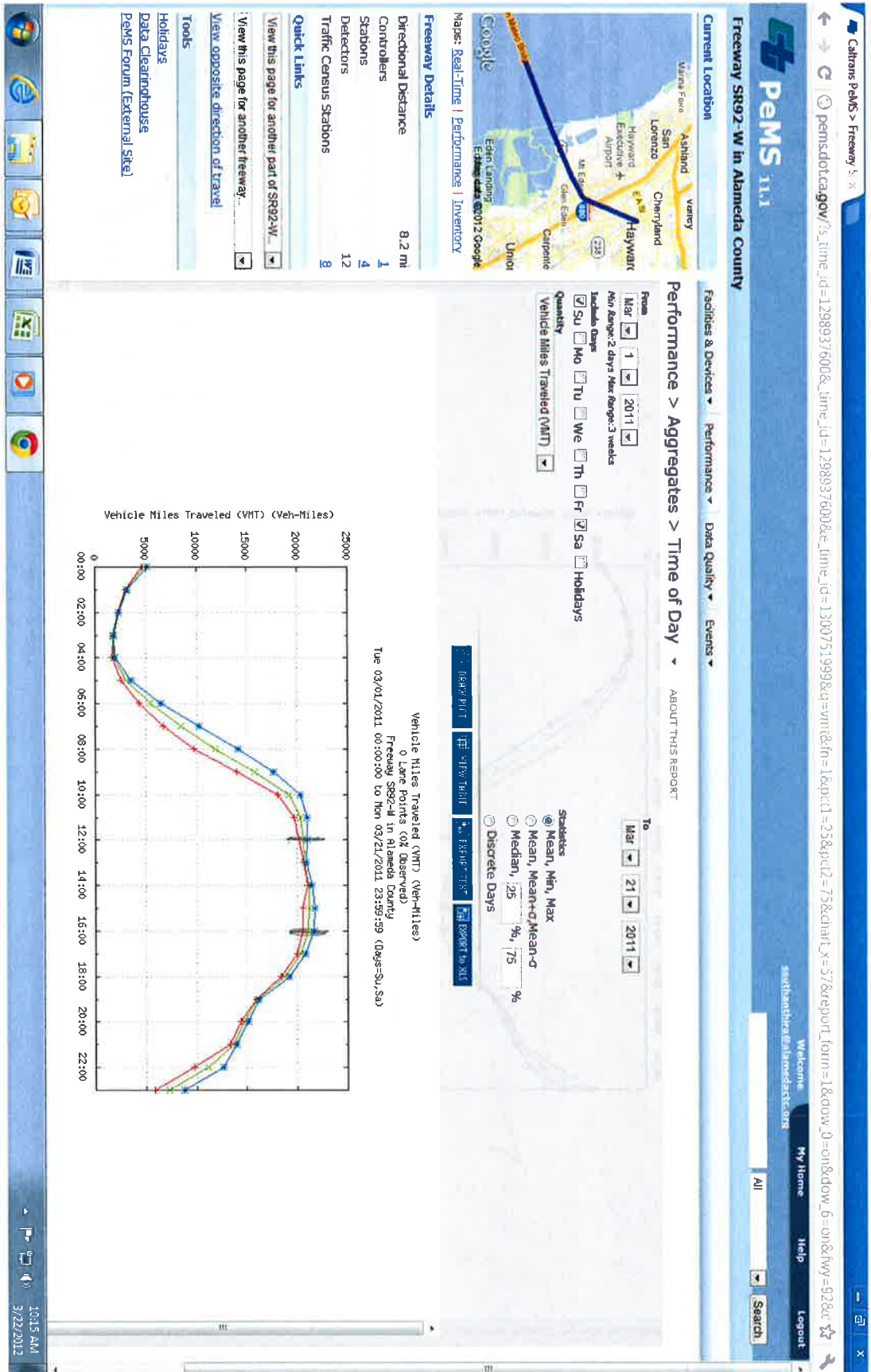


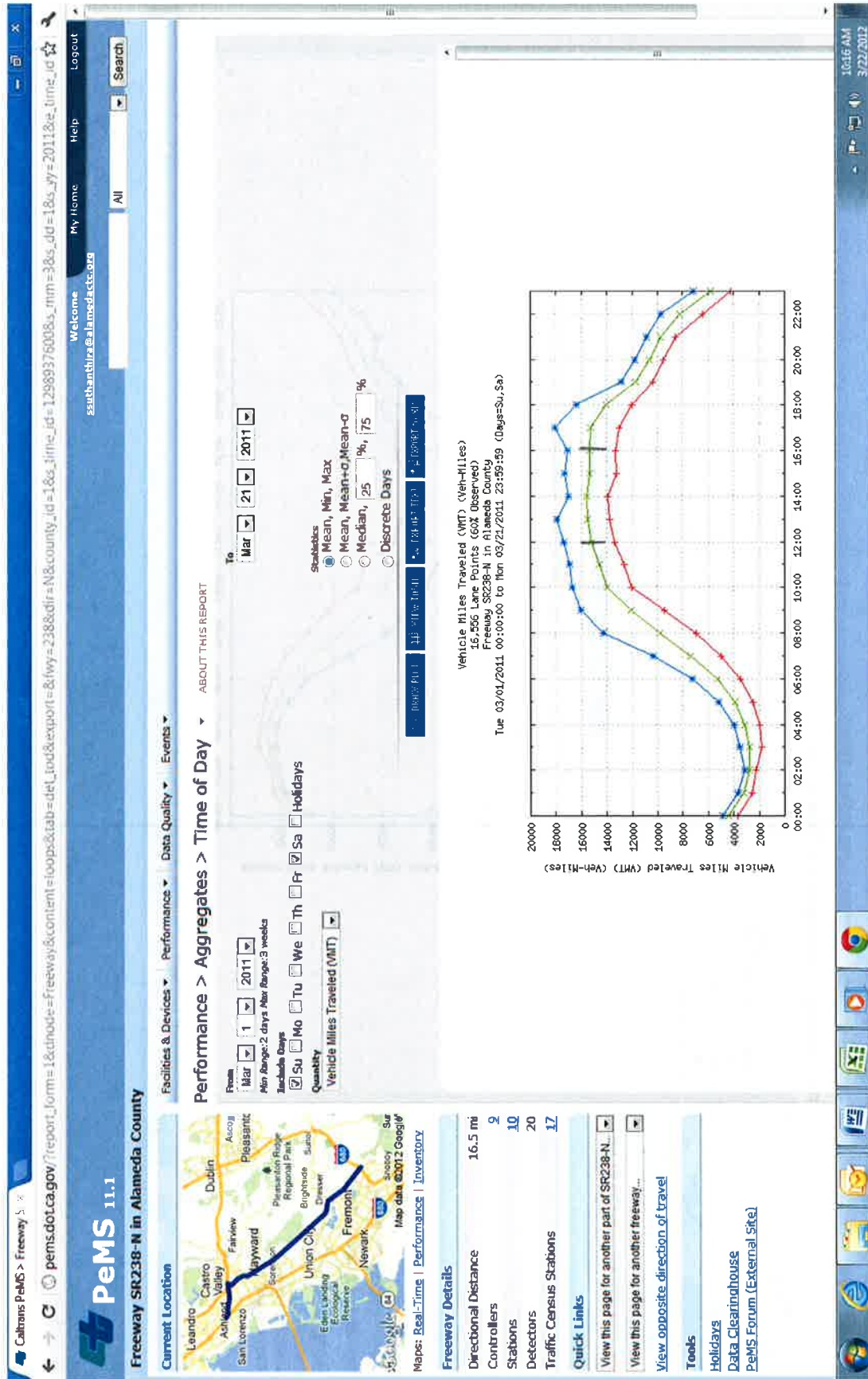


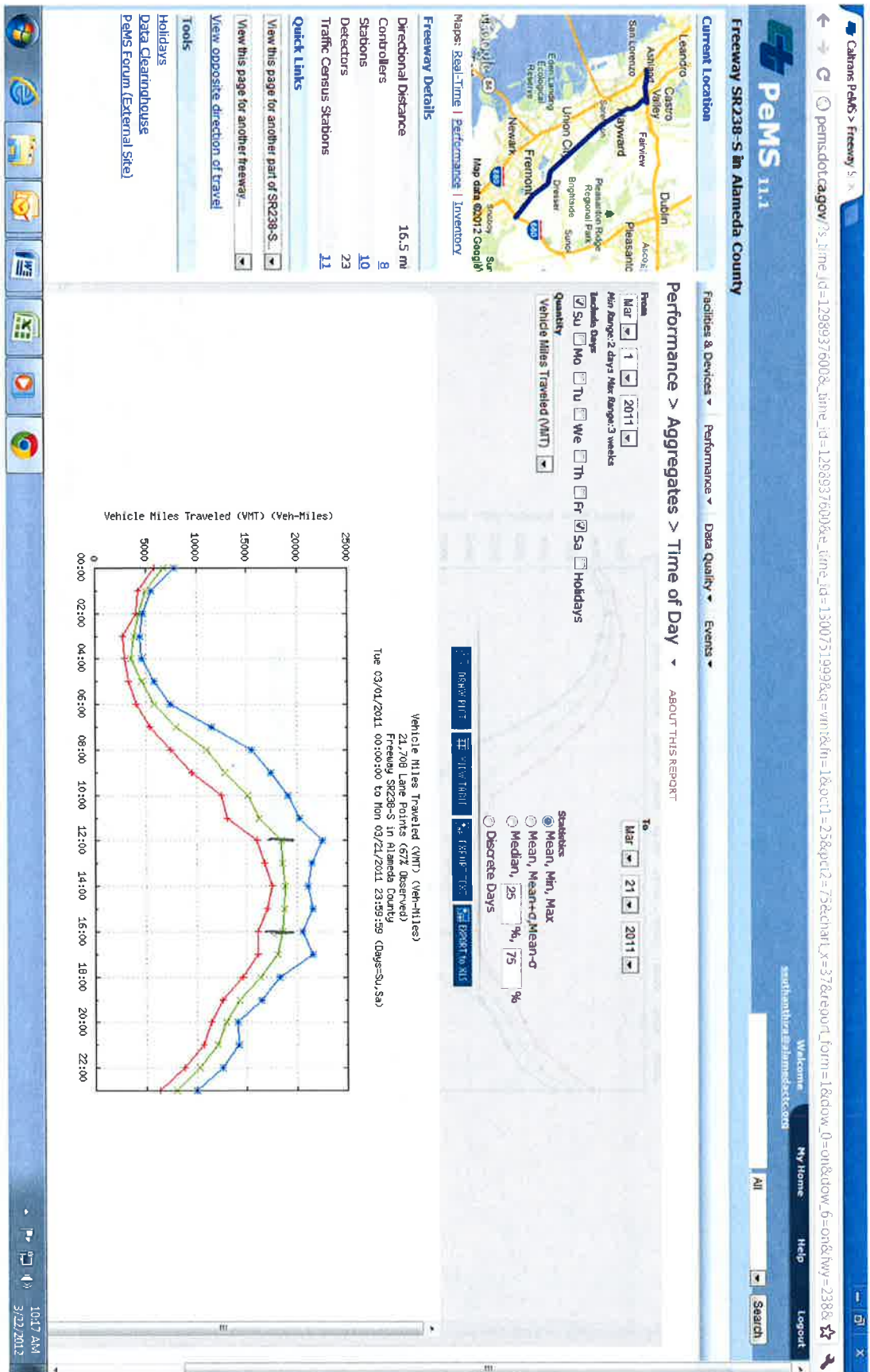
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Proposed Tier 2 Roadway Segmentation				
Route	From	To	Jurisdiction	Distance (miles)
Planning Area 1				
W.Grand Avenue to Grand Avenue	I-80	I-580	Oakland	2.7
	I-80/Maritime St	San Pablo Ave		
	San Pablo Ave	Broadway		
	Broadway	I-580		
12th Street - Lakeshore Avenue	I-980	I-580	Oakland	2.5
	I-980 OFF Ramp/Brush St	Webster		
	Webster	Lake Merrit Blvd		
	Lake Merrit Blvd	MacArthur Blvd/I-580 ON Ramp		
Telegraph Avenue*	51st Street	Bancroft Way	Oakland, Berkeley	1.9
	51st Street	Russell St		
	Russell St	Bancroft Way		
Broadway	I-880	College Avenue	Oakland	2.9
	I-880 OFF Ramp	5th St/Broadway		
	5th St/Broadway	14th St		
	14th St	Grand Ave		
	Grand Ave	Broadway/College Ave		
College Avenue	Broadway	Bancroft Way	Oakland, Berkeley	2.4
	Broadway/College Ave	Miles Ave/SR 24 OFF Ramp		
	Miles Ave/SR 24 OFF Ramp	Ashby Ave		
	Ashby Ave	Bancroft Way/College Ave		
Bancroft	College Ave.	Shattuck	Berkeley	0.7
51st Street	Broadway	SR 24	Oakland	0.8
EB	I-580 Off Ramp/52nd St	Broadway		
Shattuck Avenue	Adeline Street	51st Street	Oakland, Berkeley	2.2
NB	51st	Alcatraz Ave.		
	Alcatraz Ave.	Adeline St.		
Powel Street-Stanford Avenue	I-80	MLK Jr. Way/ Adeline Street	Emeryville,Berkeley	1.5

EB	NB I-80 OFF Ramp	San Pablo Ave			
	San Pablo Ave	MLK Jr Way			
40th Street-Shellmound Avenue	San Pablo Avenue	Powell Street	Emeryville		1.4
EB	Shellmound Way (north of Powell St)	40th St			
	40th St	San Pablo Ave			
International Boulevard	1st Avenue	42nd Avenue	Oakland		3.0
	42nd Ave	Fruitvale Ave			
	Fruitvale Ave	14th Ave			
	14th Ave	Lake Merritt Blvd			
Foothill Boulevard	1st Avenue	73rd Avenue	Oakland		5.3
	International Blvd/73rd Ave	73rd Ave/Foothill Blvd			
	73rd Ave/Foothill Blvd	Seminary Ave			
	Seminary Ave	High Street			
	High Street	Fruitvale Ave			
	Fruitvale Ave	14th Ave			
	14th Ave	1st Ave/Lake Shore Blvd			
E. 15th Street	1st Avenue	14th Avenue	Oakland		0.9
73rd Avenue	International Boulevard	Foothill Boulevard	Oakland		1.2
High Street	Otis Drive	I-580	Alameda, Oakland		3.4
	Otis Drive	Central Ave			
	Central Ave	Fernside Blvd			
	Fernside Blvd	NB I-880 OFF Ramp			
	NB I-880 OFF Ramp	Foothill Blvd			
	Foothill Blvd	MacArthur Blvd/WB I-580 OFF Ramp			
Planning Area 2					
Crow Canyon Road	I-580	County Line	Alameda County		7.0
Winton Avenue - D Street	Hesperian Blvd.	Foothill Boulevard	Hayward		2.2
	Hesperian Blvd.	SB I-880 ON Ramp			
	SB I-880 ON Ramp	Santa Clara St			
	Santa Clara St	Soto Rd			
	Soto Rd	Foothill Boulevard/D St			
A Street	Foothill Boulevard	I-580	Hayward		1.3
	Foothill Boulevard/D St	Foothill Boulevard/A St			

	Foothill Boulevard/A St	Redwood Rd/Grove Way		
	Redwood Rd/Grove Way	EB I-580 ON Ramp/Grove Way		
Grove Way	A Street/Redwood Road	I-580	Hayward, Alameda County	1.0
	A Street/Redwood Road	EB I-580 ON Ramp/Grove Way		
	EB I-580 ON Ramp/Grove Way	Cull Canyon Rd		
	Cull Canyon Rd	Cold Water Dr		
	Cold Water Dr	Driver to identify check point		
	Driver to identify check point	County Line		
Hesperian Boulevard-Union City Blvd.*	Tennyson Road	Alvarado Blvd.	Hayward, Union City	2.8
Planning Area 3				
Alvarado Blvd.	Union City Blvd.	I-880	Union City	3.1
NB	NB I-880 ON Ramp	Deep Creek Rd/SB I-880 OFF Ramp		
	Deep Creek Rd/SB I-880 OFF Ramp	Fair Ranch Rd		
	Fair Ranch Rd	Union City/Alvarado Blvd		
	Union City/Alvarado Blvd	Whipple Rd		
	Whipple Rd	Hesperian/Union City Blvd/overbridge		
	Hesperian/Union City Blvd/overbridge	Industrial Blvd		
	Industrial Blvd	Tennyson/Hesperian		
Fremont Boulevard	I-880 @ Alvarado Blvd/ Fremont Blvd.	I-880 interchange south of Automall Parkway	Fremont	8.7
NB	NB I-880 OFF Ramp	Automall Parkway		
	Automall Parkway	Blacow Rd		
	Blacow Rd	Adams Ave		
	Adams Ave	Stevenson Rd		
	Stevenson Rd	Mowry Ave		
	Mowry Ave	Peralta Blvd		
	Peralta Blvd	Thornton Ave		
	Thornton Ave	Decoto Rd		
	Decoto Rd	Paseo Padre Pkwy		
	Paseo Padre Pkwy	SB I-880 OFF Ramp		

Automall Parkway	I-880	I-880	I-680	Fremont	1.9
	NB I-880 OFF Ramp	Fremont Blvd			
	Fremont Blvd		NB I-880 ON Ramp		
Planning Area 4					
Vasco Road	I-580	County Line	County Line	Livermore	5.7
NB	WB I-580 OFF Ramp	Scenic Ave			
	Scenic Ave	Dalton Ave/City-County Line			
	Dalton Ave/City-County Line	N. Vasco Rd/Vasco Rd			
	N. Vasco Rd/Vasco Rd	Local Road underpass/County Line			
Dublin Blvd.	San Ramon Road	Tassajara		Dublin	4.0
	San Ramon Road	I-680 Overpass			
	I-680 Overpass	Dougherty Rd			
	Dougherty Rd	Hacienda Dr			
	Hacienda Dr	Tassajara Dr			
San Ramon Road	I-580	County Line	County Line	Dublin	2.2
	WB I-580 OFF ramp	Alcosta Blvd/Westside Dr/County Line			
Dougherty Road	I-580	County Line		Dublin	1.7
	WB I-580 OFF ramp	Amador Valley Blvd on SB			
	Amador Valley Blvd on SB	Fallcreek Rd on SB/County Line			
Tassajara Road	I-580	County Line		Dublin, Alameda County	4.5
NB	WB I-580 OFF ramp	Dublin Blvd			
	Dublin Blvd	Gleeson Dr			
	Gleeson Dr	Somerset Ln/N Dublin Ranch Dr			
	Somerset Ln/N Dublin Ranch Dr	Fallon Rd			
	Fallon Rd	County Line			
E. Stanley Blvd - Railroad Avenue-1st Street	Isabel Ave.	Inman Street (connecting I-580)		Livermore	4.2
Stoneridge Drive	I-680	Santa Rita Road		Pleasanton	2.4
	NB I-680 OFF Ramp	Hopyard Rd			
	Hopyard Rd	Hacienda Dr			
	Hacienda Dr	W. Las Positas Blvd			
	W. Las Positas Blvd	Santa Rita Road			
Santa Rita Road	Stoneridge Dr	I-580		Pleasanton	1.2

	Santa Rita Road	W. Los Positas Blvd		
	W. Los Positas Blvd	EB I-580 ON		
Sunol Blvd.- 1st Street- Stanley Blvd.*	I-680	Isabel Ave.	Pleasanton, Alameda County	5.7
	NB I-680 OFF	Bernal Ave		
	Bernal Ave	Bernal Ave/Valley Ave		
	Bernal Ave	Ray/Vineyard		
	Ray/Vineyard	Bernal Ave/Valley Ave		
	Bernal Ave/Valley Ave	SR 84/Isabella Ave		
	SR 84/Isabella Ave	Murrita Blvd		
	Murrita Blvd	S Livermore Ave		
	S Livermore Ave	Inman St		
				92.4
Note				
Strikethrough and <i>Italics</i> indicate comments from ACTAC				
* denotes that roadway traverses more than one jurisdiction				
**Criteria Applied:				
1. Major thoroughfares, not on the existing CMP network, whose primary function is to link districts within an Alameda County jurisdiction and to distribute traffic from and to the freeways				
2. Routes of county-wide significance that are not on the existing CMP network				
3. Streets that experience significant conflicts between auto traffic, transit service and bikes and pedestrian				

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Memorandum

DATE: April 17, 2012
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
RE: **Approval of Three-Year Project Initiation Document Work Plan for Alameda County**

Recommendation

It is recommended the Commission approve the Three-Year Project Initiation Document (PID) Work Plan for Alameda County (FY 2012/13, 2013/14 and 2014/15).

Summary

The State Department of Transportation (Caltrans) is in the process of developing its three-year Project Initiation Document (PID) workload that will be used to validate PID resource needs for Fiscal Year (FY) 2012-13, and identify PID resource needs for FY 2013-14. Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Work Plan for Alameda County (FY 2012/12, 2013/14 and 2014/15).

Background

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

Caltrans is in the process of developing its three-year Project Initiation Document (PID) workload that will be used to validate PID resource needs for FY 2012/13, and identify PID resource needs for FY 2013/14. Caltrans has requested the Alameda CTC to provide updates to the Three-Year Project Initiation Document Work Plan for Alameda County (FY 2012/13, 2013/14 and 2014/15) (Attachment).

Based on its FY 2012/13 Budget Change Proposal (BCP), Caltrans will fund the development and oversight of PIDs for proposed State Highway System (SHS) projects funded entirely with State transportation funds (e.g. State Transportation Improvement Program (STIP), Interregional Improvement Program (ITIP), State Bond funds, etc.). In order for Caltrans to expend state PID resources on these projects, the improvements will need to be identified in an approved financially-constrained Regional Transportation Plan (RTP). In addition, the proposed project costs and funding (e.g. State fund source(s), STIP cycles, etc.) must be documented in the three-year workload.

The FY 2012/13 BCP also states that Caltrans will require reimbursement for PID development and oversight for SHS projects that are funded entirely with local funds, or a mix of state and local funds. These projects are also required to be included in an approved financially-constrained RTP. All proposed project costs and funding must also be documented in the three-year projection (the result of this effort).

Caltrans' guidance states that if a PID is developed on the assumption of receiving 100% State funding and that eventually turns out not to be the case, the sponsor will be required to reimburse the State on the development or oversight costs.

In addition to the Three-Year PID Work Plan, Caltrans has requested Alameda CTC to provide a list of projects that will be fully funded (all phases) by STIP funds with programming from the next two STIP cycles (STIP 2014 and 2016). Caltrans has recommended using the 2012 STIP funding targets as the funding targets for the 2014 and 2016 STIP cycles. Alameda CTC staff believes that we will not have any projects that would be fully funded by STIP and programmed in these two cycles.

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

Attachments

Attachment A: Three-Year PID Work Plan

DRAFT Alameda County 3-Yr PID Work Plan (FY 2012/13, 13/14, 14/15)

Reference No.	SHA or R (Reimbursement)	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	RTP Tier 1 (Y/N)	Original Work Program Status	Estimated PID Completion Date (MM/YYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Funding (TTIP/RTIP/Both/None)	Federal Funding (Y/ N)	Local Funding (Measure/Other/Both/None)	Other State Funding (Bond, CMAQ, TCP, ARRA, Other, None)	Type of PID	Project Partners
PROPOSED FY 2012/13 WORK PLAN																				
1	R	QA	80	6.3	6.8	Improve traffic operations	I/C reconfiguration	Glisan St I/C in Berkeley	21144	Y	Carryover	12/2012	7.0	2.0	None	Y	Other	None	PSR-PDS	Caltrans City of Berkeley ACTC
2	R	QA	680	0.0	11.04	Improve traffic operations	Construct HOV/HOT lane and auxiliary lanes on northbound I-680	In Fremont, between SR-84 and I-680	230682	Y	Carryover	12/2012	160.0	20.0	None	N	Other	None	PSR-PDS	Caltrans ACTC
3	R	QA	880	22.5	23.30	Improve traffic operations	I/C reconfiguration	Marina Blvd in San Leandro	230066	Y	Carryover	12/2012	3.5	1.5	None	Y	Other	None	PSR-PDS	City of San Leandro ACTC
PROPOSED FY 2013/14 WORK PLAN																				
4	R	QA	580	34.8	35.3	Improve traffic operations	Operational Improvements at EB I-580 106th Ave Off-ramp	I-580 @ 106th Ave Off-ramp			Proposed	12/2013	3.5	1.5	None	N	Other	None	PSR-PDS	Caltrans ACTC Oakland
5	R	QA	680	11.04	var	Improve traffic operations	Widening for auxiliary lanes, HOV/HOT lane, I-680 I/C improvement, RT 262 roadway improvement, and RT 262/Warm Springs Blvd Intersection improvement	Widen SR-84 from Pigeon Pass to I-680 Rte 262 (Mission Blvd) between I-680 and I-680 in Fremont	230244	N	Proposed	12/2013			None	N	Other	None	PSR-PDS	Caltrans City of Fremont ACTC
6	R	QA	262	0.0	1.1	Improve traffic operations			230110	N	Proposed	12/2013	10.0	2.0	None	N	Other	None	PSR-PDS	Caltrans
7	R	QA	185	0.0	2.9	Streetscape	Streetscape improvement (Phase II)	East 14th St from 162nd Ave to SR-238 O/C			Proposed	12/2013	7.5	1.5	None	N	Other	None	PSR-PDS	Alameda County redevelopment Agency Caltrans
8	R	QA	580	Var	Var	Improve traffic operations	Castro Valley Local Area Traffic Circulation Imps	Strobridge/Castro Valley			Proposed	12/2013	3.5	1.5	None	N	Other	None	PEER/ PSR-PDS	Alameda County Public Works Agency
9	R	QA	880	Var	Var	Improve traffic operations	Integrated Corridor Mobility (ICM) Program and adaptive ramp metering	Various	230091	Y	Proposed	12/2013	12.0	3.0	None	N	Other	None	PSR-PDS	Caltrans/ ACTC
10	R	QA	185	3.6	3.9	Improve traffic operations	Intersection Improvements: Adding lane, signal modification	E. 14th St/Hesperian Blvd. and E. 14th St/150th Ave	21451	Y	Proposed	12/2013	2.4	0.7	None	N	Other	None	PSR-PDS	City of San Leandro ACTC Caltrans
11	R	QA	92	R4.9	R5.3	Improve traffic operations	Industrial Blvd I/C reconstruction	Hayward			Proposed	12/2013	4.5	1.5	None	N	Other	None	PSR-PDS	Hayward
12	R	QA	92	R4.1	R4.9	Improve traffic operations	Clawiter I/C modification	Hayward	21083	Y	Proposed	12/2013	45.0	7.0	None	N	Other	None	PSR-PDS	Hayward Caltrans
13	R	QA	880	14.1	14.8	Improve traffic operations	Industrial Parkway West I/C	Hayward	230053	N	Proposed	12/2013	36.0	5.0	None	N	Other	None	PSR-PDS	ACTC Caltrans
14	R	QA	580	30.9	36.34	Noise Mitigation	Construct Noise Barrier along I-580 between 98th Ave. and Foothill Blvd.	Between 98th Ave. and Foothill Blvd.	98208	N	Proposed	12/2013	10.0	2.0	None	N	Other	None	NBSR	Oakland Caltrans
15	R	QA	580	39.8	40.1	Noise Mitigation	Construct Noise Barrier along I-580 between MacArthur Blvd. and Kingsland Place in Oakland	Between MacArthur Blvd. and Kingsland Place	98208	N	Proposed	12/2013	10.0	2.0	None	N	Other	None	NBSR	Oakland Caltrans

Reference No.	SHA or R (Reimbursement)	Lead/QA/QA	Route	Begin Postmile	End Postmile	Purpose & Need	Improvement Description	Location	RTP Project Number	RTP Tier 1 (Y/N)	Original Work Program Status	Estimated PID Completion Date (MM/YYYY)	Capital Cost (\$M)	Support Cost (\$M)	STIP Funding (TTIP/RTIP/Both/None)	Federal Funding (Y/N)	Local Funding (Measure/Other/Both/None)	Other State Funding (Bond, CMAQ, TRCP, ARRA, Other, None)	Type of PID	Project Partners
PROPOSED FY 2013/14 WORK PLAN CONTD..																				
16	R	QA	185	1.2	3.7	Streetscape	Streetscape improvement (Phase III)	Mission Blvd SR-238 O/C to Hayward City Limits			Proposed	12/2013	6.5	1.5	None	N	Other	None	PSR-PDS	Alameda County Public Works Agency
17	R	QA	880	Var	Var	Improve traffic operations	Improve mobility	Provide integrated corridor management (ICM) and traffic operations systems (TOS) elements to the South County area, primarily on I-880 south of SR-92.	230419	N	Proposed	12/2013	12.0	3.0	None	N	Other	None	PSR-PDS	Caltrans/ACTC
18	R	QA	238	10.5	11.1	Improve traffic operations	Operational Improvements & Safety	SR-238 Mission Blvd Improvements in the vicinity of the EWC Project	94506	Y	Proposed	12/2013	12.0	3.0	None	N	Other	None	PSR-PDS	Caltrans/ACTC
19	R	QA	880	17.6	18.3	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Paseo Grande St. I/C to Winton I/C	From West A St. I/C to Winton I/C in Hayward	230052	Y	Proposed	12/2013	27.5	5.0	None	N	Other	None	PSR-PDS	Caltrans/ACTC
20	R	QA	880	13.7	14.5	Improve traffic operations	Add I-880 NB & SB auxiliary lanes Whipple Road to Industrial Pkwy West	From Whipple Road to Industrial Pkwy West, Hayward	230054	Y	Proposed	12/2013	15.0	4.5	None	N	Other	None	PSR-PDS	Caltrans/ACTC
PROPOSED FY 2014/15 WORK PLAN																				
21	R	QA	80	3.5	4.0	Improve traffic operations	Widen I-80 Eastbound Powell Street Off-ramp	Emeryville	230108	Y	Proposed	12/2013	3.0	1.0	None	N	Other	None	PEER/PSR-PDS	Emeryville
22	R	QA	580	9.7	9.7	Improve traffic operations	I/C modification	Vasco Rd I/C in Livermore	21100	Y	Proposed	12/2014	27.5	5.0	None	N	Other	None	PSR-PDS	City of Livermore
23	R	QA	880	16.7	18.2	Improve traffic operations	Winton I/C reconstruction	Winton Ave, Hayward			Proposed	12/2014	34.0	5.0	None	N	Other	None	PSR-PDS	Hayward
24	R	QA	880	13.0	14.2	Improve traffic operations	I-880 / Whipple Road Interchange	Union City			Proposed	12/2014	34.0	5.0	None	N	Other	None	PSR-PDS	Union City
25	R	QA	880	R32.0	25.5	Improve traffic operations	Extend NB HOV /HOT lanes	From Hacienda to north of Washington and north of Washington to Hegenberger in San Leandro & Ala County	230088	Y	Proposed	12/2014	170.0	45.0	None	N	Other	None	PSR-PDS	Caltrans/ACTC
26	R	QA	238	16.3	16.7	Improve traffic operations	Widen connector to NB 880	San Leandro			Proposed	12/2014	100.0	22.0	None	N	Other	None	PSR-PDS	Caltrans/ACTC
27	R	QA	880	20.2	20.8	Improve traffic operations	Washington to Lewelling I/C reconstruction	San Leandro			Proposed	12/2014	34.0	5.0	None	N	Other	None	PSR-PDS	Caltrans/ACTC
28	R	QA	880	18.0	18.6	Improve traffic operations	West A St. I/C reconstruction	West A Street, Hayward	230047	N	Proposed	12/2014	22.0	5.0	None	N	Other	None	PSR-PDS	Caltrans/ACTC
29	R	QA	680	R11.0	R21.8	Improve traffic operations	NB and SB HOV/HOT lane from Alcosta Blvd. to SR-84	I-680 between SR-84 Contra Costa County Line	230683	Y	Proposed	12/2014	310.0	50.0	None	N	Other	None	PSR-PDS	ACTC
30	R	QA	880	10.4	13.0	Improve traffic operations	I-880 auxiliary lanes, Dixon Landing to Alvarado-Niles	Fremont, Newark, Union City			Proposed	12/2014	20.0	5.0	None	N	Other	None	PSR-PDS	Caltrans
31	R	QA	580	R29.4	R31.4	Improve traffic operations	Ramp modifications Strohbridge/Castro Valley I/C	Strohbridge/Castro Valley			Proposed	12/2014	7.0	2.0	None	N	Other	None	PSR-PDS	Alameda County Public Works Agency
32	R	QA	580			Improve traffic operations	BART to Livermore	Livermore			Proposed	12/2014			None	N	Other	None	PSR-PDS	BART
33	R	QA	580			Improve traffic operations	I-580 / 680 Interchange Improvements	Tri Valley			Proposed	12/2014	150.0	20.0	None	N	Other	None	PSR-PDS	Caltrans/ACTC



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Central County Same Day Transportation Program - Approval of the Issuance of a Request for Proposals (RFP) and Authorization to Negotiate and Execute a Contract**

Recommendation

It is recommended that the Commission:

- Authorize staff to issue an RFP and proceed with the contract procurement process to obtain a vendor to provide Same Day Transportation services for people with disabilities and seniors in the Central County area. The RFP and contract will be administered by the Alameda County Transportation Commission (Alameda CTC).
- Authorize the Executive Director to negotiate and execute all required agreements.

Background

On April 28, 2011, the Commission approved \$500,000 of Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) for Coordination and Mobility Management Planning (CMMP) Pilots.

On October 27, 2011 the Commission approved \$281,244 of the \$500,000 to fund three CMMP Pilot Projects: Establishment of Uniform Taxi Policies for North County, Expansion of South County Taxi Program (Same Day Transportation) to Central County, and Tri-City Mobility Management Project. Staff is requesting to issue an RFP to invite vendors to propose on providing subsidized same day door to door transportation service in Central County that would serve people with disabilities and seniors in the service areas currently covered by the cities of Hayward and San Leandro which would include the unincorporated areas of Castro Valley, San Lorenzo, Ashland and Cherryland. Upon selection of the most qualified vendor, via an interview process, authorization is requested for the Executive Director to enter into negotiations with the most qualified vendor and execute a contract.

This pilot project is expected to build upon the success of the existing South County Tri-City Taxi program and maximize flexibility for users, allowing trips between South and Central Counties and allowing users from South County to use same day service in Central County and vice versa.

Staff recommends that \$240,000 be allocated to fund the Central County portion of a two year pilot Program. Staff recommends apportioning the costs between Hayward and San Leandro based on the pass-through formula which incorporates population of seniors and people with disabilities. Hayward's portion of the program costs (\$173,256) would come from already allocated Measure B pass-through funding for special transportation and San Leandro's portion (\$66,744) would be allocated from CMMP funds.

A Memorandum of Understanding (MOU) is being prepared between the city of Hayward and the Alameda CTC to allow the Alameda CTC to use \$173,256 of Measure B pass-through special transportation funds from future distributions.

Central County Same Day Transportation Program	\$240,000	
Total Funding Need – 2 years		
Hayward Portion – Existing Hayward pass-through funds	72.19%	\$173,256
San Leandro Portion – CMMP Funds	27.81%	\$66,744
Total CMMP Funding Request	\$66,744	

Both cities have agreed to provide the administrative tasks (e.g. outreach and education, distribution of vouchers, and receiving service feedback) as part of their current operations.

The Alameda CTC would administer this pilot project contract for the initial two years, and if successful, we will seek a sponsor to assume the program.

Fiscal Impacts

The Recommendation includes \$66,744 from the approved \$281,244 CMMP funds and \$173,256 of pass-through Measure B paratransit funding from the City of Hayward. The program will not exceed \$240,000, including contingencies.



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **South County Taxi Program – Authorization for Contract Extension and Approval of Allocation of Measure B Funds**

Recommendation

It is recommended the Commission authorize a one year extension of the South County Taxi Program contract and allocate \$80,000 of Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) for the program.

Background

The Paratransit Technical Advisory Committee (TAC), the Paratransit Advisory and Planning Committee (PAPCO) and the Programs and Projects Committee (PPC) have discussed and indicated concurrence for funding the extension of projects that were funded with prior year Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) through FY 2012/13. The South County Taxi Program has a total budget of \$125,000. \$45,000 will roll-over from FY 2011/12 and an additional allocation of \$80,000 is requested.

PAPCO, TAC, and PPC have supported the following criteria to determine which previously funded projects should be extended and/or supplemented.

- Must be one of the 13 extended grants from FY 2011/12 and must demonstrate that the program continues to address closing gaps in services for seniors and people with disabilities
- Will be required to submit cost of operation for one year
- Programs should meet the following categories of priority:
 - Mobility management programs that directly increase consumer mobility – e.g. Travel Training
 - Trip Provision – Shuttles that are cost effective, lessen the burden on base programs, and provide a same-day option as part of a spectrum of services; Volunteer Driver Programs that do the same
 - Other programs that successfully fill an otherwise-unmet need
- Will be required to submit past performance data and targets for FY 2012/13
- Will be required to address a future sustainable funding plan with Alameda CTC

The South County Taxi Program has become a valuable part of the transportation options for seniors and people with disabilities in Fremont, Newark, and Union City. It allows seniors and people with disabilities in Fremont, Newark, and Union City to ride to appointments or urgent errands on the same

day. This provides a much-needed complement to traditional door-to-door paratransit programs provided by Cities or East Bay Paratransit. This Program provides trip provision, fills the otherwise-unmet need for same-day transportation, is more cost effective than door-to-door programs, and reduces the burden on base programs like East Bay Paratransit or Union City Paratransit.

The South County Taxi Program continues to meet all of the above criteria. The Program provides an average of 3,500 rides per year and currently operates between 8am and 8pm seven days a week. Riders pay \$3 for a voucher worth a \$12 trip. In FY 2012/13 the Program will operate 24 hours a day/seven days a week, and the Alameda CTC will continue to subsidize 75% of the cost of rides. Staff recommends the Commission allocate \$80,000 of Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) to allow the service to operate through June 30, 2013.

The Alameda CTC assisted the Planning Area 3 jurisdictions to initiate this service and has a current contract with the Saint Mini Cab Corporation to operate the South County Taxi Program. Staff also recommends the Commission extend the service contract for one year to June 30, 2013. At the end FY 2012/13, the City of Fremont may be in a position to assume administration of the South County Taxi Program.

Additional extension requests for the Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) funded projects are anticipated to be presented for consideration in May.

Fiscal Impacts

The recommended action will allocate \$80,000 of the FY 2012/13 Special Transportation for Seniors and People with Disabilities Gap Funds to fund a one-year extension of the South County Taxi Program. There is sufficient capacity in the Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds).



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Programs - Approval of Extension of Contract**

Recommendation

It is recommended the Commission approve a one year extension of the Hospital Discharge Transportation Service (HDTS) and Wheelchair Scooter Breakdown Transportation Service (WSBTS) Programs contract.

Background

The HDTS/WSBTS are two small countywide transportation programs that meet small but urgent transportation gaps. The Paratransit Technical Advisory Committee (TAC), the Paratransit Advisory and Planning Committee (PAPCO), and the Programs and Projects Committee (PPC) have discussed the allocation of funding for Fiscal Year (FY) 2012/13 and all committees have indicated concurrence with designating funding for HDTS/WSBTS from the Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds). These programs were originally funded through the Mobility Coordination Gap Grants (Discretionary Measure B Funds) in FY 2006/07. A \$50,000 annual contract has been maintained to provide these two programs.

The HDTS service provides same-day, door-to-door transportation for individuals who have a disability or health issue that prevents their use of public transit, and who have no other resources for transportation following discharge from the hospital. In FY 2010/11 this program provided 364 trips to individuals.

The HDTS Program is a collaborative project between the Alameda County Transportation Commission (Alameda CTC) and area hospitals including:

- Alameda County Medical Center, Highland Hospital – Oakland
- Eden Medical Center – Castro Valley Hospital
- Eden Medical Center – San Leandro Hospital
- Kaiser Permanente – Fremont
- Kaiser Permanente – Hayward
- Kaiser Permanente – Oakland
- St. Rose Hospital – Hayward

- Valley Care Medical Center – Pleasanton

Alameda CTC staff has contacted all hospitals in Alameda County regarding participation in the program. The participating hospitals purchase \$5 trip vouchers, good for one trip, with the remainder of the trip cost subsidized by the requested Measure B funding. At this time, the Alta Bates Medical Centers have chosen not to participate in the program. The City of Emeryville City Council authorized their Mayor to send a letter to the Chief Financial Officer and Board of Directors at the Alta Bates Medical Centers to urge them to participate in the HDTS service at their March 20, 2012 meeting. Staff conducts an annual on-site training with all participating hospitals and is continuing to work to incorporate additional hospitals into the program. The proposed budget for FY 2012/13 would accommodate the participation of the Alta Bates Medical Centers.

The Alameda CTC also sponsors the WSBTS for wheelchair and scooter users in Alameda County that are stranded due to a mechanical breakdown of their mobility device or a medical emergency that has separated them from their chair. The program provides assistance for two basic situations:

- Transport of a wheelchair or scooter and its owner to a wheelchair/scooter repair shop or other location (as identified by the wheelchair/scooter users) due to mechanical breakdown of the wheelchair or scooter which occurred inside or outside the home.
- Transport of a wheelchair or scooter to a hospital where the user was transported for an emergency and taken to the hospital without their wheelchair or scooter.

This service is available 7 days a week, 24 hours a day, and is free to the wheelchair or scooter user. In FY 2010/11 this program provided 97 trips to individuals.

Staff recommends that this service contract be extended for one year to June 30, 2013.

The Alameda CTC has a current contract with MV Transportation, Inc. to provide services for the HDTS/WSBTS Programs. Staff recommends that this contract be extended for one year to June 30, 2013. A request for proposals (RFP) is proposed to be issued next year to seek new bids for providing these two services.

Fiscal Impacts

There is sufficient fund capacity in the Mobility Coordination Program Gap Fund for this \$50,000 allocation and will be included in the FY 2012/13 Special Transportation for Seniors and People with Disabilities Gap Funds (Discretionary Measure B Funds) budget.



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of STIP Deadline Extension for Contract Award for the Alameda CTC's I-580 San Leandro Landscaping – Estudillo to 141st Project**

Recommendations

It is recommended that the Commission approve the following action related to the I-580 San Leandro Landscaping – Estudillo to 141st:

- Approve the request for a 3-month time extension to the STIP Contract Award deadline related to \$350,000 of STIP-TE funding allocated for the construction phase of the project.

Summary

The Alameda CTC is the project sponsor and implementing agency for the I-580 San Leandro Landscaping – Estudillo to 141st Project included in the STIP under PPNo. 0139F. The Alameda CTC secured an allocation of \$350,000 of Alameda County RIP-TE funds from the California Transportation Commission (CTC) in October 2011 for the construction phase of the project. The RIP-TE funds allocated by the CTC are subject to the Timely Use of Funds Provisions included in the STIP Guidelines adopted by the CTC, as well as the federal aid requirements included in the Caltrans Local Assistance Procedures Manual (LAPM) since RIP-TE funds are a blend of state and federal funding.

The Alameda CTC is requesting an extension to the Contract Award deadline related to RIP-TE funding allocated for the construction phase. The STIP Guidelines require the award of a contract within 6-months from the date of allocation, and the LAPM requires that a sponsor secure an Authorization to Proceed with Construction (E-76) before the project can be advertised for construction. For federalized STIP funds, Caltrans Local Assistance typically requires the allocation by the CTC prior to approving the E-76 which means the time to review and approve the E-76 must take place during the 6-month period allowed for contract award following the allocation.

The landscaping project was developed in conjunction with a soundwall project along the same segment of I-580 which has been constructed. The Alameda CTC would be ready to advertise, and subsequently award, the contract except for the lack of the E-76 being approved by Caltrans and the FHWA. Since the project is on the State Highway System, a cooperative agreement is

required by Caltrans for the E-76. The cooperative agreement is in place and the E-76 is expected to be approved during April. The current Contract Award deadline, based on the allocation date, is April 27, 2012. Since the Alameda CTC cannot advertise until the E-76 is approved, the contract will not be able to be awarded by the current deadline.

The length of the time extension being requested by the Alameda CTC is the extension necessary to allow for the approval of the E-76 followed by the minimum advertisement period required by the LAPM and subsequent award of the contract. Assuming the E-76 is approved such that the contract can be advertised by the end of April and the bid opening can occur by the end of May, the award of the contract, pending verification of the bid documents, could occur at the July 26, 2012 Board meeting. This would require a 3-month extension of the Contract Award deadline from April 27, 2012 to July 27, 2012.

Fiscal Impact

There is no fiscal impact to the budget



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **Approval of STIP Deadline Extension for Project Completion for the City of Alameda's Stargell Avenue Extension Project**

Recommendations

It is recommended that the Commission approve the following action related to the Stargell Avenue Extension Project.

- Approve the request for up to an 18-month time extension to the STIP project completion deadline related to \$4 million of STIP funding allocated for the construction phase of the project.

Summary

The City of Alameda is the project sponsor and implementing agency for the Stargell Avenue Extension Project included in the STIP under PPNo 2009N (Stargell Avenue was formerly known as Tinker Avenue). The City secured an allocation of \$4 million of Alameda County RIP funds from the California Transportation Commission (CTC) in September 2008 for the construction phase of the project. The STIP funds allocated by the CTC are subject to the Timely Use of Funds Provisions included in the STIP Guidelines adopted by the CTC.

The City is requesting an extension to the Project Completion deadline related to funding allocated for the construction phase. The STIP Guidelines allow for 36 months after contract award to accept the contract, and 180 days after acceptance to submit the final invoice to Caltrans for reimbursement. The City has awarded, and completed, two contracts for the construction phase to date, and desires to advertise, award and complete a third contract to complete the overall project. The first contract was awarded on March 17, 2009 which set the deadline for contract acceptance as March 17, 2012. The City awarded the second contract on March 2, 2010 which set the deadline for contract acceptance of the second contract as March 2, 2013. The multiple contract approach, i.e. two awarded and completed, and a third desired, complicates interpretation of the STIP Timely Use of Funds provisions which do not address multiple contract scenarios.

The City desires to advertise, award and construct a third contract during 2012 using the remaining funds from the mix of STIP and local funds allocated for the construction phase, and is requesting a time extension to the project completion deadline based on the timeline

established by the first contract award to cover the possibility that the timeline established by the first contract is the timeline monitored by the CTC and other funding agencies. If the accept contract deadline based on the award of the second contract, i.e. March 2, 2013, is the governing timeline, then the City does not need a time extension to complete the third contract.

The length of the time extension being requested by the City is the extension necessary to allow the City to advertise, award and complete the third contract. The City expects that the contract work can be complete by the end of 2012, and that the final invoice to Caltrans for reimbursement can be submitted by September 30, 2013.

Attachments

Attachment A: Request For Time Extension Local STIP Projects



REQUEST FOR TIME EXTENSION LOCAL STIP PROJECTS

To: Ms. Sylvia Fung
District Local Assistance Engineer
Caltrans District 04, Office of Local Assistance
111 Grand Avenue
Oakland, CA 94612

Date: April 17, 2012

PPNo: 04-2009N

Project No: 04N-Ala-260

EA: 04-448201

Tinker Avenue Extension in the
City of Alameda, Alameda County

Assembly District: 16

Senate District: 9

Dear Ms. Fung:

We request that the California Transportation Commission (CTC) approve a request for a time extension for this project.

A. Project description:

In the City of Alameda, on Tinker Avenue between Route 260 (Webster Street) and Main Street. Construct 4-lane extension, install signals, and modify Webster Street Tube off ramp.

Programmed Funding Level by phase (\$ x 1,000):

Phase	Fiscal Year	Programmed Amount (\$ x 1,000)
Construction	07/08	\$ 4,000
Total		\$ 4,000

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

☐

Allocation*

☐

Expenditure

☐

Award

☒

Completion
(contract acceptance)

City of Alameda
2263 Santa Clara Avenue
Alameda, CA 94501

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

<input type="checkbox"/> Environmental Studies& Permits	<input type="checkbox"/> Plans, Specs. & Estimate	<input type="checkbox"/> Right of Way	<input checked="" type="checkbox"/> Construction*
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D. Allocation and deadline summary

Allocation Date By Phase (if applicable)	Allocated Amount By Phase (if applicable)	Original Deadline	Number of Months of Extension Requested	Extended Deadline
09/25/08 (CONST)	\$ 4,000,000	03/17/12	18	09/17/13

E. Reason for project delay

This request for extension is to allow for time to advertise, award, and complete a third contract to implement the scope of the project for which the Alameda RIP funds were programmed and allocated. The construction allocation was delayed due to right-of-way acquisition matters and a time extension for the allocation deadline was approved by the CTC in April 2008. Since that time, the \$4 million of RIP funds have been allocated, the City has entered into a Cooperative Agreement to address the improvements within the State Highway System right of way (Route 260), and the City has awarded two contracts funded in part by the allocated RIP funds. The scope of the planned third contract is dependent on the planned development of the property adjoining the roadway right-of-way within the project limits. The details of the configuration of intersections along Tinker Avenue (now named "Stargell") Extension within the project limits could not be determined until the type and scale of adjacent development was known. Based on discussions with Caltrans District staff, the current implementation strategy for the remaining work is to advertise a third contract rather than to issue a change order to one of the two previous contracts. These unforeseen and extraordinary circumstances beyond the control of the City of Alameda represent the basis of this request for time extension. An extension of 18 months will allow adequate time for the City to advertise, award and complete the third contract for the remaining work related to intersection improvements along Stargell within the STIP project limits.

F. Status of project milestones/revised project milestones

1) Completion of Environmental Document:

CEQA –Mitigated Negative Declaration approved May 2002

NEPA –Categorical Exemption/Categorical Exclusion Determination approved 07/25/06

2) Right of Way Certification:

December 2008

3) Construction:

Award Contract No. 1 (Actual): 03/17/09

Award Contract No. 2 (Actual): 03/02/10


Award Contract No. 3 (Planned): 09/01/12

G. Timely Use of Funds

We request that the CTC approve this request at the May 23-24, 2012 meeting.

H. Local Agency Certification:

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

Barbara Hawkins	(510) 747-7937	
Name	Telephone Number	
	City Engineer	4/17/12
Signature	Title	Date
Agency/Commission	City of Alameda	

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

Concurred

Signature	Title	Date
Agency/Commission		

J. Caltrans District Local Assistance Engineer Acceptance:

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

Signature	Title	Date
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Attachments:

Distribution: (1) Original to DLAE (2) Copy to Division of Local Assistance, STIP Coordinator
(3) Copy to Regional Transportation Planning Agency/County Transportation Commission

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Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Tri-Valley Center to Center (C2C) Program Project– Approval to Extend the Expiration Date of the Contract with DKS Associates

Recommendation

It is recommended the Commission approve an extension of the expiration date for the Center to Center (C2C) Program contract with DKS Associates (Contract No. A08-009) to February 29, 2012. The contract time extension was requested by DKS Associates to account for additional time to finalize the C2C System connection between the Tri-Valley Cities, Metropolitan Transportation Commission (MTC), and Caltrans.

Summary

The C2C Program provides communication connectivity between the Tri-Valley cities and the rest of the Bay Area cities. The traffic data exchange and information between the cities and the major Traffic Management Centers (TMC) in the Bay Area will provide commuters and TMC Operators with enhanced traveler information. MTC initiated the C2C system and provided the ACCMA the necessary funding to implement the interface between the cities. Testing of the C2C system was delayed due to disruptions in the regional communication lines (fiber optic cable) that are placed along BART corridors, which connects the Caltrans TMC to regional TMC's in the Bay Area. Caltrans, BART and MTC located the disruption in the communication line, but this effort extended beyond the contract expiration date with DKS Associates. DKS Associates completed their portion of the project and staff is working with MTC to close out of the project.

Discussion/Background

On June 25, 2009 the ACCMA Board authorized the execution of a funding agreement with MTC to receive a total of \$800,000 in funds to design and implement the C2C Program Communications Hub for the Tri-Valley Smart Corridor. The MTC agreement is milestone driven with an expiration date of June 30, 2011, and allows the ACCMA to be reimbursed based on completion of certain tasks that are agreed upon by both parties.

ACCMA executed contracts with the qualified consultant to design and implement this project. While the implementation phase of the project was completed in March 2011, the testing and system performance were delayed due to the unavailability of the TMC traffic data and communication lines to Caltrans. The delays pushed the testing and the completion of the Program until February 2012. As

a result of the delay, the MTC agreement expiration date was extended to June 30, 2013, with the approval of the Alameda CTC Commission at its September 2011 meeting, and will allow staff to request reimbursement for the completed tasks and close out the project.

Staff recommends that the Commission authorize the Executive Director to extend the expiration date of DKS Associates contract to February 29, 2012, in order to process all invoices and seek reimbursement from MTC by June 30, 2013.

Fiscal Impact

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



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Project Committee

SUBJECT: **I-580 San Leandro Sound Wall Landscape Project – Authorization to Advertise Construction Contract**

Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to advertise and request bids for the construction of I-580 San Leandro Soundwall Landscape Project. The Engineers Estimate for this contract is \$275,000.

Summary

The Alameda CTC is the sponsor of the I-580 San Leandro Sound Wall Landscape Project. This Project is a follow on contract to the recently completed I-580 San Leandro Sound Wall Project in the City of San Leandro. The Alameda CTC is also responsible for advertise, award and administration (AAA) of the construction contract for the project. The detailed design plans, specifications, and estimates (PS&E) documents for the project have been completed. The Alameda CTC is in the process of obtaining the obligation authority for the federal funds, which are required to be received prior to advertising projects for construction, and encumbers the federal funds. The Alameda CTC has programmed \$350,000 in State Transportation Improvement Program - Transportation Enhancement (STIP-TE) Funds to repair the existing irrigation system, plant new plants and add additional irrigation system.

Background

The Alameda CTC is the sponsor of the I-580 San Leandro Landscape Project. This project is a follow on contract to the recently completed I-580 San Leandro Sound Wall Project in the City of San Leandro and will repair the existing irrigation system, plant new plants and add an additional irrigation system around the sound walls.

At the December 2009 meeting, the ACCMA Board approved programming \$350,000 of STIP TE funds to the I-580 San Leandro Landscape Project.

The cooperative agreement with Caltrans has been executed. An encroachment permit application will be filed with the department to allow access to the freeway right of way.

The Alameda CTC is also responsible for the Advertise, Award and Administration (AAA) component of the project. The Alameda CTC will contract with a qualified consultant to provide the necessary support for the construction administration, management and inspection of this project. The consultant contract will be initiated prior to the start of construction, which is anticipated to begin in summer 2012, to assist with bid packaging, quality assurance and constructability reviews. The estimated cost for these services is \$75,000 and is included in the \$350,000 programmed STIP-TE funds.

Fiscal Impact

Approval of the recommended actions will encumber \$350,000 for the project which will be reimbursed by Federal and State funding sources. Funds to implement the project are assumed in the FY 2011/12 Alameda CTC budget.



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Webster Street SMART Corridor Project – Authorization to Advertise the Construction Contract and Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services

Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to take the following actions in support of delivering the Webster Street SMART Corridor Construction Contract:

- Advertise the construction contract.
- Approve Amendment No. 2 to extend the expiration date of the contract with Harris & Associates to provide construction management services from June 30, 2012 to June 30, 2013.

Summary

The Alameda CTC, in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans, and AC Transit have designed and are proposing to construct the Webster Street SMART Corridor Project improvements. This project would be an expansion of the existing East Bay SMART Corridors System. The project construction is being funded with \$637,960 of federal funds. Due to additional time required to obtain the obligation authority for the project funding, extension of the expiration date for the construction management services contract with Harris & Associates (Contract No. A10-010) is also requested. A construction management services agreement with Harris & Associates was executed in August 2010. Amendment No. 2 to the Harris & Associates Contract would revise the expiration date to June 30, 2013.

Discussion/Background

The Alameda County Transportation Commission (Alameda CTC), in partnership with the City of Alameda, Metropolitan Transportation Commission (MTC), Caltrans, and AC Transit have designed and are proposing to construct the Webster Street SMART Corridor Project improvements. This project would be an expansion of the existing East Bay SMART Corridors System. The project will install Closed Circuit Television Cameras (CCTV) for monitoring, Video Image Detection (VID) Systems for actuating pre-timed traffic signals, and installation of Microwave Vehicle Detection

System (MVDS) devices along various city streets that lead to the Webster/Posey Tubes in the City of Alameda. The field elements will connect to a communications network that will transmit the data to the City of Alameda Traffic Management Center (TMC) at the Public Works Department and the Alameda Police Department. The project is also being coordinated with the City of Oakland.

The project is being funded with a combination of federal funds. MTC has provided \$278,000 of Congestion Mitigation and Air Quality (CMAQ) funds and the California Department of Transportation (Caltrans) has provided \$359,960 of federal earmark. The total funding for the construction phase is \$637,960.

Due to additional time required to obtain the obligation authority for the project funding, extension of the expiration date for the construction management services contract with Harris & Associates (Contract No. A10-010) is also requested. The project was initially scheduled to begin construction in summer of 2010. With the addition of federal funds to the project funding package, additional requirements such as a NEPA Environmental clearance were required to be completed. With additional project review, revisions to the design package were also facilitated. The approval of the final piece of the funding package for the project was secured in March 2012. A construction management services agreement with Harris & Associates was executed in August 2010 with an expiration date of June 30, 2011. Amendment No. 1 to the Harris & Associates contract revised the expiration date to June 30, 2012. Amendment No. 2 to the Harris & Associates Contract would revise the expiration date to June 30, 2013. The work associated with the construction management phase is funded by a TFCA grant.

Fiscal Impact

The revenues and costs associated with this project will be funded through federal and TFCA grants and are included in the approved Alameda CTC budget.



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Dumbarton Rail Corridor Project (ACTIA 25) - Update on the Procurement of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way Contract and Related Activities

Summary

The Commission at its December 1, 2011 meeting approved the issuance of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way RFP for the Dumbarton Rail Corridor Project, and staff to negotiate and award a contract to the top ranked firm. The Alameda CTC issued an RFP for these services on February 1, 2012, and a pre-proposal meeting was held at the Alameda CTC offices on February 24, 2012, to which nine (9) firms were in attendance. Proposals were submitted in response to the RFP from the following three (3) firms by the February 24, 2012 due date:

1. Associated Right of Way Services, Inc.
2. Paragon Partners, Ltd.
3. R.L. Banks & Associates, Inc.

In the technical proposal review phase, the Consultant Selection Panel, consisting of staff and representatives from the Metropolitan Transportation Commission and Caltrans, evaluated each of the proposals using the criteria identified in the RFP. All three firms were invited to advance to the interview phase, but one firm voluntarily elected to withdraw its proposal from the RFP. Interviews were held for the two remaining firms on March 13, 2012:

1. Paragon Partners, Ltd.
2. R.L. Banks & Associates, Inc.

The interview process allowed the panelists to ask a comprehensive set of questions in a face-to-face setting and independently evaluate the responses. Though both the shortlisted firms were experienced in the required field, the top ranked firm exhibited a higher level of knowledge and understanding of the required services and project scope and presented a comprehensive management and project approach. The panelists used the criteria spelled out in the RFP to score the interviewing firms and determine the final ranking. The criteria were:

1. Knowledge and understanding of the required services and scope of work;

2. Management approach and staffing plan to perform the scope of the work;
3. Qualifications of the proposed financial audit team; and
4. Effectiveness of interview discussions and presentation.

After careful review of each proposal and consideration of the interview process, the Consultant Selection Panel came to a unanimous decision in their selection of the top-ranked firm, R.L. Banks & Associates, Inc. Staff completed negotiations of the terms of the contract with the R.L. Banks & Associates, Inc. on March 26, 2012, and awarded a contract to perform the desired services beginning April 1, 2012.

Background

In June 2011, the Commission allocated \$150,000 of Measure B Capital Program funding for preliminary right of way activities related to the Dumbarton Rail Corridor Project to be matched with \$150,000 of RM2 funding. The Commission also authorized the execution of the necessary agreement(s) to secure the matching funds. In September 2011, the Commission approved a resolution of support for the allocation of the matching RM2 funds by the Metropolitan Transportation Commission (MTC). MTC allocated \$150,000 of matching funds in October 2011.

While the San Mateo County Transportation Authority has taken the lead on the implementation of the Preliminary Engineering/Environmental Studies (PE/Env) phase, the Alameda CTC has agreed to take the lead on developing a right of way acquisition and implementation plan. Staff issued an RFP to initiate the procurement process to bring a consultant team on board to identify the requirements and risks associated with the purchase of the Union Pacific Railroad (UPRR) right of way required for the project, known as “Segment G” of the Oakland Subdivision. The study is intended to conclude with a report that outlines an acquisition strategy or strategies including identifying potential risks and risk mitigation (such as technical, financial and policy) and opportunities (such as funding and integration with other rail projects in the area) to secure the right of way

The Dumbarton Rail Corridor Project is currently in the PE/Env phase. The current project funding plan shows a significant shortfall and the project is correspondingly playing a significant role in the ongoing discussions related to long range planning such as the Countywide Transportation Plan update and the development of a Transportation Expenditure Plan for a future sales tax measure. A project phasing plan has been identified which involves establishing interim bus service to build ridership in the corridor, and developing a right of way acquisition plan for the corridor.

The Dumbarton Rail Corridor Project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay stations. Current cost updates for the project put the estimated cost in the \$700-\$820 million range with approximately \$350 million of funding identified but not secured.

The Commission recently approved extensions to the Measure B Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. Work on the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has resumed and a draft EIS/EIR is expected spring 2012.

Fiscal Impact

The cost of the Implementation Strategy Services for the Acquisition of Railroad Rights of Way for the Dumbarton Rail Corridor Project contract is for a total not-to-exceed amount of \$288,576, including contingencies, with fifty percent (50%) of the eligible project expenditures to be reimbursed by Measure B Capital Project funds and the other 50% from Regional Measure 2.

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Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of a Loan in Compliance with Approved Loan Program between the Alameda County Transportation Authority (ACTA) and the Alameda County Congestion Management Agency (ACCMA) Authorizing ACTA to Lend \$5 Million to ACCMA**

Recommendation

It is recommended that the Commission approve a loan in the amount of \$5 million from ACTA to the ACCMA in compliance with the loan program approved in March, 2011, increasing the total loan amount to \$10 million. This loan is necessary in order to support the ACCMA's cash flow needs in relation to the capital improvement program.

Summary

The ACCMA receives reimbursement from various funding sources including granting agencies to fund the capital improvement program. However, these funds are received on a reimbursement basis. Frequently there is a lag in the reimbursement of funds due to funding agency issues. Because the cash flow issue is due to timing on funding, the cash flow need does not compound from year to year, but is based on project activity throughout each fiscal year. The ACCMA must bridge the cash flow gap while waiting for reimbursement from granting agencies in order to remain solvent.

The ACCMA was originally established to administer and monitor the Congestion Management Program which included mainly planning and programming activities such as county-wide transportation planning as well as funding, programming and allocating funds for capital projects in Alameda County. Over the years, the ACCMA has incorporated the project delivery function into its business model, beyond the core functions of planning and programming. However, the ACCMA's original funding sources were not designed to cash flow large capital projects. This has left the ACCMA in a very tight cash flow position as various capital projects ramp up to construction phase incurring significant costs on an ongoing basis.

Discussion and Background

The Loan Program was designed to address the emergency cash flow situation the ACCMA was facing last year. Based on analysis of ACTA cash flows, it is expected that the ACTA can lend up to \$25 million from the 1986 Measure B Transportation Sales Tax Program to the ACCMA

while continuing to deliver the projects designated in the original 1986 Measure B Transportation Expenditure Plan.

Staff implemented the Loan Program last year with an initial loan of \$5 million. The ACCMA is required to repay ACTA the principal balance when it is in a position to do so, which is expected to be in 2015 when their capital improvement program is expected to wind down. The ACCMA may repay the loan, in whole or in part, at any time without penalty. Per the approved Loan Program, additional funds may be loaned, as needed, by ACTA to the ACCMA with the approval of the Commission. Based on current cash flow projections, ACTA will have funds available to cash flow the ACCMA's cash flow need throughout the life of the current capital improvement program.

Fiscal Impacts:

There is no net impact to the Alameda CTC budget for the approval of this item, and the fiscal impact of the loan due to lost return on investment for ACTA would be negligible.



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Finance and Administration Committee

SUBJECT: **Approval of Fiscal Year 2012-2013 Alameda County Transportation Commission Member Agency Fee Schedule**

Recommendations:

It is recommended that the Commission approve the attached member agency fee schedule for FY2012-13 to support the Alameda County Transportation Commission (Alameda CTC) core functions.

Summary:

Pursuant to the provisions of the JPA dated March 25, 2010 which created the Alameda CTC, the Alameda CTC is required to adopt an annual budget by June 30 of each year for the succeeding year. However, the Alameda County Congestion Management Agency (ACCMA) has historically adopted the member agencies fee schedule prior to this date with the intent of providing the cities and County of Alameda with the member agency fee schedule for use in developing their respective budgets.

The member agency fee schedule attached for FY2012-13 reflects a 6 percent increase over the fee for FY2011-12 which is the same as the increase rate from last year and a decrease from the growth rate employed over the last few years.

Discussion:

The recommended member agency fee schedule for FY2012-13 reflects a 6 percent growth rate over the total FY2011-12 fee that was adopted by the Alameda CTC Board last year in March, 2011. The allocation between the Cities and the County have been updated to reflect fiscal year 2010-2011 actual proposition 111 subvention allocations which is the most current year of data available from the State Controller. Member agency fees are an essential funding source for the Alameda CTC in order fund vital services and to provide the local match required for available funding sources on many of the agency's planning projects.

Fiscal Impact:

Approval of the recommended fee schedule will set the Alameda CTC's FY2012-13 revenue budget for member agency fees at \$1,394,819 which will be incorporated into the Alameda CTC's consolidated budget scheduled for approval in June, 2012.

Attachments:

Attachment A: Alameda CTC FY2012-13 Member Agency Fee Schedule

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**ALAMEDA COUNTY TRANSPORTATION COMMISSION
FY2012-13 Member Agency Fee Schedule**

CITIES/COUNTY	Proposition 111 Subventions		FY 11/12 Fees FY 12/13 Fees	
	FY 2010/11	Percent of Total		
City of Alameda	\$ 390,006	2.66%	\$ 36,288	\$ 37,102
City of Albany	89,430	0.61%	8,129	8,508
City of Berkeley	561,649	3.83%	50,652	53,422
City of Dublin	251,117	1.71%	18,561	23,851
City of Emeryville	94,204	0.64%	3,712	8,927
City of Fremont	1,121,970	7.64%	101,243	106,564
City of Hayward	787,511	5.37%	70,079	74,902
City of Livermore	438,813	2.99%	38,047	41,705
City of Newark	228,274	1.56%	21,286	21,759
City of Oakland	2,215,187	15.09%	199,583	210,478
City of Piedmont	57,928	0.39%	5,393	5,440
City of Pleasanton	363,711	2.48%	32,518	34,592
City of San Leandro	430,051	2.93%	39,460	40,868
City of Union City	386,045	2.63%	34,060	36,684
Alameda County	5,535,902	37.71%	502,048	525,986
TRANSIT - AVERAGE OF CITIES/COUNTY				
AC Transit	863,453	5.88%	77,404	82,015
BART	863,453	5.88%	77,404	82,015
TOTALS:	\$ 14,678,705	100.00%	\$ 1,315,867	\$ 1,394,819

History of City/County Fees		
Fiscal Year	Fees	% Change
1991-92	\$ 1,132,953	N/A
1992-93	831,241	-26.63%
1993-94	639,084	-23.12%
1994-95	581,195	-9.06%
1995-96	581,327	0.02%
1996-97	599,880	3.19%
1997-98	631,858	5.33%
1998-99	656,438	3.89%
1999-00	704,417	7.31%
2000-01	711,320	0.98%
2001-02	736,216	3.50%
2002-03	736,216	0.00%
2003-04	736,216	0.00%
2004-05	736,216	0.00%
2005-06	736,216	0.00%
2006-07	761,984	3.50%
2007-08	845,802	11.00%
2008-09	921,924	9.00%
2009-10	1,004,898	9.00%
2010-11	1,095,338	9.00%
2011-12	1,161,059	6.00%
2011-12	+154,808	
2012-13	1,394,819	6.00%

Notes: - The percentage distribution of the Proposition 111 subventions (section 2105 Hwy Users Tax) provides the basis for the distribution of member agency annual fees for the original 15 member agencies. The distribution of the Proposition 111 Subventions is based on the most recent year data provided by the State Controller, which was Fiscal Year 2010/11.

- The distribution for the two new member agencies is based on the average fee of the original 15 members as adopted by the Alameda CTC on July 22, 2010.

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Memorandum

DATE: April 17, 2012
TO: Alameda County Transportation Commission
FROM: Programs and Projects Committee
RE: **Review of Draft Cycle 3 Lifeline Transportation Program**

Recommendation:

It is recommended the Commission review the attached Draft Cycle 3 Lifeline Transportation Program.

Summary:

A call for projects for the discretionary portion of the Cycle 3 Lifeline Transportation Program was released on February 6, 2012 and applications were due March 7, 2012. Eleven applications were received and are detailed in the draft program, Attachment A. The application review team met on March 28th to discuss and rank the applications. A draft program has been developed based on the draft scores. A final program is scheduled for consideration in May 2012.

Information

The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of Alameda County. A total of \$9.6 million is available through the Cycle 3 Lifeline Program. Eleven project applications were received, requesting a total of \$11,288,125. The Lifeline applications were evaluated by a review team which includes the following representatives:

- MTC's Policy Advisory Council;
- Alameda County Public Health Department;
- Transit operator (from outside the Alameda County);
- ACTAC; and
- Alameda CTC planning and programming staff.

The evaluations were based on the Commission-approved scoring criteria and weighting for the Cycle 3 Lifeline program shown in the following table:

Alameda CTC Approved Lifeline Cycle 3 Evaluation Criteria:	Weight
Project need/goals and objectives	30%
Project is a Community-Based Transportation Plan (CBTP) priority project. Priority projects from other local planning efforts will be considered on a case-by-case basis	10%
Implementation plan and project management capacity	10%
Project budget/sustainability	10%
Coordination and program outreach	5%
Cost-effectiveness and performance indicators	10%
Demand	10%
Matching funds above minimum required	5%
Project Readiness	10%
Total	100%

The review team met on March 28th to discuss the applications and a draft program has been developed based on the draft scores (Attachment A). The review team has requested additional information for certain projects and scores may be refined prior to the development of a final program. The amount shown in the draft program is above the total funding available, but the final program recommendation will be constrained to the total amount available by fund source.

Next Steps

During the application review process, the review team requested additional information/clarification from certain applicants and as such the draft program was based on the draft review team scores. Since the April PPC meeting, the final scores have been received and a final program is under development and is scheduled for consideration in May 2012.

Attachments

Attachment A: Cycle 3 Lifeline Program - Draft Program

Cycle 3 Lifeline Transportation Program - Draft Program

Previously Approved Cycle 3 Programming:				Total Funding Available and Amount Approved (by fund source)				
Project Rank	Sponsor	Project/Program & Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total
NA	Alameda CTC	Update Community-Based Transportation Plans	4	\$ 475,000			\$ 475,000	\$ 475,000
NA	Cycles of Change	Neighborhood Bicycle Centers/ "Bike-go-Round" - 2012 Operations	2	\$ 45,000		\$ 45,000		\$ 45,000
Remaining Balance for Cycle 3 Discretionary Program:					\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162

Draft Program for Cycle 3 Balance:				Funding Available and Amount Requested (by fund source)					
Project Rank	Sponsor	Project/Program	Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total Lifeline Request
1	Cycles of Change	Neighborhood Bicycle Centers/ "Bike-go-Round"	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of operations which would provide training for 1,500 participants and distribute 600 bikes over a 3-year period.	2	\$ 360,000		\$ 360,000		\$ 360,000
2	Oakland Public Library, City of Oakland ³	A Quicker, Safer Trip to the Library to Promote Literacy	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. On story time days, three to four classes and adults will visit the library by bus. Request is for 3 years of program operations.	1, 2	\$ 185,000	\$ 185,000			\$ 185,000
3	AC Transit ⁴	Preservation of Existing Services in Communities of Concern	The Lifeline funds will be utilized to restructure and/or continue service to several key Communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for 3 years of service.	1	\$ 5,500,000	\$ 5,000,000			\$ 5,000,000
4	Alameda County Public Works	Hathaway Avenue Transit Access Improvements	Cherry land is a low-income community with many transit-dependent residents. Residents are unable to take transit to jobs, because the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.	3	\$ 430,000			\$ 430,000	\$ 430,000
5	BART	BART Transbay Owl Express Bus Service	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. \$200K has been requested from Contra Costa County. This is a one-year pilot project.	1	\$ 297,800	\$ 297,800			\$ 297,800
6	City of Oakland	City of Oakland Broadway Shuttle	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th Street Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route travels on Broadway between Embarcadero and 27th Street between 7am-7pm Mon-Th, 7am-1am Fri; and 6pm-1am Sat. The Lifeline request is to expand weekday evening service past 7pm until 10pm Mon-Thurs, for a 3-year period.	1	\$ 1,063,380		\$ 1,063,380		\$ 1,063,380

Draft Program for Cycle 3 Balance:						Funding Available and Amount Requested (by fund source)				
Project Rank	Sponsor	Project/Program	Description	Project Type ²	Funding Request	STA ¹	JARC	STP	Total Lifeline Request	
7	AC Transit	East Bay Bus Rapid Transit Terminus/SL BART Improvements	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services.	3	\$ 1,546,513			\$ 1,546,513	\$ 1,546,513	
8	LAVTA	WHEELS Route 14 Service Provision	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 3 years of service.	1	\$ 550,000	\$ 550,000			\$ 550,000	
9	City of Alameda Public Works	Estuary Crossing Shuttle Service Extension	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 15, 2013 to August 14, 2016. The project also would provide monies for multi-lingual outreach and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for 3 years of service.	1, 3	\$ 503,432		\$ 503,432		\$ 503,432	
10	San Leandro Transportation Mgmt Organization	San Leandro "LINKS" Shuttle	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the San Leandro Transportation Management Organization (SLTMO) and the City of San Leandro. Request is for 3 years of service.	1	\$ 505,000		\$ 505,000		\$ 505,000	
11	Union City Transit, City of Union City	Operation Support for Route 2	This request is for 1 year of Route 2 operations which service identified community of concern and low income areas.	1	\$ 347,000	\$ 347,000			\$ 347,000	
Total Requested					\$ 11,288,125	\$ 6,379,800	\$ 2,431,812	\$ 1,976,513	\$ 10,788,125	
Lifeline Amount Available						\$ 5,094,237	\$ 2,132,386	\$ 1,655,539	\$ 8,882,162	
Amount Requested Over/Under Amount Available ⁵						\$ (1,285,563)	\$ (299,426)	\$ (320,974)	\$ (1,905,963)	

Notes:

1. This amount is 95% of STA target. Programming up to this amount per MTC direction.
2. 1 = Transit Operations; 2 = Program Operations; 3 = Capital; 4 = Other.
3. BART has agreed to be the FTA sponsor for the STA funds.
4. For the Cycle 3 Lifeline Program, funding requests are limited to \$5 million per project.
5. The final program recommendation in May will be limited to the amount of funds available.

Attachment A

**Alameda CTC Community Advisory Committee Appointment Detail for
Supervisor Keith Carson, Alameda County, District 5**

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

Bicycle and Pedestrian Advisory Planning Committee (BPAC)

Preston Jordan
524 Talbot Avenue
Albany, CA 94706
Email: pdjordan@lbl.gov
Home Phone: (510) 418-9660
Term Began: September 2010
Term Expires: September 2012

Citizen Advisory Committee (CAC)



Reappoint

Cynthia Dorsey
233 Orange Street, Apt. 203
Oakland, CA 94610
Email: cdorsey@actransit.org
Home Phone: (510) 444-0945
Term Began: March 2009
Term Expires: March 2011

Appointment Removed
Based on Meeting
Attendance

Ronald Washington
1910 Oxford Street, Apt. 309
Berkeley, CA 94704
Email: ronald_washington@att.net
Home Phone: (510) 204-3824
Term Began: March 2009
Term Expires: March 2011

Citizens Watchdog Committee (CWC)



Reappoint

Hale Zukas
2801 Milvia Street
Berkeley, CA 94703
Email: hale@wid.org
Home Phone: (510) 848-5215
Term Began: June 2009
Term Expires: June 2011

(over)

Paratransit Advisory and Planning Committee (PAPCO)

Appointment Transfer to Jonah Markowitz
Mayor Farid Javandel, City of Albany 1518 Dewight Way
Berkeley, CA 94703
Email: yonahshalom@msn.com
Phone: (510) 549-3263
Term Began: March 2009
Term Expires: March 2011

☒ **Reappoint**

Will Scott
1514 Prince Street
Berkeley, CA 94703
Email: seriouslywill@yahoo.com
Phone: (510) 689-9786
Term Began: March 2010
Term Expires: March 2012

4/11/12

Date



Supervisor Keith Carson, Alameda County

To fill a vacancy, submit a committee application and corresponding resume to the Alameda County Transportation Commission (Alameda CTC) for each new member. Return the form(s) by mail or fax to:

Alameda CTC
Attn: Angie Ayers
1333 Broadway, Suite 300
Oakland, CA 94612
Email: aayers@alamedactc.org
Fax: 510-893-6489



Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, December 15, 2011, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

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

Staff:

P Beth Walukas, Deputy Director of Planning
P Tess Lengyel, Deputy Director of Policy, Public
Affairs and Legislation
P Matt Todd, Senior Transportation Engineer
P Diane Stark, Senior Transportation Planner

P Jackie Taylor, Senior Transportation Engineer
P Rochelle Wheeler, Bicycle and Pedestrian
Coordinator
P Vida LePol, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

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

Guests Present: Rene Dalton, City of Fremont; Alex Evans, EMC Research; Matt Geregthy, Cycles of Change; Eleanor Hollander, Oakland Metropolitan Chamber of Commerce; Eugene Kang, Cycles of Change; Paul Keener, Alameda County Public Works Agency (ACPWA); Sara LaBatt, EMC Research; Daniel Leary, Bellecci & Associates; Julia Leary, Bellecci & Associates; Renee Rivera, East Bay Bicycle Coalition (EBBC); Mike Saunders; Jim Townsend, East Bay Regional Park District

2. Public Comment

There were no public comments.

3. Approval of October 13, 2011 Minutes

Ann Welsh moved to approve the October 13, 2011 minutes as they appeared in the meeting packet, and Lucy Gigli seconded the motion. The motion carried unanimously (5-0).

4. Board Actions/Staff Report

A. Countywide Transportation Plan and Transportation Expenditure Plan Update

Beth Walukas and Tess Lengyel gave a presentation on the Countywide Transportation Plan (CWTP) and draft Transportation Expenditure Plan (TEP). Beth described the regional planning activities, and explained how the Countywide Bicycle and Pedestrian Plan updates, which are a subset of the CWTP, fit in to that process. Tess stated that the bicycle and pedestrian facilities have been deteriorating due to lack of maintenance, making it more

difficult to walk and bike as an alternative to driving. She stated that the TEP recognizes growth in bicycle and pedestrian travel by including funding to complete major trails and bikeways and to make substantial improvements in pedestrian safety and access.

Tess also focused on sustaining and improving bicycle and pedestrian infrastructure, and other programs and policies that will help maintain and improve this infrastructure, including: local streets and roads (LSR), transit oriented development (priority development areas), and Complete Streets policies for bicycle and pedestrian and LSR funds. She mentioned that the vehicle registration fee (VRF) funds will also support progress on bicycle and pedestrian projects.

Questions/input from the members and staff responses:

- A member asked if the TEP plan is for 30 years. Staff said yes, the initial plan is for 30 years, and it must thereafter be reauthorized again every 20 years.
- Members were concerned that Alameda CTC has not allocated enough funding for bike and ped infrastructure. There was concern that 8% into perpetuity is too low, and that there should be a dedicated bike/ped percentage of funds from the Local Streets & Roads (LSR) funding. In 2000, 13% of trips were by bike/ped, and so 8% seems low today and will be much too low by 2042. Unlike highways, the cycling network is not built out and much funding is needed to do this. Staff replied that other funds will also be committed to bike/ped and there is a complete streets requirement, as well.
- Members wondered if the BPAC could have more authority on reviewing all projects (not just bike/ped), with the new complete streets requirement. Staff stated that this will be addressed in the implementing guidelines that will be created for the TEP, if it passes, and with the agency's new complete streets policy.
- A member also asked if the BPAC would have oversight on prioritizing the gap closure projects on the three trails, and how they will be completed, since the TEP does not provide all of the funds that are needed. Staff replied that projects would be funded through the Alameda CTC's Capital Improvement Program (CIP), based on project readiness, and that the BPAC role on this is not yet determined, but it could possibly have a role.
- A member asked if the funding for the BART system modernization project (\$710M) could be conditioned on BART allowing the Iron Horse Trail to pass through the Dublin/Pleasanton station. Staff stated that this is not currently in the TEP.
- One member asked if the complete streets policy applied to all funding in the TEP, including transit. Staff replied that it does.
- Concerns were also raised about overall geographic equity of funding, and that most money would go the parts of the county with the lowest bike mode share and lowest density, since that's where most trail gaps are located. The member stated that geographic equity should be reviewed for the entire 5% bike/ped funding (trails and discretionary), not just the discretionary funding.

5. Approval of Amendment to City of Fremont CDF Grant for Irvington Area Pedestrian Improvements

Matt Todd opened the discussion on the Irvington Area Pedestrian Improvements. He stated that the Countywide Discretionary Fund (CDF) grant awarded for the Irvington Area Pedestrian Improvement Project was intended to improve pedestrian safety at signalized and non-signalized intersections, some of which are adjacent to bus stops. He said staff recommends that the BPAC approve the requested scope change in the amendment request and recommend it go to the full Commission, for consideration.

Questions/input from the members and staff responses:

- A member stated that he toured the project, and wanted to know if Bay Street is a one-way or two-way street. Staff stated that Bay Street is a two-way street.

Preston Jordon moved that BPAC approve the City of Fremont CDF Grant Amendment for the Irvington Area Pedestrian Improvements Project. Lucy Gigli seconded the motion. The motion carried (5-0).

6. Approval of Reallocation of Measure B CDF Funds

Matt Todd introduced the discussion on the \$891,000 awarded from the CDF grant program to the City of Dublin for construction of the Alamo Canal Regional Trail I-580 Undercrossing Project. Since the time the Alameda County Transportation Improvement Authority initially approved the Measure B funds for the project in 2009, the City has acquired additional funds for the project through a portion of the federal TIGER II grant awarded to East Bay Regional Park District (EBRPD). He said combining the new TIGER II funds with the previously identified EBRPD Measure WW funds provides a funding surplus.

In light of the identified surplus, staff proposes to reallocate \$400,000 of the CDF grant funds to two other projects in the county. Staff recommends that BPAC approve the reallocation of \$400,000 of Measure B Bicycle and Pedestrian CDF grant funds from the Alamo Canal Regional Trail I-580 Undercrossing Project to the East Bay Greenway Project and to the Bicycle Safety Education Program, for the Cycles of Change Neighborhood Bike Centers program.

Questions/input from the members and staff responses:

- Are we borrowing \$400,000, or do we have an extra \$400,000? Staff stated that Alameda CTC is accelerating expected extra funds.
- What if the funds are needed for the Alamo Canal Project? Staff stated that if the City gets a bid on January 11, 2012 that is less than \$2.7 million, then all is fine, but if the bid is higher than \$2.7 million, it will be a problem. Staff stated that Alameda CTC will know the bid amount before going to the next Commission meeting on January 26, 2012. Staff stated that if the City of Dublin needs more money to complete the project, Alameda CTC will work with the City to find the funding, and would come back to BPAC, under that circumstance.
- Members were concerned about the impact on the Alamo Canal Trail Project and wanted to be clear that the proposed funding scenario would not harm the project.

Some members also stated that they were not clear on why this action was so urgent for the East Bay Greenway or for the Cycles of Change project. Matt Todd, Jim Townsend, and Matt Gergherty took turns answering the members' questions. They stated that TIGER II-funded projects are required to have environmental clearance by March 31, 2012, which is a tight deadline. If they are unable to obligate the funds for the projects, EBRPD will need to return the federal Tiger II funds. Matt Gergherty stated that the Cycles of Change lease for the project will expire in June 2012, and without funding now, the organization will have to re-start again, after the next cycle of Lifeline funding is allocated. That would be quite expensive and time consuming. These funds will provide a bridge until Lifeline funds arrive.

- A member asked if Neighborhood Bike Centers were being considered for other parts of the county, and encouraged Cycles of Change to explore this, since the CDF grant program funds are for countywide projects. Matt Gergherty stated that Cycles of Change may look for other partnership opportunities, but that there are only two centers now.
- One member said it was nice to see everyone working together to figure out how to keep all these projects going and to save our federal funds.

The BPAC members agreed with staff's recommendation, and they also proposed using up to \$100,000 in Measure B bike/ped "matching funds," if needed, due to the Alamo Canal bids coming in high, to "backfill" for some of the moved \$400,000, if Dublin needs that for its project.

Preston Jordon moved that BPAC approve the reallocation of Measure B CDF funds, as proposed by staff, and also use up to \$100,000 in CDF matching funds, if needed to fully fund the Alamo Canal Project. Jeremy Johansen seconded the motion. The motion carried (5-0).

7. Review of Bike to Work Day and Ride into Life Campaign Evaluation

Diane Stark gave a brief summary about the study to assess how effective the Get Rolling and Ride into Life advertising campaigns and the Bike to Work Day program are in encouraging commuters to travel to work by bicycle and to bicycle more in general. She said the information from the study was intended to help guide the Board's decisions about whether or not to continue to fund the programs. Diane recommended that BPAC members review the report and provide input on its recommendations.

Sara LaBatt of EMC Research gave a short presentation about the survey methodologies and findings.

Questions/input from the members and staff responses:

- Where do the statistics on who is aware of Bike to Work Day come from? Sara stated the survey responses came from a random sample of adults, mostly residents of Alameda County.
- A member asked that a recommendation be added under employer support for Bike to Work Day, that employers reimburse employee costs of biking.

- Why are South and East County included as targeted areas, since the survey data does not show them as having the highest potential for biking? Sara said while these areas may not have the highest potential for biking, there is still some potential.
- Why does Central County have the highest awareness but lowest participation? Sara stated that these results could be due to small sample size.

8. Approval of Recommendation on 2012 Bike to Work Day Funding

Rochelle Wheeler presented the Bike to Work Day 2012 funding request for \$20,000 in Measure B bike/ped funds. She stated that Alameda CTC has also used Transportation for Clean Air (TFCA) funds in the past two years, but that these funds have now been expended, and the Commission is unlikely to receive additional funds from this source in the upcoming funding cycle. However, staff will continue to pursue other sources of funding. Staff will work with EBBC to implement the recommendations in the Assessment Report for the 2012 bicycle advertising campaign, with the goal of a promotional program that reaches all parts of county to increase bicycling. She said the recommendations, which staff is still finalizing, will shape the images used in the campaign, the targeted audience, and geographic areas and mediums used for advertising. Staff will take these recommendations to the Commission for approval.

Jeremy Johansen moved that BPAC approve the recommendation on 2012 Bike to Work Day funding. Preston Jordan seconded the motion. The motion carried (5-0).

9. Input on Alameda County Draft Bicycle and Pedestrian Master Plan for Unincorporated Areas

Paul Keener of the ACPWA gave a presentation on the Alameda County Draft Bicycle and Pedestrian Master Plan for Unincorporated Areas and provided a summary of the comments received to date. The ACPWA released the Draft Plan Update for Unincorporated areas on October 20, 2011, they have just extended the deadline for submitting comments to January 25, 2012. The County advertised the availability of the draft plan through the web, the newspapers, flyers, and by email.

Questions/input from the members and staff responses:

- Several members and guests commented that the County needs to provide better sidewalks and pathways for kids to get to school and that installing sidewalks needs to be a number one priority. Members described narrow sidewalks, sidewalks that need maintenance, and areas that need new sidewalks. One guest specifically mentioned sidewalk deficiencies in Castro Valley at Stanton School and a nearby hospital. Paul stated that adding sidewalks on Stanton Avenue is included in the Draft Plan and that the County will make all schools a high priority for funding.
- A member asked if there is a list of all the new sidewalks that need to be constructed, and a cost estimate for them. Paul stated that it will cost roughly \$400 million to add all needed sidewalks in the Unincorporated Areas.
- Another member asked if the County receives local Measure B pass-through funds, and if any funds are regularly spent on sidewalk installation. Paul stated that yes, the

County receives Measure B funding and that it is mostly spent on maintenance, and the existing money is not enough to meet all the needs. The County does spend some Measure B money on sidewalks, and also applies for other grant funds to use.

- A member commented that a portion of the Local Streets and Roads funds should be spent on bicycle and pedestrian needs. Paul stated that he plans to incorporate a Complete Streets policy into the Draft Plan.

10. BPAC Members Reports

There were no BPAC Member Reports.

Rochelle asked to provide a further Staff Report. She stated that BPAC has three vacancies, and that Alameda CTC advertised the positions and received 13 applications, and expects to fill the vacancies by February. She said she would email a list of all applicants to BPAC members.

Rochelle also stated that the draft Implementation Chapters for the Countywide Bicycle and Pedestrian Plans are still in progress, and will be brought to the BPAC once they are completed.

11. Meeting Adjournment

The meeting adjourned at 8:36 p.m. The next meeting date is to be determined.

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

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '11*
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Oct-11	Oct-13	0
2	Ms.	Welsh, Vice-Chair	Ann	Pleasanton	Alameda County Mayors' Conference, D-1	Oct-09	Oct-11	Oct-13	0
3	Mr.	Chen	Alexander	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Oct-09	Jan-12	Jan-14	2
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Jan-09	Jan-11	1
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Oct-11	Oct-13	1
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Sep-10	Sep-12	0
7	Mr.	Kirby	Glenn	Hayward	Alameda County Supervisor Nadia Lockyer, District 2	Oct-03	Jan-10	Jan-12	4
8	Ms.	LaVigne	Diana	Fremont	Alameda County Mayors' Conference, D-2	Jan-12		Jan-14	0
9	Mr.	Van Demark	Tom	Oakland	Alameda County Supervisor Nate Miley, District 4	Oct-04	Jan-09	Jan-11	3
10	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Feb-12		Feb-14	0
12		Vacancy			Transit Agency				

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

	Title	Last Name	First Name	City	Zip	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
1	Ms. Dorsey, Chair	Cynthia		Oakland	94610	Alameda County Supervisor Keith Carson, D-5	Feb-02	Mar-09	Mar-11	0
2	Mr. Ferrier, Vice-Chair	Barry		Union City	94587	City of Union City Mayor Mark Green	Jan-04	Jan-10	Jan-12	0
3	Ms. Chinn	Val		Hayward	94541	City of Livermore Mayor John Marchand	Dec-99	Jan-12	Jan-14	0
4	Mr. Collier	Joseph		San Leandro	94577	City of San Leandro Councilmember Joyce Starosciak	Dec-09	Jan-12	Jan-14	0
5	Ms. Hilliard	Frances		Oakland	94606	City of Oakland Councilmember Larry Ried	Jun-02	Feb-10	Feb-12	0
6	Mr. Jefferson	Alton		San Leandro	94577	Alameda County Supervisor Wilma Chan, D-3	Sep-08	Sep-10	Sep-12	1
7	Dr. Jindal	Roop		Hayward	94545	Alameda County Supervisor Scott Haggerty, D-1	Oct-03	Jan-12	Jan-14	0
8	Ms. LePell	Audrey		Hayward	94541	City of Hayward Councilmember Olden Henson	May-04	Jan-12	Jan-14	0
9	Mr. Mann	Harpal		Union City	94587	Alameda County Supervisor Nadia Lockyer, D-2	Mar-11		Mar-13	1
10	Mr. Posson	Mark		Pleasanton	94566	City of Pleasanton Mayor Jennifer Hosterman	Jan-12		Jan-14	0
11	Ms. Powell	Michelle		Fremont	94536	City of Fremont Vice Mayor Suzanne Chan,	Jan-12		Jan-14	0

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

	Title	Last Name	First Name	City	Zip	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
12	Mr. Repar		John	Union City	94587	City of Newark Vice Mayor Luis Freitas	Mar-11	Jan-12	Jan-14	0
13		Vacancy				Alameda County Supervisor Nate Miley, D-4				
14		Vacancy				AC Transit Director Greg Harper				
15		Vacancy				BART Director Tom Blalock				
16		Vacancy				City of Alameda Vice Mayor Rob Bonta				
17		Vacancy				City of Albany Mayor Farid Javandel				
18		Vacancy				City of Berkeley Councilmember Laurie Capitelli				
19		Vacancy				City of Dublin Mayor Tim Sbranti				
20		Vacancy				City of Emeryville Councilmember Ruth Atkin				
21		Vacancy				City of Oakland Councilmember Rebecca Kaplan				
22		Vacancy				City of Piedmont Mayor John Chiang				

Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2011-2012

	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '11*
1	Mr. Paxson, Chair	James	Pleasanton	East Bay Economic Development Alliance	Apr-01		N/A	0
2	Ms. Saunders, Vice-Chair	Harriette	Alameda	Paratransit Advisory and Planning Committee	Jul-09		N/A	0
3	Ms. Belchamber	Pamela	Berkeley	Alameda County Mayors' Conference, D-5	Mar-09	Apr-11	Apr-13	4
4	Ms. Brady	Petra Olivia	Oakland	Alameda County Mayors' Conference, D-4	Oct-11		Oct-13	1
5	Mr. Chavarin	Roger	Oakland	Alameda Labor Council AFL-CIO	Dec-08		N/A	1
6	Mr. Dubinsky	Peter "Mike"	Fremont	Alameda County Supervisor Nadia Lockyer, D-2	Oct-10		Oct-12	0
7	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	4
8	Mr. Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10		Feb-12	1
9	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		N/A	4
10	Ms. Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Oct-11	Oct-13	2

Alameda County Transportation Commission
Citizens Watchdog Committee
Roster and Attendance
Fiscal Year 2011-2012

11	Mr. Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09		Jun-11	0
12	Vacancy			Alameda County Mayors' Conference, D-1				
13	Vacancy			Alameda County Mayors' Conference, D-3				
14	Vacancy			League of Women Voters				
15	Vacancy			Sierra Club				
16	Vacancy			Alameda County Supervisor Scott Haggerty, D-1				
17	Vacancy			Supervisor Wilma Chan, D-3				



Paratransit Advisory and Planning Committee Meeting Minutes Monday, March 26, 2012, at 1 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

<u>A</u> Matt Todd, Manager of Programming	<u>P</u> Naomi Armenta, Paratransit Coordinator
<u>P</u> John Hemiup, Senior Transportation Engineer	<u>P</u> Krystle Pasco, Paratransit Coordination Team
<u>P</u> Cathleen Sullivan, Nelson/Nygaard	<u>P</u> Vida LePol, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Sylvia Stadmire called the meeting to order at 1:03 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Andrew Balmat, Chonita Chew, USOAC; Anne Culver, City of Hayward; Shawn Fong, City of Fremont; Thomas Gregory, Center for Independent Living (CIL); Kim Huffman, AC Transit; Mike Kessler, Sattelita Housing; Michelle Taylor Lagunas, USOAC; Chris Mullin, Center for Independent Living (CIL); Sanjuara Padilla, BOPR; Rosa Rriokerboek, BOPR; Leslle Simon, Center for Independent Living (CIL);

2. Public Comments

There were no public comments.

3. Approval of February 27, 2012 Minutes

Jonah Markowitz moved that PAPCO approve the February 27, 2012 minutes as written. Esther Waltz seconded the motion. The motion carried with one abstention (18-3).

4. Recommendation on Gap Policy and Guidelines

Naomi Armenta reviewed the memo with PAPCO members and stated that both Paratransit Technical Advisory Committee (TAC) and PAPCO committees were asked to consider Gap Grant extensions for FY 12-13 and a comprehensive Gap policy to begin FY 13-14. She also stated that PAPCO will provide a recommendation to the Alameda CTC Board on these two issues.

Sylvia asked members for a motion to approve Gap Grant extensions for fiscal year 2012-2013.

Joyce Jacobson moved to approve the staff recommendations for Gap Grant extensions. Sandra Johnson-Simon seconded the motion. The motion carried with one abstention (17-1).

Questions/feedback from the members:

- Why isn't this money being applied to direct services? Staff stated that these proposals are considered service provision in a different manner (e.g. travel training) and that all the pass-through funding will still be focused on transportation provision. If the measure does not pass, we will have to look at the funding again.
- Why doesn't Alameda CTC leave the individual Grant Matching award maximum at \$25,000 without exception? Staff stated that we are trying to give the committee an option to grant exceptions. A majority of members stated they were in favor of having the option to grant exceptions.
- Can an entity apply for a Gap Grant and the capital project matching fund (5310) at the same time? Staff said yes, but the applicant would have to apply for two different vehicles.
- How much money is in our previous "rainy day fund?" Staff stated that we used stabilization twice, and we do not know how much money will be allocated to the program.

- Members stated that Alameda CTC should not take away money from direct services. Staff stated that this is all about Gap funding, which is separate from the pass-through funding.

Sylvia asked members for a motion to approve the proposed categories of funding for all the comprehensive policies.

Betty Mulholland moved to approve the staff recommendations for all the proposed categories in the Gap funding. Jonah Markowitz seconded the motion. The motion carried (17-0).

5. South County Taxi Gap Grant Extension Recommendation

Naomi Armenta reviewed the South County Taxi Gap Grant Extension recommendation memo with members. Naomi stated that both TAC and PAPCO discussed the extension and supplemental funding of some Gap Cycle 3 and Cycle 4 grants for FY 12-13, and both committees have indicated concurrence with the option of the grant extension. She said the funding must be in place for all elements of the Central County Taxi Expansion CMMP before staff can ask the Alameda CTC Board to issue the Request for Proposal (RFP) to start service on July 1st.

Questions/feedback from the members:

- Will the RFP be just for Central County or for both Central and South County? Staff stated that it will be for both Central and South, but applicants will have the option to apply for one or both.
- How will people apply for this—is there a plan to reach the communities? Staff stated that this is an extension of the South County Taxi Program, and the program is already in place. Eligible recipients will include registrants of Hayward and San Leandro paratransit programs.
- Since most taxi programs in North County are funded by the cities, why are we granting this funding through the Gap funds? Staff stated that this was a pilot program, the programs were done differently.

Jonah Markowitz moved to accept the extension recommended by staff. Michelle Rousey seconded the motion. The motion passed unanimously (18-0).

6. Transit Accessible Seat Policy Presentation

Cathleen Sullivan gave a presentation on the legalities of accessible seating on transit. She said a couple of months ago, PAPCO members requested more information on the accessible seating on transit. She addressed the question, "Can bus drivers require passengers without disabilities to vacate priority seats for people with disabilities and seniors?"

She said under the American with Disabilities Act (ADA) Transportation requirements (49 C.F.R.s 37.167), bus drivers are required on request, to ask passengers to give up priority seating at the front of the bus to seniors and persons with disabilities. She said most drivers reportedly do comply with this requirement, but apparently some refrain from doing so to avoid confrontations with riders.

Questions/feedback from the members:

- Members expressed concern is that it is federally mandated that priority seating for seniors and disable signs be posted, and be visible, but these signs are not posted in most buses. Signs are posted so low that passengers cannot see them. Posting signs in the front of the bus would make a difference. Members said it's transit providers' job is to see to it that these signs are posted correctly and visible to all riders. Staff stated that the law is there but there is no enforcement, and it's not the bus driver's job to enforce the law.
- Other members suggested that PAPCO members go to the AC Transit Board meeting to see what they can do about the issue or go to the Alameda CTC Board with their concerns.
- Are drivers required to request that other passengers move from priority seating areas or wheelchair securement locations? Staff stated that yes, they are required to, but the driver cannot enforce the law.

Sylvia suggested that PAPCO members attend AC Transit's meeting and give them constructive criticism about signage on their buses.

7. City of Hayward Quarterly Report

Anne Culver from the City of Hayward gave a presentation to PAPCO on the City of Hayward Paratransit Program and gave a second quarter update report on its unduplicated riders, door-to-door rides, and group trips. The number of unduplicated riders on the City's service during the second quarter decreased

in comparison with the same period last year due to duplication of service. The door-to-door rides also declined due to duplication of service. The group trip fare per enrolled rider is free.

The number of group passenger rides is higher this year. During the second quarter, average on-time performance was better than 98 percent. New free group trip marketing efforts have increased. Also during the second quarter, meals on wheels delivered an average of 2,782 meals per month at an average cost of 74 cents per meal.

Questions/feedback from the members:

- Members questioned service provision and timing. Anne said she would research and give an update in April.
- Why can some people not access the door-to-door service in Hayward? Anne said it's her understanding that there is some duplication in the services, and the City is looking into that. She also stated that East Bay Paratransit does not service some areas in Hayward, and it is working toward covering those areas.
- Why has ridership declined? Anne said she is aware that some of the programs do not match. She said the number of unduplicated riders is decreasing. City staff are having weekly conversations with riders and will report back to this committee.
- What happens to seniors who do not qualify for ADA service? Staff stated that Hayward does provide service for seniors who do not qualify for ADA services.

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

Chair Sylvia Stadmire reported that she went to an Equipment Program Advisory Committee meeting of the CPUC's Deaf and Disabled Telecommunications Program, and she learned a lot about telephone equipment for people with disabilities. She said several cell phones and iPods are made for people with disabilities. The workshop presenter is deaf and has a lot of computer knowledge. If members have visual, hearing, or voice problems, she can get them in touch with someone to help with this type of equipment.

Sylvia also showed the California Senior Leadership award she received from the University of Berkeley. She thanked members for their support and urged all members to work together and push for the new tax measure to pass.

Joyce Jacobson stated that Emeryville is in the process of finalizing a draft Transportation Plan for the future, and she had the opportunity to provide input to the plan for seniors.

Carmen Rivera-Hendrickson reported that the WHEELS Accessibility Committee has been working on the process of implementing a software application that allows drivers to provide information to passengers to alert them when the driver is about 5 to 10 minutes away from the pick-up location. She said they are working with AC Transit as well.

9. Committee Reports

- A. Service Review Advisory Committee (SRAC) – Rev. Carolyn Orr reported the death of Marvin Dyson. She said the meeting was postponed to next month.
- B. Citizens Watchdog Committee (CWC) – Harriette Saunders reported on the agenda changes for the upcoming meeting.

10. Staff Updates

A. Mobility Management

Naomi stated that an accessible pathways and livable communities pocket guide is in the packet from Easter Seals Project Action. It includes the entire route of travel that transit passengers navigate to reach their destination.

- B. Outreach Update: Krystle gave an update on the outreach events coming up that appear on page 19 of the agenda packet. She said she is looking for someone to staff for the March 24th event, and if anyone is interested in attending any of these outreach events, to feel free to call, email, or mention it to her during or after the PAPCO meeting.
 - 3/10/12 – Development Disabilities Council Transition Information Faire in Alameda from 9 a.m. to 3 p.m.
 - 3/16/12 – Pleasanton Senior Center Transit Fair from 10 a.m. to 1 p.m.
 - 3/24/12 – Tropics Mobile Home Park Senior Health and Resource Fair at the Tropics MHP Clubhouse in Union City from 10 a.m. to 1 p.m.

- 4/19/12 – East County Transportation Forum at Dublin City Hall from 6:30 to 8:30 p.m.

11.Mandated Program and Policy Reports

Staff asked members review the attachments in their packets for more information.

12.Draft Agenda Items for March 26, 2012 PAPCO Meeting

- A. Conflict of Interest and Ethics Discussion
- B. Establish Finance Subcommittee Membership
- C. Establish Program Plan Review Subcommittee Membership
- D. Update on Hospital Discharge Service/Wheelchair Scooter Breakdown Transportation Service
- E. Annual Mobility Workshop Update
- F. Summary of Mid-year Reports
- G. Gap Grant Reports – Travel Training

13.Adjournment

The meeting adjourned at 2:48 p.m.

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**Alameda CTC Joint Paratransit Technical Advisory Committee
and Paratransit Advisory and Planning Committee
Meeting Minutes
Monday, February 27, 2012 at 2:45 p.m., 1333 Broadway,
Suite 300, Oakland**

Attendance Key (A = Absent, P = Present)

TAC Members:

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

PAPCO Members:

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

Staff:

<u> P </u> Matt Todd, Manager of Programming	<u> P </u> Cathleen Sullivan, Nelson/Nygaard
<u> P </u> John Hemiup, Senior Transportation Engineer	<u> P </u> Krystle Pasco, Acumen Building Enterprise, Inc.
<u> P </u> Naomi Armenta, Paratransit Coordinator	<u> P </u> Vida LePol, Acumen Building Enterprise, Inc.

1. Welcome and Introductions

Paratransit Coordinator Naomi Armenta called the meeting to order at 3 p.m. The meeting began with introductions and a review of the meeting outcomes.

Guests Present: Jeff Weiss, Bay Area Community Services (BACS); Richard Waltz

2. Public Comment

There were no public comments.

3. Technical Advisory Committee Report

Hakeim McGee shared with the Joint Committee some of the TAC activities that took place during January through February 2012, particularly in the area of Gap Policy, guidelines for allocating Gap funds, proposed funding categories for future Gap Cycles and the Gap Grant extension process for FY 2012-13. He also shared with us the Hospital Discharge and the Wheelchair Scooter Breakdown Services, and Mobility Workshop, and Clipper Card Issues.

In terms of coordination efforts, TAC members expressed a consensus for extending eligible Gap Cycle 4 grants for one more year and then adopting a Mobility Management focus in the future for Gap project proposals. Also, TAC members made a recommendation to PAPCO on Gap policy and guidelines and an update on the pass-through funding estimates for next year.

Hakeim mentioned that TAC members inquired about revised projections for the current year. East Bay Paratransit is scheduled to open in-person assessments in April at their satellite office located at Fremont City Hall for all Fremont and Newark East Bay Paratransit applicants. Livermore Amador Valley Transit Authority (LAVTA) is handling its paratransit service change, and

working with a new operations contractor as of July 1, 2011 (American Logistics Company).

4. Quarterly Education and Training – Gap Grant Reports on Shuttles

Four cities gave presentations on their Gap Grant-funded shuttle programs.

Gap Grant Reports on Shuttles – Oakland

Jeff Weiss from BACS gave a presentation on Senior Shuttle Expansion. He stated that BACS began the Oakland Senior Shuttle in 2002 at the request of the senior community through the Oakland Commission on Aging. He said the shuttle expanded to parts of East Oakland. In 2006, BACS received a GAP Grant from the Alameda County Transportation Improvement Authority (ACTIA) to provide the shuttle service. The senior shopping shuttle with an attendant goes to eight senior buildings weekly, and the City provides group trips on request Monday through Friday within the Dimond, Fruitvale, and East areas of Oakland. He said the shuttle has several service sites, shopping, and group-trip destinations.

Jeff stated that FY 10-11 statistics show an average of 17 passengers per day. The shuttle service provided 98 service days, 341 service hours, and 3,302 one-way trips. Jeff concluded that the riders appreciate the door-to-door service because they can get out of their apartments and go to a variety of shopping locations.

Gap Grant Reports on Shuttles – Albany

Naomi introduced Isabelle Leduc, City of Albany to the group. She gave a presentation on the Albany Senior Center Community Shuttle Bus. Isabelle stated that the Gap Grant that the City received was used to purchase a 22-passenger bus for the Albany senior door-to-door shopping program. The shuttle started on July 1, 2009, and since then, the door-to-door shopping program continues to take people weekly to different locations such as Safeway, El Cerrito Plaza, Target, and 99 Ranch Market.

Isabelle said trips to Hilltop Mall and the Dollar Store are also offered on a monthly basis. Isabelle said transportation for the walking group to go on scenic walks throughout the Bay Area also continues to do very well. Recreational day trips are also in high demand. The City is serving more people because it has so much more to offer due to the new vehicle recently

purchased. She said they are looking forward to the new measure passing. Isabelle said the overall outcome of the shuttle is positive and the program is meeting its objectives.

Gap Grant Reports on Shuttles – Emeryville

Kevin Laven from the City of Emeryville gave a presentation on Emeryville's 8-To-Go Transportation for seniors and people with disabilities in Emeryville and portions of Oakland (zip code 94608). Kevin stated that the City of Emeryville Senior Shuttle is in a partnership with the Emeryville Transportation Management Association. He also stated that the Measure B funding provided the initial seed money for purchasing the shuttle bus, and it provides the shuttle operational funding for free service.

Kevin said the City's shuttle, unlike many taxis, is wheelchair accessible, cost-effective, and improves quality of life for seniors and people with disabilities. Kevin said current and future changes of 8-To-Go are new stricter age requirements, nominal rider fees to support service, volunteer operations to help cut costs, and part-time service if funding streams decrease. The service has been active for 3 years and provides 15 rides per day, has 390 registered riders, and costs \$16 per trip. The program has an in-house dispatcher and same-day service, and the City is looking forward to the new measure passing.

Gap Grant Reports on Shuttles – Pleasanton

Pam Deaton of the City of Pleasanton gave a presentation on Pleasanton shuttle service for seniors and the ADA population. Pam reported that Pleasanton launched its pilot program and has provided fixed-route, same-day, affordable shuttle rides since January 2008. She said the Alameda CTC Gap Grant funds have enabled the Downtown Route bus to provide quality transportation services to Pleasanton residents.

The Downtown Route bus is a 23-passenger wheelchair accessible bus. The same-day service provides freedom for seniors and ADA clients, and helps them stay active. She said the transportation is affordable, and it's half the cost of regular Pleasanton door-to-door fares. Pam said the project has provided 18,712 rides; 2480 rides connected to wheels; 5,376 lift assisted rides; over 78 stops included in five different routes; and 94 percent on-time performance. She said 95 participants have completed travel training by volunteer travel ambassadors and the program has provided 229 hours of

volunteer services. She said they have several marketing campaigns, and extensive outreach programs. Pam said their goal is to increase ridership and decrease costs to meet Alameda CTC's long-term funding guideline while also meeting the needs of Pleasanton seniors and people with disabilities.

Member input and staff responses:

- If you live in a different community, can you use the services described? Staff said no.
- Members thanked all the cities that run the shuttle services and asked why the City of Emeryville is running just one shuttle bus, in such a large service area? Kevin said another shuttle bus will be awesome for the county, the demand is there, but this is all we can afford right now. When the next measure passes, the City will be able to do more.
- Another member said travel training is essential, and members need to let seniors in the community know that these services are available to them.
- A member stated that he resides three quarters of a mile from the BART station and would like the Pleasanton shuttle to cover his area in its shuttle program. Pam stated that right now the City cannot cover the area, but the area will be on its priority list for the FY 12-13 funding program.

5. Planning for 2012 Annual Mobility Workshop

This item was postponed until next month.

6. Transportation Expenditure Plan Update

Matt Todd reported that the Alameda CTC Board approved the Transportation Expenditure Plan (TEP) in January. He said the latest version is on the website, and funds collected under this measure may be spent only for the purposes identified in the TEP, which may be amended by the Alameda CTC governing body.

Matt stated that Alameda CTC staff will take the TEP to each city council and the Board of Supervisors for approval by May 2012. He said both the TEP and Countywide Transportation Plan (CWTP) will go to the Commission in May/June 2012 for approval so that Alameda CTC can request that at the Board of Supervisor's July 2012 meeting, the Board of Supervisors places the TEP on the ballot on November 2012.

Member questions, input, and staff responses:

- Will the projections be updated for FY 11-12? No, fiscal year FY 11-12 is almost finished; revised projections for FY 12-13 would come out when/if the measure passes.

7. Summary Report of Gap Grant

Naomi stated that a summary report of the Gap Grants is in the packet for information and review.

8. Draft Agenda Items for April 10, 2012, TAC Meeting

- A. Finance Subcommittee Status Report
- B. Quarterly Education and Training – LAVTA Report on American Logistics
- C. Technical Exchange – Recurring Items

9. Adjournment

The meeting adjourned at 4 p.m.

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

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July-11
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Feb-10	Feb-12	0
2	Mr.	Scott, Vice Chair	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10		Mar-12	0
3	Ms.	Aysoy	Aydan	Berkeley	City of Berkeley Councilmember Laurie Capitelli	Jul-09	Jan-12	Jan-14	0
4	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Jan-12	Jan-14	0
5	Mr.	Clayton	Herb	Hayward	City of Newark Vice Mayor Luis Freitas	Sep-03	Jan-12	Jan-14	6
6	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor Tim Sabranti	Sep-08	Sep-10	Sep-12	3
7	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-12	Jan-14	1
8	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Councilmember Ruth Atkin	Mar-07	Jan-12	Jan-14	0
9	Ms.	Johnson-Simon	Sandra	San Leandro	BART Director Tom Blalock	Sep-10	Jan-12	Jan-14	1
10	Ms.	Lenahan	Gaye	Piedmont	City of Piedmont Vice Mayor John Chiang	May-11	Jan-12	Jan-14	
11	Ms.	Lewis	Jane	Dublin	City of Livermore Mayor John Marchand	Sep-09	Jan-12	Jan-14	0

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

12	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Farid Javandel	Dec-04	Mar-09	Mar-11	1
13	Ms.	Mulholland	Betty	Oakland	Alameda County Supervisor Nate Miley, D-4	Sep-09		Sep-11	1
14	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Councilmember Rebecca Kaplan	Oct-05	Jan-12	Jan-14	2
15	Ms.	Powers	Sharon	Fremont	City of Fremont Vice Mayor Suzanne Chan	Dec-07	Jan-12	Jan-14	2
16	Ms.	Proee	Vanessa	Hayward	City of Hayward Councilmember Olden Henson	Mar-10	Jan-12	Jan-14	1
17	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jennifer Hosterman	Sep-09	Jan-12	Jan-14	0
18	Ms.	Rousey	Michelle	Oakland	Alameda County Supervisor Nadia Lockyer, D-2	May-10		May-12	1
19	Ms.	Saunders	Harriette	Alameda	City of Alameda Vice Mayor Rob Bonta	Jun-08	Sep-10	Sep-12	1
20	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Paul Matsuoka	Feb-11	Jan-12	Jan-14	0
21	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Greg Harper	Aug-02	Jan-12	Jan-14	0
22		Vacancy			City of San Leandro Councilmember Joyce Starosciak				
23		Vacancy			City of Union City Mayor Mark Green				



Memorandum

DATE: April 17, 2012
TO: Alameda County Transportation Commission
FROM: Planning, Policy and Legislation Committee
SUBJECT: Legislative Update

Recommendations

Staff recommends approval of positions on bills as noted below.

Summary

State Update

Budget: To cover the projected \$9.2 billion deficit identified in the Governor's January budget for both the current (\$4.1 billion) and next fiscal year (\$5.1 billion), the Governor continues to move forward with collecting signatures on his ballot measure to temporarily increase the state's sales tax by ½ cent for four years and institute a tiered increase in income taxes based upon income levels.

In addition, he is also moving forward with a joint proposal created through the merger of the Governor's proposed measure and the "Millionaires Tax" proposal supported by the California Federation of Teachers, the California Nurses Association, and the Courage Campaign. The combined proposal would increase the sales tax by ¼ cent for a four year period and institute a tiered income tax increase (1% additional for taxable incomes over \$250,000 or \$500,000 joint; 2% additional for taxable incomes over \$300,000 or \$600,000 joint; 3% additional for taxable incomes over \$500,000 or \$1 million joint) for a seven year period. Each of these efforts is independently pursuing signatures to allow placement on the ballot in case the joint effort is not able to gather enough valid signatures by early May, which is when signatures would need to be turned in to allow enough time to validate them.

Committees in both Chambers are working budget hearings for all portions of the Governor's proposed budget.

State Bills:

Over 1,000 bills were introduced by late February and staff is evaluating bills and recommends the noted positions on the following state bills below:

AB 1780 (Bonilla). Department of Transportation. Project Study Reports (PSR). This bill is a spot bill that essentially takes up the same issue included in AB 1134 (Bonilla) that the Commission took a support position on last year and the Governor vetoed. The bill addresses the preparation of project study reports (also known as Project Initiation Documents) for any projects on the state highway systems. The Self-Help Counties Coalition is the bill's sponsor and aims to streamline and create uniform statewide standards for the development, review, approvals and payment of PSRs. The adopted Alameda CTC legislative program states, "support legislation that improves the ability to deliver Alameda CTC projects and programs in a timely and cost-effective manner" Therefore, staff recommends a **SUPPORT** position on this bill.

ACA 23 (Perea). Local government transportation projects.: special taxes: voter approval

This bill would allow the approval of 55% of voters to impose, increase, or extend a special tax placed on the ballot by local governments to provide transportation funding. The bill would require 2/3 passage in the state legislature to place it on the ballot. The Alameda CTC 2012 legislative program states, "supports efforts to lower the 2/3 voter requirement for voter-approved transportation measures." In this case, because this bill could potentially be placed on the November 2012 ballot, staff recommends a **Support and Seek Amendments** position on the bill. The amendment requested includes that if this measure and other transportation sales tax measures are on the same ballot, passage of the ACA 23 voter threshold would apply to the other ballot measures for transportation.

Federal Update

FY2013 Budget: In February 2012, President Obama released his proposed 2013 budget, a \$3.8 trillion funding request. The proposed plan aims to reduce the federal deficit by over \$4 trillion with cuts in discretionary spending and new revenues.

For transportation, the president an increase over the 2012 budget to increase it from \$71.6 billion to \$74 billion. The proposal provides for increases in transit, rail, highways, safety and aviations, and consolidation of the highway program structure from 55 programs into five. The president has also proposed a 6-year surface transportation plan for \$475. 9 billion, a reduction of about \$80 billion over his last year's proposal. The president proposes to pay for this program with current highway trust fund receipts as well as through savings from ending wars in both Iraq and Afghanistan.

In late March the House Majority released its proposed budget, which provides for \$1.028 trillion in discretionary spending, and proposes to reduce the deficit by \$3 trillion more than the President's plan. Appropriations committees in both chambers continue to address the FY 2013 budget.

Surface Transportation: The current extension of the surface transportation bill runs through March 31, 2012.

On March 14, the Senate passed MAP-21 (S. 1813) , a two-year, \$109 billion surface transportation bill by a bipartisan vote of 74-22.

Key provisions of the Senate MAP 21 bill would:

- Create performance measures for safety, road conditions, and overall system performance and require that states make progress towards improvements or risk losing some of their funding;
- Require states and MPOs to set targets based on federal performance metrics for fund allocations;
- Secure transit funding and created a new dedicated funding for freight transportation;
- Expand Transportation Infrastructure Finance and Innovation Act (TIFIA) funding from \$122 million to \$1 billion per year;
- Expand the use of alternative financing mechanisms and private-sector investment to supplement traditional highway funding;
- Secure transportation enhancement funding and expanded eligible activities
- Create a new threshold for formation of metropolitan planning organizations from a tiered approach to areas with over 200,000 population.
- Expedite project delivery by streamlining NEPA review; and

With the passage of MAP-21 by the Senate, the House will need to determine its course of action on a surface transportation bill. Each Chamber must address the March 31st to ensure that surface transportation funding continues to flow into the nation. It is anticipated that the House will address a short-term 90-day extension during the week of March 26th, and thereafter determine whether it will take up the Senate bill or move forward with its own version. It is possible the House will include provisions of revenue generation sources based upon some of the energy provisions approved in February when they were addressing a long-term bill at that time.

Conditions and Performance of the Nation's Surface Transportation

In March the Department of Transportation released its biennial report, *2010 Status of the Nation's Highways, Bridges and Transit: Conditions and Performance*, highlighting the gap between current spending amounts and those needed to maintain the current transportation system and accommodate projected transit ridership growth. The report projects annual spending needs over the next 20 years for highways and transit as follows:

- \$101 billion (adjusted for inflation) would be needed annually over the next 20 years from all levels of government to keep the highway system in its current state;
- Between \$20.8 billion and \$24.5 billion would be needed annually over the next 20 years to attain a state of good repair for the nation's transit systems and to accommodate expected transit ridership growth.

Similarly, in January 2012, the California Transportation Commission released its *2011 Statewide Transportation Needs Assessment* showing an estimated statewide funding need over the next 10 years for system preservation, rehabilitation and expansion as \$538 billion, with the system preservation portion estimated at \$341 billion (for state of good repair). Projections of funding availability over the same 10-year period are \$242 billion from all sources, representing about 45% of the overall estimated needs.

These two reports further underscore the Commission's rationale for development of the 2012 Transportation Expenditure Plan for placement on the 2012 ballot to bring transportation funding into Alameda County.

Additional information on recent federal activities can be found in Attachments B1 and B2.

Fiscal Impact

No direct fiscal impact.

Attachments

Attachment A: State Update

Attachments B1 and B2: Federal Updates



March 20, 2012

CAPITOL UPDATE

Governor's Initiative: Last Tuesday evening, the Governor and the California Federation of Teachers reached agreement on a compromise ballot initiative, reducing the number of likely tax initiatives on the November ballot from 3 to 2. Molly Munger, proponent of "Our Children, Our Future," has stated her intention to continue her campaign despite low polling numbers. After the Governor and CFT announced their coalition, Munger donated another \$1.5 million to her campaign chest, to bring its total to about \$3.4 million.

The compromise initiative includes constitutional realignment protections for counties, a ¼ cent sales tax increase, and increases in personal income taxes for high wage earners. The table below, created by CSAC, shows a comparison of the original CFT measure, the Governor's measure, and the compromise initiative.

	CFT Measure	Governor's Measure	New Measure
Sales Tax Provisions	None	½-cent increase for four years (1/1/13 – 1/1/17).	¼-cent increase for four years (1/1/13 – 1/1/17).
Income Tax Provisions	<ul style="list-style-type: none"> • Three percent additional on taxable incomes of \$1 million or more. • Five percent additional on taxable incomes of \$2 million or more. • Taxes are permanent. 	<ul style="list-style-type: none"> • One percent additional for taxable incomes over \$250,000 (\$500,000 joint) • 1.5 percent additional for taxable incomes over \$300,000 (\$600,000 joint) • Two percent additional for taxable incomes over \$500,000 (\$1 	<ul style="list-style-type: none"> • One percent additional for taxable incomes over \$250,000 (\$500,000 joint) • Two percent additional for taxable incomes over \$300,000 (\$600,000 joint) • Three percent additional for taxable incomes over \$500,000 (\$1 million joint) • Taxes in effect for

		million joint) • Taxes in effect for five years (1/1/12 – 1/1/17).	seven years (1/1/12 – 1/1/19).
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The incremental revenue increase resulting for the higher tax rates would be deposited into the newly created Education Protection Account. These funds are continuously appropriated with 11% of the funds being allocated to Community Colleges, and 89% to K-12 schools, including charter schools.

The Legislative Analyst believes the revised initiative will bring in \$6.8 billion in its first year, \$2 billion less than the Department of Finance’s estimates. That discrepancy continues through the following five fiscal years of estimates and is the result of the Department of Finance anticipating higher revenue from capital gains. That discrepancy will need to be addressed through the budget process, as if the Legislature assumes the higher number and is wrong further cuts will need to be made later.

Both Brown and CFT will continue to gather signatures for their original measures in the case that the compromise doesn’t successfully make it to the ballot. To qualify, approximately 1 million signatures should be collected to ensure 807,615 of those signatures are valid. To be placed on the November ballot, an initiative must qualify by June 28th. Because each Registrar of Voters must complete a raw count for which they have 8 days, and then (assuming enough signatures) conduct a random sample to verify the signatures for which they have 30 days, signature collection should be completed and signatures should be submitted to counties by Monday May 7th. Cost estimates to obtain that many signatures in a short time-span are coming in at around \$7 million which will be paid by CFT, the Courage Campaign, and fundraising from legislative leadership. It’s unclear at this point how the business community and other entities which previously took no position on the Governor’s initiative yet opposed CFT’s will react to the new measure.

Ballot Measure Update: With all the excitement on the initiative front, it must be time for a recap. As of this afternoon there are four measures still pending at the Attorney General’s office. Last Wednesday there were six in this category but two, the Governor and CFT’s compromise measure submitted last week, along with another spending cap measure submitted on the same day, were given title and summary today and approved for signature gathering. That brings the number of measures in that category to sixty-nine. Given the lateness of these last submittals and the shortness of the time available for gathering signatures, getting any of these to the November ballot with the use of paid signature gatherers could be very pricey.

Also among the most recent measures to qualify for circulation of petitions are a measure sponsored by Senator Doug LaMalfa to prevent the issuance and sale of the remaining high-

speed rail bonds that have already been approved by the voters, and another measure that would deny constitutional protection to corporations by stating that “Corporations are not people.”

Eleven measures have been taken off the table as they have failed to qualify. One proposed initiative, which would repeal the death penalty and replace it with life in prison without the possibility of parole is pending signature verification. It would apply retroactively to those serving time on death row now.

Latest LAO Report: The Office of the Legislative Analyst (LAO) has released a new report on the Governor’s proposals to transition the In-Home Supportive Services (IHSS) Program from fee-for-service to a managed care benefit and to eliminate domestic and related care services for most IHSS recipients who live with another person. The LAO’s informative review on the subject updates the reader on the status of the recent cuts to the IHSS program and using that as a jumping-off point, gives the Legislature some words of advice.

One of the reasons that the Budget is in a deficit situation is that some of the reductions that have been adopted to the IHSS program in the past either have not yet been approved by the federal government or have been enjoined by the courts. The Analyst advises against putting the State in this situation again. For example, the LAO believes there are some serious legal risks with adopting the Governor’s proposal to eliminate domestic and related care services for most recipients in shared living arrangements. A similar proposal in Washington State was recently found to violate Medicaid access to care requirements. Depriving IHSS recipients of these services could also result in placing them at risk of institutionalization – a potential violation of the ADA. And the list goes on.

The Analyst instead recommends that Legislators consider a one-year extension of the 3.6 percent across-the-board reduction in hours that is set to expire this July. Further, the Legislature could look at a provider wage reduction again, assuming it adopt safeguards to avoid associated legal action. The report is available at www.lao.ca.gov.

Calendar

03/20/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION

1:30 p.m., Room 447

0840 State Controller

0860 State Board of Equalization

0950 State Treasurer

1730 Franchise Tax Board

2150 Department of Financial Institutions

2180 Department of Corporations

9210 Local Government Financing

03/20/2012 Assembly Environmental Safety & Toxic Materials

1:30 pm, Room 444

SUBJECT: Local Agency Environmental Protection Program Status: Certified Unified Program Agencies.

03/20/2012 SENATE JOINT HEARING SENATE ELECTIONS AND CONSTITUTIONAL AMENDMENTS COMMITTEE AND ASSEMBLY ELECTIONS AND REDISTRICTING COMMITTEE

1:30 p.m., Room 3191

INFORMATIONAL HEARING

SUBJECT: Proposition 28: Limits on Legislators Terms in Office

03/21/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 3 ON RESOURCES AND TRANSPORTATION

9 a.m., Room 447

Item No. Description

2600 California Transportation Commission

2660 Department of Transportation CalTrans

2670 Board of Pilot Commissioners for the Bay

2700 Office of Traffic Safety

2740 Department of Motor Vehicles

03/21/2012 SENATE JOINT HEARING HEALTH AND BUSINESS, PROFESSIONS AND ECONOMIC DEVELOPMENT

1 p.m., Room 112

SUBJECT: Increasing Access to Care Under the Affordable Care Act: Utilizing the Health Care Continuum to Increase Patient Access

03/21/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

1:30 p.m., Room 444

SUBJECT: Health and Human Services Agency Issues, Automation Projects, CalFresh, Department of Social Services BCPs

Item No. Description

0530 Secretary for California Health and Human Services Agency Office of Systems Integration

5180 Department of Social Services

03/21/2012 ASSEMBLY LOCAL GOVERNMENT

1:30 p.m., Room 447

SUBJECT: The Use of Joint Powers Agreements and Joint Powers Authorities.

03/21/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 2 ON RESOURCES, ENVIRONMENTAL PROTECTION, ENERGY AND TRANSPORTATION

2:30 p.m., Room 2040

Item Description

3480 Department of Conservation

3460 Colorado River Board of California
3680 Department of Boating and Waterways
3820 San Francisco Bay Conservation and Development
3840 Delta Protection Commission
3860 Department of Water Resources
3875 Sacramento-San Joaquin Delta Conservancy
3885 Delta Stewardship Council
8570 Department of Food and Agriculture

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 1 ON EDUCATION

9:30 a.m., Room 3191

SUBJECT: Governor's 2012-13 K-12 Budget Proposals:

Item Description

6110 Department of Education

- Charter Schools

- Special Education - Mental Health Related Services - State Special Schools

6350 School Facilities Aid Program

6360 Commission on Teacher Credentialing

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 3 ON HEALTH AND HUMAN SERVICES

9:30 a.m., Room 4203

Item Description

4280 Managed Risk Medical Insurance Board

- Healthy Families Program

4260 Department of Health Care Services

- FQHC Payment Reform

- Annual Enrollment

- AB 1629

- Value Based Purchasing

- Gross Premium Tax Extension

- Other issues

03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION AND GENERAL GOVERNMENT

9:30 a.m., Room 112

Item Description

2150 Department of Financial Institutions

2180 Department of Corporations

1760 Department of General Services

5175 Department of Child Support Services

**03/22/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 5 ON CORRECTIONS,
PUBLIC SAFETY, AND THE JUDICIARY**

9:30 a.m., Room 113

Item Description

5225 Department of Corrections and Rehabilitation - Division of Juvenile Justice

5227 Board of State and Community Corrections

**03/26/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 3 ON HEALTH AND
HUMAN SERVICES**

10 a.m., Room 4203

Item Description

4300 Department of Developmental Services

5170 State Independent Living Council

**03/26/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES
4 p.m., Room 127**

Item No. Description

4265 Department of Public Health

03/27/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 2 ON EDUCATION FINANCE

9 a.m., Room 444

Item No. Description

6110 Department of Education

Student Mental Health Update

Governor's 2012-13 Budget Proposals: School Facilities

Charter Schools

6360 Commission on Teacher Credentialing

03/27/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 4 ON STATE ADMINISTRATION

1:30 p.m., Room 447

Item No. Description

0502 California Technology Agency

1760 Department of General Services

8880 Financial Information System for California

03/27/2012 SENATE HUMAN SERVICES

1:30 p.m., Room 3191

SUBJECT: In Home Supportive Services (IHSS) Integration into Medi-Cal managed Care: Policy Considerations

**03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 3 ON RESOURCES AND
TRANSPORTATION**

9 a.m., Room 447

Item No. Description

3460 Colorado River Board of California

3480 Department of Conservation

3680 Department of Boating and Waterways

3820 San Francisco Bay Conservation and Development

3840 Delta Protection Commission

3860 Department of Water Resources

3875 Sacramento-San Joaquin Delta Conservancy

3885 Delta Stewardship Council

8570 Department of Food and Agriculture

**03/28/2012 SENATE JOINT HEARING SENATE LABOR AND INDUSTRIAL RELATIONS AND
ASSEMBLY LABOR AND EMPLOYMENT COMMITTEE**

9:30 a.m., Room 2040

INFORMATIONAL HEARING

SUBJECT: Injured Workers Since S.B. 899 (Statutes 2004): A Discussion on the Impacts of S.B. 899
on

Permanent Disability Benefits.

03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 1 ON HEALTH AND HUMAN SERVICES

1:30 p.m., Room 444

SUBJECT: Developmental Services

Item No. Description

4300 Department of Developmental Services

03/28/2012 ASSEMBLY BUDGET SUBCOMMITTEE NO. 5 ON PUBLIC SAFETY

1:30 p.m., Room 437

Item No. Description

0690 California Emergency Management Agency

5225 Department of Corrections and Rehabilitation

Division of Juvenile Justice

5227 Board of State and Community Corrections

**03/28/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 2 ON RESOURCES,
ENVIRONMENTAL PROTECTION, ENERGY AND TRANSPORTATION**

2:30 p.m., Room 2040

Item Description

2670 Board of Pilot Commissioners

2700 Office of Traffic Safety

2740 Department of Motor Vehicles

2720 Department of the California Highway Patrol

03/29/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 1 ON EDUCATION

9:30 a.m., Room 3191

SUBJECT: Governor's 2011-12 and 2012-13 Higher Education Budget Proposals:

Item Description

6870 California Community Colleges

**03/29/2012 SENATE BUDGET AND FISCAL REVIEW SUBCOMMITTEE NO. 4 ON STATE
ADMINISTRATION AND GENERAL GOVERNMENT**

9:30 a.m., Room 112

Item Description

0860 State Board of Equalization

1730 Franchise Tax Board

REVENUES

**03/29/2012 ASSEMBLY SELECT COMMITTEE ON HIGH QUALITY EARLY CHILDHOOD
EDUCATION**

3:30 p.m., Woodside Elementary, 761 San Simeon Drive, Concord

SUBJECT: Governor's Budget Proposal on Transitional Kindergarten



TO: Art Dao
Alameda County Transportation Commission

FROM: CJ Lake

DATE: March 16, 2012

RE: Legislative Update

On March 14, the Senate passed MAP-21 (S. 1813) the two year \$109 billion surface transportation bill by a bipartisan vote of 74-22.

The Senate leadership reached an agreement on March 7 to limit the amendments that could be offered to the bill. With Chair Boxer and Ranking Member Inhofe working together to either accept or reject germane amendments, most of the vote outcomes were easily predictable. Two Republican amendments to turn back or devolve the federal highway program to states were easily defeated, as were amendments constraining funding levels or altering funding formulas.

One amendment that was adopted would reduce highway funding for states that privatize some of their major highways. This amendment was offered by Senator Jeff Bingaman (D-NM) and was adopted by a vote of 50-47. Both Senators Feinstein and Boxer opposed this amendment.

With the passage of MAP-21 by the Senate, attention returns to the House to act. Speaker Boehner has been trying to line up the votes to pass a transportation bill for the past month. We expect the House to determine its next move on the bill when it returns from a week long recess next week. Both the House and Senate must address the March 31st deadline of the most recent extension in the event a final bill cannot be negotiated before then. We are hearing the House will likely take up a clean short-term extension the week of March 26th, but the duration of any short-term extension still remains unclear.

At this point it is still unclear if the House Leadership will again try to pass a longer term, five year, bill or will move towards a two year bill similar to MAP-21. It is likely the House may wait until the week of April 16, to take up its long-term bill.

Regardless, it is unlikely that the House will pass MAP-21 as is, but rather will pass a bill that has the stamp of the House on it that could include the energy revenue titles that passed last month.

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Washington Friday Report

Volume XIV, Issue 15

April 13, 2012

INSIDE THIS WEEK

- 1 **Byrne, BRAC, Transportation, Federal Mandates**
- 2 **Transit Flex, CDBG, Homelessness, USPTO**
- 2 **Homeland Security, DOJ Grants, Green-Clean**

Lots more going on than in any "recess week" in recent memory – a harbinger of things to come when everybody gets back next week – here's the highlights!

Senators Urge More Byrne JAG Funding

A group of 42 Senators have sent a letter to the leaders of the Commerce-Justice-Science Appropriations Subcommittee urging them not to further reduce the funding levels for the Edward Byrne Memorial Justice Assistance Grant (JAG) program in FY13, which, they said, has been reduced by nearly one-third over the past two fiscal years. *"These cuts have a direct and serious impact in our states as successful public safety initiatives and cross-jurisdictional collaborations are forced to close or be scaled back,"* they said. Sixty percent of Byrne JAG funds pass through the state, while the remaining forty percent is provided to local communities directly. The program, which aids state and local law enforcement agencies, received \$470 million in FY12, but the Obama administration requested \$430 million for FY13. This follows another letter to the same subcommittee from 22 Senators urging more support for the COPS program. For more, click on [Senators JAG Letter](#).

BRAC Rounds Proposed for 2013 and 2015

The Pentagon has proposed base realignment and closure (BRAC) rounds for 2013 and 2015 which would follow the same process as past rounds and would eventually offer substantial annual savings, according to 37 pages of legislation recently sent to Capitol Hill by the Defense Department. If adopted, the Pentagon would release its list of proposed closures and realignments for the first two rounds by May 17, 2013. However, the proposed 2013 round is almost assuredly to encounter trouble with Senator **Claire McCaskill** (MO), chairman of the Senate Armed Services Readiness and Management Support subcommittee saying, *"I will not support the request for a BRAC process to be carried out in 2013,"* effectively killing any such effort in this election year. However, the proposal does set the stage for the more realistic possibility of a BRAC round in 2015. The proposal notes the 2005 BRAC cost \$35 billion to implement over six years, but generated \$15 billion in savings during the

implementation period and began generating annual savings of \$4 billion in fiscal 2012. All told, the Defense Department states its case for two more rounds of closures by arguing that it is saving \$8 billion annually as the result of the four previous BRAC rounds. Legislators are still licking their electoral wounds from the 2005 round, the largest and costliest ever, which resulted in 190 closures and realignments. For more, click on [DoD BRAC Proposal](#) or [Senator McCaskill Statement](#).

Transportation Update

The current three-month transportation funding extension is already down to two and a half months! Without Congressional action, it will expire after June 30. Speaker John Boehner is reportedly working on yet another 90-day clean transportation extension for federal highway and transit programs that would also include provisions allowing construction of the Keystone XL pipeline as a vehicle for beginning conference talks with the Senate, according to GOP aides.

Meanwhile, Senators **Barbara Boxer** (CA) and **Tim Johnson** (SD) have continued to put pressure on the House to take up the Senate's two-year bi-partisan transportation reauthorization, MAP-21. On Tuesday, they sent a letter to Speaker Boehner, citing a report released last week from the Standard and Poor's rating agency that warns of potential serious economic consequences that could result from unpredictable federal funding for the nation's transportation programs. *"Although the unemployment rate ticked down to 8.2% in March, the unemployment rate for construction workers stands at 17.2%, still more than double the national average. This report and the continued high unemployment rate for construction workers also illustrate the urgent need for action... The House must pass this legislation [MAP-21] for the business and the working people of this country, for the drivers of cars and trucks, for the users of public transportation, for the safety of our families in this country, and for this economy,"* they said. For more, click on [Boxer-Johnson Letter](#).

Benefits and Costs of Unfunded Mandates

The White House Office Information and Regulatory Affairs in OMB has released a draft *2012 Report to Congress* on the benefits and costs of federal regulations and unfunded mandates on state, local, and tribal entities. This is the fourteenth annual Report since OMB began issuing this report in 1997. From October 2001 to September 2011, the estimated annual benefits of major Federal regulations reviewed by OMB for which agencies estimated and monetized both benefits and costs are between \$141 billion and \$700 billion, while the

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estimated annual costs are between \$43.3 billion and \$67.3 billion. For more, click on [Unfunded Mandates Report](#).

More Funding Flexibility for Transit Agencies

DOT Secretary **Ray LaHood** has announced that transit agencies in 175 cities may now use certain FTA formula funds to cover the cost of the gas, diesel, and electric power for their vehicles. The provision, part of Congress's FY12 appropriations legislation, allows transit operators in the most populated urban areas who requested this authority following a solicitation earlier this year to use a portion of their allocated FY12 FTA funds specifically for this purpose. Smaller cities can now make their federal dollars go further as they do not need to match federal funds dollar-for-dollar, as was required in the past. For more, click on [Transit Funding Flexibility](#).

Historical Context of the CDBG Debate

The Congressional Research Service has released a report called *Community Development Block Grants: Funding Issues in the 112th Congress and Recent Funding History*. The President's FY13 budget proposal includes \$3.14 billion for activities funded under HUD's Community Development Fund (CDF) account. This includes \$2.948 billion for the Community Development Block Grant (CDBG) formula grants awarded to states, entitlement communities, and insular areas. In FY11, CDBG was funded with \$3.343 billion (PL 112-10), and in FY12, it was funded with \$2.948 billion (PL 112-55), the same level requested for FY13.

This report places the current debate over FY13 funding for CDBG in its historical context and briefly describes the impact and implications of reduced funding. For more, click on [CDBG Report](#).

Alternatives to Criminalization of Homelessness

The United States Interagency Council on Homelessness has released a report called *Searching out Solutions: Constructive Alternatives to Criminalization of Homelessness*. The practices and policies identified in the report have been effective in reducing and preventing homelessness in several communities around the country.

The report recommends three solutions: the creation of comprehensive and seamless systems of care, collaboration between law enforcement and behavioral health and social service providers, and alternative justice system strategies. *"Each solution outlined in this report has community engagement as a centerpiece of the effort to impact homelessness. The examples provided in this report outline communities' efforts to implement innovative alternatives to criminalization around the nation."* For more, click on [Homelessness Report](#).

Economic Impact of Intellectual Property

The Commerce Department's United States Patent and Trademark Office (USPTO) has released a comprehensive report called *Intellectual Property and the U.S. Economy: Industries in Focus*, which finds that intellectual property (IP)-intensive industries support at least 40 million jobs and contribute more

than \$5 trillion dollars to, or 34.8 percent of, U.S. gross domestic product. *"The first of its kind report shows that IP-intensive industries have a direct and significant impact on our nation's economy and the creation of American jobs,"* said Commerce Secretary **John Bryson**. For more, click on [Intellectual Property Report](#).

Homeland Security Perspectives

Department of Homeland Security Secretary **Janet Napolitano** traveled to Phoenix to meet with state and major urban area fusion center leaders and deliver remarks on information sharing and analysis, and collaboration with federal, state, local, tribal and territorial partners at the 2012 National Fusion Center Training Event. *"Homeland security begins with hometown security, and fusion centers play a vital role in keeping communities safe all across America,"* she said. Secretary Napolitano reiterated the importance of increasing community awareness and encouraging the public to report suspicious activity to law enforcement. For more, click on [Fusion Centers](#).

BJA and SAMHSA Funding Opportunities

Earlier this week, we forwarded grant memos to eligible entities containing information on two Notices of Funding Availability issued by the U.S. Department of Justice (DOJ)'s Bureau of Justice Assistance (BJA). BJA is soliciting applications for both **Byrne Criminal Justice Innovation (BCJI) FY12 Grants** and **Joint Adult Drug Court Solicitation to Enhance Services, Coordination, and Treatment FY12 Competitive Grants**. The latter is a joint effort with the U.S. Department of Health and Human Services (HHS), Substance Abuse and Mental Health Services Administration (SAMHSA).

Click on [Byrne Criminal Justice Innovation \(BCJI\) FY12 Grants](#) or [Joint Adult Drug Court Solicitation to Enhance Services, Coordination, and Treatment FY12 Competitive Grants](#) for more. *Please let us know if you have not received a copy of our memos on these and would like to obtain them.*

Green City, Clean Waters: A Federal-City Partnership

EPA Administrator **Lisa Jackson** and Philadelphia Mayor **Michael Nutter**, joined by city and federal officials, signed an agreement that represents a \$2 billion investment in Philadelphia green infrastructure. Over the next 25 years, the *Green City, Clean Waters* partnership will transform many of Philadelphia's traditional hardened surfaces to green areas to better manage potentially harmful rainwater runoff pollution.

This unique federal-city partnership is designed to present the plan as a national model for cities embracing green stormwater infrastructure. *"The assistance of our many and diverse regulatory and public partners makes it the most cost effective investment of its kind in the country,"* said Mayor Nutter. For more, click on [Green Infrastructure Partnership](#).

Please contact Len Simon, Brandon Key, Jennifer Covino, and Stephanie Carter McIntosh with any questions.



Memorandum

DATE: April 16, 2012

TO: Alameda County Transportation Commission

FROM: Planning, Policy and Legislation Committee

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

Recommendation

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

Summary

This item provides information on regional and countywide transportation planning efforts related to the updates of the Countywide Transportation Plan and Sales Tax Transportation Expenditure Plan (CWTP-TEP) as well as the Regional Transportation Plan (RTP) and the development of the Sustainable Community Strategy (SCS).

Discussion

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

April 2012 Update:

This report focuses on the month of April 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of the draft Preferred SCS: The Jobs-Housing Connection Scenario by ABAG, the release of the transportation investment strategy by MTC, and the approval of

Alameda County compelling case requests by the Joint MTC Planning and ABAG Administrative Committee. At the county level, highlights include the release and review of the Draft CWTP and an update on the Transportation Expenditure Plan Council approvals. Staff will present an update at the meeting on the status of all items.

1) SCS/RTP/ABAG

At the April 13, 2012 Joint MTC Planning and ABAG Administrative Committee meeting, the two Alameda County projects for which compelling cases were required to be included in the RTP were approved. The status of all seven Alameda County projects that went through the compelling case process are shown in Attachment D. Regarding the SCS, the draft preferred land use scenario was released on March 9, 2012 to the Joint MTC Planning and ABAG Administrative Committee. Staff made a presentation to ACTAC, the Alameda CTC Planning, Policy and Legislation Committee and the Commission and working with Alameda County planning directors to review the data and determine what it means for Alameda County. Comments have been submitted by Alameda CTC to ABAG and are included in Attachment E. The draft transportation investment strategy was released by MTC and presented to the Joint MTC Planning and ABAG Administrative Committee on April 13, 2012 for information. The final preferred scenario is scheduled to be adopted by MTC and ABAG in May 2012 after which the environmental review process will begin. MTC released an additional version of the One Bay Area Grant proposal, and based upon discussion at the PPLC committee, staff is developing a letter response to MTC. Staff will provide additional information at the meeting.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. The Transportation Expenditure Plan is being taken to each city council and the Board of Supervisors for approval by May 2012 as well as AC Transit and BART. As of the writing of this staff report, ten City Councils and the Board of Supervisors have approved the TEP: Fremont, Livermore, Union City, Emeryville, Hayward, San Leandro, Oakland, Piedmont, Albany and Dublin and the Alameda County Board of Supervisors. The TEP is included on all city council agendas through May. The Draft CWTP was presented to the ACTAC and PPLC in April 2012 as well as BPAC as shown in Attachment F. Both the Final Draft CWTP and the Final Transportation Expenditure Plan, along with the ordinance which will also be placed on the ballot, will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at its June 5, 2012 meeting to place the Transportation Expenditure Plan on the November 6, 2012 ballot. Staff will provide additional information at the meeting.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	May 24, 2012* Note this is the last scheduled meeting for the Steering Committee
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	May 10, 2012* *Note: The May

Committee	Regular Meeting Date and Time	Next Meeting
		CAWG meeting will be held jointly with the TAWG and will begin at 1:30. This is the last scheduled meeting for both committees.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 1, 2012 June 5, 2012
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	May 9, 2012 June 13, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	April 26, 2012
Joint MTC Planning and ABAG Administrative Committee	2 nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 17, 2012 June 8, 2012

Fiscal Impact

None.

Attachments

Attachment A:	Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B:	CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C:	OneBayArea SCS Planning Process (revised October 2011)
Attachment D:	Status for Development of Compelling Case Letters for the RTP Projects
Attachment E:	Comment letter to ABAG on the Jobs-Housing Scenario (without attachments)
Attachment F:	Memo on Draft CWTP

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**Summary of Next Quarter Countywide and Regional Planning Activities
(April 2012 through June 2012)**

Countywide Planning Efforts (CWTP-TEP)

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

- Coordinating with ABAG and local jurisdictions to comment on the draft preferred Sustainable Communities Strategy (SCS): the Jobs-Housing Connection scenario;
- Coordinating with project sponsors identified as low performing in MTC's Project Performance Assessment to present compelling case arguments at the April 13, 2012 Joint MTC Planning and ABAG Administrative Committee meeting;
- Responding to comments on the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP to align with MTC's RTP;
- Seeking jurisdiction approvals of the Final TEP; and
- Presenting the Draft CWTP and the Final TEP to the Steering Committee for approval; and
- Requesting the Board of Supervisors to place the TEP on the November 6, 2012 ballot.

Regional Planning Efforts (RTP-SCS)

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

In the three month period for which this report covers, MTC and ABAG are or will be:

- Receiving comments on the Draft Preferred SCS: The Jobs-Housing Connection Scenario (by May 1)
- Releasing the draft transportation investment strategy (April 13) and framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections; and
- Adopting the preferred land use and transportation scenario (May 2012).

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG);
- Reviewing local transportation network priorities through the CWTP-TEP process; and
- Commenting on the Draft Preferred SCS: The Jobs-Housing Connection Scenario.

Key Dates and Opportunities for Input¹

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed
Initial Vision Scenario Released: March 11, 2011: Completed
Draft Alternative Land Use Scenarios Released: Completed
Draft Preferred SCS Released: Completed
Preferred SCS Scenario Released/Approved: April/May 2012

RHNA

RHNA Process Begins: January 2011
Draft RHNA Methodology Adopted: July 2012
Draft RHNA Plan released: July 2012
Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed
Call for RTP Transportation Projects: Completed
Conduct Performance Assessment: Completed
Release Transportation Investment Strategy: November 2011 – May 2012
Prepare SCS/RTP EIR: May 2012 – October 2012
Release Draft RTP/SCS EIR: November 2012
Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Land Use Scenario Concept: May 2011 – May 2012
Administer Call for Projects: Completed
Release Administrative Draft CWTP: Completed
Release Preliminary TEP Program and Project list: Completed
Adopt Final TEP: Completed
Obtain TEP approvals from jurisdictions: February – May 2012
Release Draft CWTP: Completed
Conduct TEP Outreach: January 2011 – June 2012
Adopt Final Draft CWTP and Final TEP: May 2012
Submit TEP Submitted for Ballot: July 2012

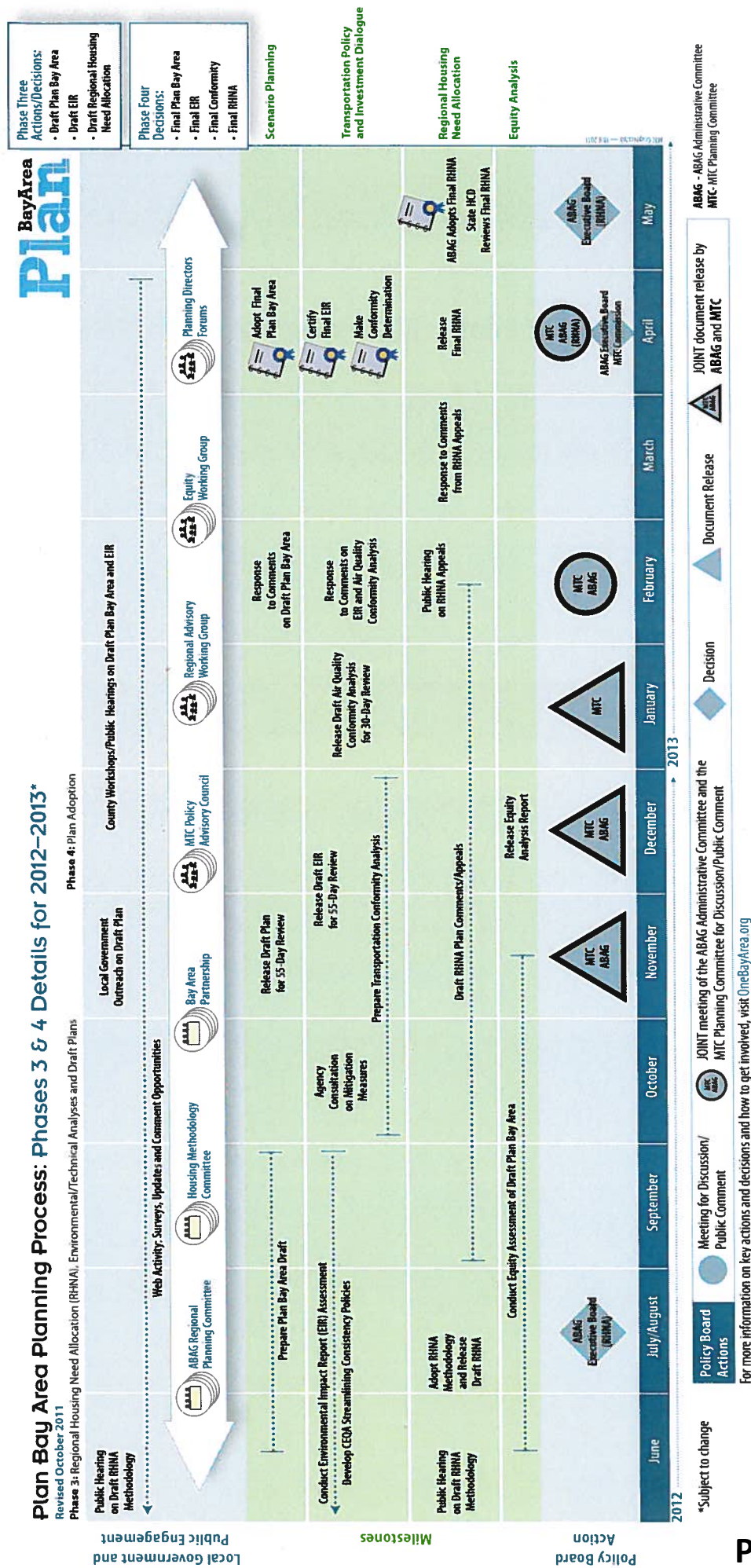
Calendar Year 2010

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

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

Task		2012						FY2011-2012						
		January	February	March	April	May	June	July	August	Sept	Oct	November		
Alameda CTC Committee/Public Process														
Steering Committee		Adopt TEP		Review polling questions, Update on TEP progress through councils, Review final draft CWTTP		Adopt Final Plans	TEP to BOS to approve for placement on ballot	Expenditure Plan on Ballot				VOTE: November 6, 2012		
		Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTTP		Review Final Plans						VOTE: November 6, 2012		
Community Advisory Working Group		Full Draft TEP, Outcomes of outreach meetings		Review polling questions, Update on TEP progress through councils, Review final draft CWTTP		Review Final Plans						VOTE: November 6, 2012		
Public Participation			Expenditure Plan City Council/BOS Adoption									VOTE: November 6, 2012		
Agency Public Education and Outreach		Ongoing Education and Outreach Through November 2012 on this process and final plans												
Alameda CTC Technical Work														
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level		Finalize Plans												
Polling						Potential Go/No Go Poll for Expenditure Plan								
Sustainable Communities Strategy/Regional Transportation Plan														
Regional Sustainable Communities Strategy Development Process - Final RTP in April 2013	Approval of Preferred SCS, Release of Regional Housing Needs Allocation Plan	Begin RTP Technical Analysis & Document Preparation		Prepare SCS/RTP Plan										Release Draft SCS/RTP for review

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Attachment D. Status for Development of Alameda County Compelling Case Letters for the RTP Projects

RTP ID#	Project Title	Lead/Sponsor	Compelling case submitted?	Status
240216	Dumbarton Rail – Phase 2	Multi County/ SamTrans	Y	Included for Environmental Only
22667	BART to Livermore: Full Extension	NA	N	Full extension is in CWTP Vision. Phase 1 is in Final Draft CWTP and submitted as RTP priority.
TBD (not 98139)	ACE Service Expansion	ACE	N	This was not a project submitted by ACE or Alameda CTC and it is not in the Draft CWTP. No compelling case needed for Countywide ROW Acquisition Program RTP ID # 98139.
22009	Capitol Corridor Service Frequency Improvements (Oakland to San Jose)	Capitol Corridor	N	Not fully funded in RTP at this time. Included in RTP and CWTP for project development only.
230101	Union City Commuter Rail Station + Dumbarton Rail Segment G Improvements	City of Union City	Y	Approved
240062, 22776	SR 84/I-680 Interchange Improvements + SR 84 Widening (Jack London to I-680)	City of Pleasanton	Y	Approved
240053	Whipple Road widening (Mission Boulevard to I-880)	City of Union City	N	Project will not go to construction in this cycle, in CWTP/RTP for project development only.

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April 16, 2012

Mr. Ken Kirkey
 Association Bay Area of Governments
 MetroCenter
 101 Eighth Street
 Oakland, CA 94607

Thank you for the opportunity to comment on the recently released Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario. The Alameda CTC, along with our city and county planning directors, has been engaged over the last 18 months in reviewing the Initial Vision Scenario, the Alternative Land Use Scenarios, and now the Draft Preferred SCS: Jobs-Housing Connection Scenario. We have worked closely with our 15 local jurisdictions in an attempt to align the regional trends in job and household growth under the various scenarios with the Alameda County Land Use Scenario Concept that was developed for and evaluated as part of our 2012 Countywide Transportation Plan (CWTP) update and Transportation Expenditure Program (TEP). As the CWTP and the TEP developed by Alameda CTC serves as input into the Regional Transportation Plan (RTP), we would like to develop the most realistic future growth scenario to accurately reflect the policy parameters and vision set by local jurisdictions within the county and to meet the objectives of the regional Sustainable Community Strategy (SCS).

Our comments are based on common concerns expressed by our local jurisdictions as well as a comparison of the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario Concept, the assumptions and outputs of which were provided to ABAG staff in January 2012 for use in developing the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario. Individual Alameda County jurisdictions will also be submitting comments separately.

Funding the SCS: Elimination of Redevelopment Agencies

The State's elimination of redevelopment agencies, which has resulted in not only the loss of funding and planning agency staff, but also the disinvesting of public assets, will make it difficult, if not impossible, to accommodate the growth assumed in the Jobs-Housing Connection Scenario. This fiscal constraint along with solutions that address the loss of funding associated with the elimination of redevelopment agencies must be addressed in any scenario that is adopted for the SCS. For communities that are expected to take the level of employment and housing growth projected in the Preferred SCS, long term, reliable funding must be provided to ensure the development of complete communities, which include public services and jobs in addition transportation. Identifying sources of funding for public services

other than transportation as well as additional funding for transportation should begin now and addressed in the final scenario.

Comparison of Countywide to Regional Growth Assumptions

There remain significant differences between the distribution of household and employment growth between the ABAG/MTC Scenario and the Alameda CTC Scenario. Attachment A summarizes those differences, but overall a comparison of the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario Concept shows that approximately 24,000 less households and 48,000 more jobs are expected in Alameda County in 2040. While individual jurisdictions will be providing more specific comments about distribution in their areas, Alameda CTC would like to understand the rationale for the differences and how households and employment were assigned within Alameda County to account for these differences as well as to understand how households and employment were distributed throughout the region.

The Alameda County Land Use Scenario Concept was evaluated as part of the 2012 Alameda CWTP update, which is currently available as a draft document at http://www.alamedactc.org/app_pages/view/3070. A performance based evaluation was done using measures similar to those being used in the development of the Regional Transportation Plan and the SCS (Attachment B). The results show that with the Alameda County Land Use Scenario Concept and the fully funded transportation investments proposed, increases in access to frequent transit and activity centers is provided, especially to those in the lowest income quartiles and greenhouse gas emissions are reduced by 24% per capita over 2005 conditions exceeding the region's 15% goal.

Growth Inside vs. Outside PDAs/GOAs

The main objective of the Sustainable Community Strategy is to accommodate our future population and employment growth within the framework of a more environmentally sustainable land use model. Increased density and growth around transit hubs are the basis for this model. Both the Alameda County Scenario and the Draft Preferred Scenario would achieve a majority of growth within designated or proposed Priority Development Areas (PDAs) or Growth Opportunity Areas (GOAs), moving us towards these objectives, but the success varies among alternatives.

We realize that it is a challenge to predict the distribution of housing and job growth throughout the region, but we believe that the local jurisdictions have the best information to assess where the development is likely to occur. We encourage ABAG/MTC to consider the use of the Alameda County Land Use Scenario Concept in place of the Draft Preferred Scenario that has been developed through the regional process with much more limited input from the local jurisdictions and the county.

The local scenario would achieve a slightly more focused housing growth (3% more) in the PDAs while incorporating 20,000 more households than is currently reflected in the Draft Preferred Scenario and would achieve a similar focus in job growth (Attachment C), moving us closer to

the desired SCS outcome. Including GOAs increases the households and employment in transit oriented development areas even more (87% for households and 87% for jobs). While we understand that funding will be directed to PDAs, it is also important to not lose sight of GOAs that were identified in the SCS development process and may be candidates for future PDAs or employment centers for which transportation linkages are needed. The SCS process has illustrated the importance of linking PDAs and employment centers with transit and other transportation options, which the Alameda County Land Use Scenario Concept has achieved.

Regional Housing Needs Assessment (RHNA)

An important concern among the jurisdictions is a better understanding the connection between the SCS and RHNA and the level of support the cities and counties will receive for implementing RHNA. The Draft Housing Methodology identifies the SCS as a key input. The jurisdictions are concerned that if the RHNA is proportional to the SCS, then having an overly aggressive housing allocation in the SCS will result in the same for the RHNA allocation.

In summary, we hope that we are still able to work with ABAG to identify a land use scenario for Alameda County that is supported by the local jurisdictions and can be incorporated into the regional growth forecasts, with little if any change required if not for the 2013 SCS, then for the 2017 SCS. Our goal is to streamline the process and find a solution that serves both regional and local needs. The Alameda CTC is able to serve as a link between the Alameda County Planning Directors and ABAG to develop such a land use scenario.

Sincerely,



Beth Walukas, Deputy Director of Planning

Attachments:

Attachment A: Comparison of the Draft Preferred Sustainable Communities Strategy (SCS): Jobs-Housing Connection Scenario and the Alameda County Land Use Scenario Concept

Attachment B: Performance Based Evaluation of the Alameda County Land Use Scenario Concept

Attachment C: Comparison of Household and Employment Growth Allocations to PDAs and GOAs

Cc:

Mr. Mark Luce, Chair, ABAG Administrative Committee (without attachments)

Mr. James Sperling, Chair, MTC Planning Committee (without attachments)

Alameda CTC Board (without attachments)

Alameda County Planning Directors

Alameda County Technical Advisory Committee (without attachments)

Ms. Miriam Chion, ABAG

Ms. Athena Ullah, ABAG

Mr. Doug Kimsey, MTC

Mr. Art Dao, Executive Director

Ms. Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs



Memorandum

DATE: March 28, 2012

TO: Planning, Policy and Legislative Committee

FROM: Beth Walukas, Deputy Director of Planning
Tess Lengyel, Deputy Director of Policy, Legislation and Public Affairs

SUBJECT: Review of Draft 2012 Alameda Countywide Transportation Plan

Recommendations

This is an information item only. No action is requested. The full Draft 2012 Countywide Transportation Plan can be found on the agency website http://www.alamedactc.org/app_pages/view/3070.

Discussion

Every four years, the Alameda County Transportation Commission (Alameda CTC) updates its Countywide Transportation Plan (CWTP) concurrently with the update of the Regional Transportation Plan. This update of the CWTP is unique from past plan updates in that it has been developed:

- Under the guidance of a Steering Committee, Community Advisory Working Group (CAWG) and Technical Advisory Working Group (TAWG);
- With extensive public input, including outreach through public workshops, polls, online questionnaires and in-person small group dialogues using an outreach toolkit;
- Simultaneously with the development of a new transportation sales tax expenditure plan (TEP), which was adopted by the Alameda CTC on January 26, 2012;
- In a new policy environment, including AB 32 and SB 375 which requires the development of the Sustainable Communities Strategy;
- Using a performance based approach and;
- By a new sponsoring agency, Alameda County Transportation Commission.

Background on Development of the 2012 Alameda Countywide Transportation Plan

The Countywide Transportation Plan is the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. It addresses all parts of the transportation system, including capital, operating and maintenance of all modes of travel, and addresses transportation programs that serve varying needs throughout the county, such as paratransit, services for seniors and people with disabilities and safe access to schools. The Draft Final CWTP establishes a vision and goals for Alameda County's transportation system that implement the requirements of state legislation and the new emphasis on sustainability at the regional level. Based on the adopted vision and goals, specific performance measures were developed to provide an objective and technical means to measure how well projects and programs performed together. This performance based approach led to a more systematic and analytical

selection process for investment priorities and will allow for ongoing monitoring of the performance of investments to inform future decision making and enable adjustments to be made as necessary as the plan is updated every four years.

Additionally, this update of the CWTP places increased emphasis on the connection between land use planning, transportation improvements and sustainability. The demographic forecasts used in the evaluation process were based on the Alameda County Draft Land Use Scenario Concept developed locally through an extensive 18 month process coordinated by the Alameda CTC and city planning directors. The local land use scenario was developed in coordination with ABAG and MTC's efforts and has helped inform the SCS process. Ultimately the land use scenario used in the final CWTP will be the same as the land use alternative adopted by ABAG and MTC in the Final RTP/SCS, which is scheduled for May 2012.

The Countywide Transportation Plan was developed in conjunction with a new Alameda County Transportation Expenditure Plan, which will provide significant investments in projects and program funding. The ballot measure supported by the TEP will augment and extend the existing half-cent sales tax for transportation in Alameda County, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, the expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, programming a total of \$7.7 billion in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future every 20 years thereafter. The passage of the TEP would mean that 77 percent of Alameda County's discretionary budget is self-funded through local sales tax and vehicle registration fee.

The Countywide Transportation Plan was developed with the guidance from a steering committee of elected officials and input from two advisory committees (Community and Technical), and by incorporating key findings from polling and outreach over the past two years. Public engagement and transparency were the foundations of the development of the CWTP and the TEP. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

Key Changes from the September 2011 Administrative Draft CWTP and Summary of Responses to Steering Committee and CAWG/TAWG Comments on the March 1, 2012 and March 14, 2012 Draft Versions

In September 2011, the Administrative Draft Countywide Transportation Plan was released by the CWTP-TEP Steering Committee followed by the performance evaluation of the projects and programs in December 2011. Based on this information, Draft 2012 CWTP was developed and presented to CAWG/TAWG at their joint meeting on March 8, 2011 and the CWTP-TEP Steering Committee at its meeting on March 22, 2012, where the Committee approved releasing the Draft 2012 CWTP for review and comment. Key changes among the drafts are highlighted below:

- Based on the adoption of the TEP by the Alameda CTC on January 26, 2012, the CWTP county discretionary budget for projects and programs increased from approximately \$6.8 billion to \$9.5 billion. The projects and programs were made consistent between what is in the adopted TEP and what is included in the CWTP and certain policies were added such as Complete Streets and Access to School Programs.

- Two Administrative Draft CWTP Tier 1 projects were moved to the committed list based on information received from MTC: Crow Canyon Safety Improvements (RTP ID 240094) and Route 24/Caldecott Tunnel Enhancements – Settlement Agreement projects (RTP ID 230171).
- Total project costs were escalated to year of expenditure consistent with the Regional Transportation Plan process.
- Funding for programs was increased by \$1.6 billion and projects by \$0.8 billion.
- The number of programs was reduced from 15 to 12 by combining the two transit programs into one and the two local streets and roads programs into one and by eliminating the Community Based Transportation program because the projects identified in this program are duplicated in other programs. This is consistent with the TEP. Additional language was added to Chapter 6 to clarify that while the Community Based Transportation Plan category was eliminated as an independent category, all of the investments identified in those plans remain eligible for funding under other categories. Language was also added to summarize what the investment strategies identified in the community based transportation plans are and to reference the projects contained within these plans in the Draft CWTP appendix.
- The discussion of programmatic categories in Chapter 6 was expanded to clarify that it is not always possible to determine actual “need” versus total estimated funding requested. For the purposes of this CWTP update, “need” was based on the call for projects and programs or other local and regional studies. This estimation of need exceeded funds available but does not represent a comprehensive estimate of need for programmatic categories. Additional studies, included those identified in Chapter 7 will be required to estimate need; however, the plan includes major increases in investment for transit, paratransit, goods movement, land use related projects, and non-motorized transportation.
- The land use assumptions used in the evaluation are consistent with the land use alternatives being evaluated for the development of the SCS by ABAG.
- The demographic estimates were made consistent between Chapters 3 and 4.
- The most up to date Priority Development Area listings and maps were obtained from ABAG and included in Chapter 4.
- Requests by the Steering Committee to provide additional clarification about bicycle and pedestrian demographics in Chapter 3, make title corrections to Figure 3-24 and clarify in the text and on Figure 6-11 that emissions reductions include only those from autos and light duty trucks have not yet been incorporated into the document, but will be for the Draft presented to the Commission in May 2012.

Next Steps

The Countywide Transportation Plan is a living document and is updated every four years. The plan will be finalized once MTC and ABAG have adopted the regional Sustainable Communities Strategy and transportation investment strategy currently expected in May 2012. Comments are due by April 20, 2012.



Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: Acceptance of Alameda CTC Semi-Annual Capital Projects Status Update
April 2012

Recommendations

It is recommended that the Commission approve the following action:

1. Acceptance of the Alameda CTC Semi-Annual Capital Projects Status Update for the 39 active capital projects summarized in Table A in Attachment A.

Summary

The Semi-Annual Capital Projects Status Update provides information related to the 39 active capital projects being implemented and/or funded by the Alameda CTC. The projects are listed in Table A in Attachment A. The list of 39 projects includes 31 Measure B capital projects, i.e. projects funded by either the 1986 Measure B (ACTA) Capital Program or the 2000 Measure B (ACTIA) Capital Program. The eight (8) other projects included in the 39 are capital projects which were being implemented by the Alameda County Congestion Management Agency before the merger to the Alameda CTC using non-Measure B fund sources. An indication of the "Agency of Origin" is included in Table A in Attachment A to provide a mapping for each of the projects listed in order of the new Alameda CTC project number. The previous project numbers are also provided in the table. Table A in Attachment A includes a summary of current project status information including the current project phase, the begin and end construction dates, the amounts of 1986 and 2000 Measure B funding, and the total project funding.

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

1. Mass Transit (No. of projects = 9);
2. Bicycle and Pedestrian (No. of projects = 1);
3. Local Streets & Roads (No. of projects = 8); and
4. Highway (No. of projects = 21).

The 39 active capital projects can also be divided into the following four categories based on project funding and implementing agency (Six projects fall into two categories as noted):

- A. Infrastructure Bond (I-Bond) funded projects, or project phases, being implemented by the Alameda CTC (No. of projects = 6);
- B. Measure B funded projects being implemented by the Alameda CTC (No. of projects = 14, including 4 counted in A. above);
- C. Projects being implemented by the Alameda CTC without I-Bond or Measure B funding (No. of projects = 8, including 2 counted in A. above); and
- D. Measure B funded projects being implemented by other agencies (No. of projects = 17).

The Semi-Annual Capital Projects Status Update is organized by the categories shown above for the type of project funding and whether or not the Alameda CTC is the implementing agency. Some of the capital projects fall into multiple categories as indicated above. Projects are only included once in the summaries for the categories below.

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

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

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

The six I-Bond funded projects are a very high priority for the Alameda CTC given the stringent nature of the delivery deadlines associated with the I-Bond funding. Five of the six I-Bond projects (the I-880 / 23rd-29th project is the exception) must have the construction contracts awarded by December 2012, or risk losing the I-Bond funds. A construction contract has been awarded by Caltrans for the Route 84 Expressway Project, and the Alameda CTC has awarded contracts for the I-80 Integrated Corridor Mobility project. The I-80 ICM project consists of

multiple bond-funded contracts that need to be awarded by the deadline, including some that will be administered by Caltrans. Allocations for two more contracts, one to be awarded by the Alameda CTC and the other by Caltrans, are expected to be approved at the March 2012 California Transportation Commission (CTC) which will allow for award by the deadline.

The construction contract documents for the remaining three bond-funded projects with the December 2012 award deadline are in the process of being finalized through the Caltrans District and Headquarters processes. Two of the three projects will be constructed under two contracts each, so a total of five contracts need to be awarded by the December 2012 deadline for the remaining three projects.

Right of way activities are ongoing to secure the necessary certifications as prerequisites to contract award. All of the remaining contracts subject to the December 2012 award deadline are expected to be awarded by the end of October 2012.

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

The ten Measure B funded projects listed below are being implemented by the Alameda CTC and do not include any I-Bond funding. The project type for each project is indicated in parenthesis following the project title.

1. I-880 to Mission Blvd East-West Connector in Fremont and Union City (LSR);
2. Central Alameda County Freeway System Operational Analysis (Highway);
3. I-680 Sunol Express Lanes – Southbound (Highway);
4. I-680 Sunol Express Lanes – Northbound (Highway);
5. I-880/Broadway-Jackson Interchange Improvement (Highway);
6. I-580 Castro Valley Interchanges Improvements (Highway);
7. I-580 Westbound Auxiliary Lane – Airway to Fallon (Highway);
8. I-680 / I-880 Cross Connector Studies (Highway);
9. Dumbarton Corridor Improvements (Right of Way Study); and
10. I-580 Corridor Right of Way Preservation (Mass Transit).

The construction of the I-580 Westbound Auxiliary Lane – Airway to Fallon project will be constructed with the I-Bond funded I-580 Westbound HOV Lane project expected to begin construction in August of 2012.

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

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

The I-680 Sunol Express Lanes – Northbound project is being implemented by the Alameda CTC. The Alameda CTC has retained a consultant team which is providing services for the preliminary engineering and environmental studies.

The I-880/Broadway-Jackson Interchange Improvement project is currently in transition between the scoping phase required by Caltrans and the Preliminary Engineering and Environmental Studies phase. The Alameda CTC is coordinating with the City of Alameda, the City of Oakland, and interested community groups to prepare the project to proceed with the PE/Env phase.

The I-580 Castro Valley Interchanges Improvements project has been constructed and is open to use by the public. The Alameda CTC is required to perform plant maintenance for the landscaping replaced with the project for a period of three years after the plants were accepted. The construction contract was accepted in June 2011.

The I-680/I-880 Cross Connector Studies project is currently in the scoping phase. The studies were focused on improvements along Mission Boulevard which is Route 262 in the State Highway System. Since the studies involved the State Highway System, the Alameda CTC will need to pay for the Caltrans oversight in accordance with a directive issued by the State that limited the Caltrans resources available for oversight. The current project funding is not adequate to cover the costs of oversight in addition to the costs of the studies, so the project is currently on hold in the scoping phase.

The Dumbarton Corridor Improvements project is being implemented, in part, by three agencies. The San Mateo County Transportation Authority is leading the efforts for the Preliminary Engineering and Environmental Studies phase of the Dumbarton Rail Corridor project. The City of Newark recently secured an allocation of 2000 Measure B capital funds for project development of a railroad overpass project in the corridor, and the Alameda CTC is using 2000 Measure B capital funds, matched with RM2 funds from MTC, for a preliminary right of way study.

The I-580 Corridor Right of Way Preservation project is being implemented by the Alameda CTC and involves coordinating with current planning efforts related to various modes and future improvements in the corridor.

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

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

1. I-580 Corridor Environmental Mitigation (Highway);
2. I-580 Eastbound Express Lanes (Highway);
3. I-580 Westbound Express Lane (Highway);
4. Webster Street Smart Corridor (LSR);
5. I-580 San Leandro Landscaping (Highway); and
6. I-80 Gilman (Highway).

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

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

The I-580 San Leandro Landscaping is a follow up to the construction of a soundwall along the same segment of I-580 in San Leandro. Construction of the soundwall is complete, and the landscaping contract is expected to begin during the Summer of 2012.

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

D. Measure B Funded Projects Being Implemented by Other Agencies

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

1. I-880 / Mission Blvd (Route 262) Interchange Completion (Highway);
2. Route 238 / Mission-Foothill-Jackson Corridor Improvement (LSR);
3. Castro Valley Local Area Traffic Circulation Improvement (LSR);
4. Altamont Commuter Express Rail (Mass Transit);
5. BART Warm Springs Extension (Mass Transit);
6. BART Oakland Airport Connector (Mass Transit);

7. Downtown Oakland Streetscape Improvement (Bicycle Pedestrian);
8. Union City Intermodal Station (Mass Transit);
9. Telegraph Avenue Corridor Transit Project (Mass Transit);
10. Iron Horse Transit Route (Mass Transit);
11. Leweling / East Leweling Boulevard Widening (LSR);
12. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Highway);
13. Hesperian Blvd / Leweling Blvd Intersection Improvement (LSR);
14. Westgate Parkway Extension – Stage 2 (LSR);
15. East 14th Street / Hesperian Blvd / 150th Street Intersection Improvements (LSR);
16. I-580 / Isabel Avenue (Route 84) Interchange (Highway);
17. I-580 Corridor / BART to Livermore Studies (Mass Transit).

The Measure B funded projects being implemented by other agencies include three projects from the 1986 Measure B. The first three projects on the list above are funded by the 1986 Measure B. The other fourteen (14) projects in this category are funded by the 2000 Measure B.

The 2000 Measure B Expenditure Plan included commitments of Measure B funding for 27 capital projects and studies. Some of the 27 projects have been split into smaller projects or combined with other projects to accelerate delivery of useable segments and facilitate project monitoring and controls. The original 27 Measure B projects have currently been split into 38 projects and sub-projects. Twenty-six (26) of the 2000 Measure B capital projects are included in the list of 39 Alameda CTC active capital projects shown in Table A in Attachment A.

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

The construction of two of the Measure B funded projects listed above is being integrated with the construction of a larger project with limits that envelop the Measure B funded project limits. The I-880 / Mission Boulevard (Route 262) Interchange Completion project is being integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project being implemented by the VTA. The Westgate Parkway Extension – Stage 2 project listed above is the second phase of the Westgate Parkway Extension project included in the 2000 Measure B Capital Program. The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment expected to go to construction during summer of 2012.

Discussion or Background

1986 Measure B (ACTA) Capital Projects

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan which have deleted projects from the 1986 Expenditure Plan and created replacement projects.

- Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects:
 - Route 238/Mission-Foothill Corridor Improvement Project in Hayward (MB238);
 - I-580 Interchange Project in Castro Valley (MB239) (included in ACTIA 12);
 - Central Alameda County Freeway System Operational Analysis (MB240); and
 - Castro Valley Local Area Traffic Circulation Improvement Project (MB241).
- Amendment No. 2 to the 1986 Expenditure Plan, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added a replacement project for the Historic Parkway:
 - I-880 to Mission Boulevard East-West Connector Project in (MB226).

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

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

In addition to the five individual capital projects listed above, there is a sixth commitment of 1986 Measure B capital funds:

6. Program-Wide and Project Closeout Costs (MB Var)

The Program-Wide and Project Closeout Costs commitment is a lump sum commitment to miscellaneous costs for multiple projects being closed out. Project closeout costs are typically incurred after the project is perceived as complete by most users of the facility for capital projects, or by users of the information for Study Only projects. The approach of rolling the closeout out costs into a single, program-wide commitment simplifies the project controls and budgeting processes. The closeout costs are tracked by project as they are incurred. The authority to incur the closeout costs for individual projects is limited by the lump sum commitment of 1986 Measure B capital funding to the Program-Wide and Project Closeout Costs in the annual Strategic Plan Update. The 1986 Measure B commitment to the Program-

Wide and Project Closeout Costs line item is reviewed and adopted each year during the Strategic Plan Update process, and is coordinated with the Alameda CTC annual budget process.

2000 Measure B (ACTIA) Capital Projects

The 2000 Measure B (ACTIA) program of capital projects was developed by a countywide committee that represented a diverse set of modal and geographic interests of the electorate. The resulting Expenditure Plan includes 27 projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. Some of the projects have been segmented into multiple stages or distinct projects, for ease of implementation, creating a total of 38 projects or project segments.

Since 2002, when the 2000 Measure B began collecting taxes, staff has worked closely with each of the Project Sponsors to deliver Measure B-funded projects. This has included securing full funding by leveraging Measure B funds with federal and state funds, and actively working to advance the projects through each project development phase, not only to meet the Measure B requirement for full funding and environmental clearance, but also to meet the needs of the travelling public as quickly as possible. While the downturn in the economy has substantially decreased external funding to many transportation projects and Measure B funding to pass-through programs, it brought one of the most favorable public works bidding environments in decades. The timing of this favorable bidding market has proven to be an asset in the success of the current overall capital program delivery. The remaining projects to be delivered face a continuing uncertainty related to outside funding that the previously delivered projects did not experience.

Alameda CTC Active Measure B (1986 and 2000) Capital Project Schedules

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

- Thirteen (13) projects with total project costs of more than \$2.39 billion are in the Construction phase;
- Sixteen (16) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$966 million;
- Five (5) are in the Preliminary Engineering/Environmental Studies phase estimated at more than \$518 million; and
- Five (5) in the Scoping or “Various” phases with total costs of \$23 million (Note: The Study Only projects are listed in the Scoping phase and only include the funding identified for the studies and project development).

Projects in the Pipeline to Construction

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

- Nine (9) projects are expected to go to construction during 2012 after the production of this update, including the I-Bond funded projects with the award deadline of December 2012.
- Seven (7) projects have construction scheduled to begin in 2013 or later;
- Four (4) have construction starts date to be determined; and
- Seven (7) projects will not have construction schedules determined because they are Study Only projects (5 projects); they don't have a construction phase such as the I-580 Right of Way Preservation project (1 project); or they are comprised of smaller, individual sub-projects with multiple construction dates such as the I-580 Corridor Environmental Mitigation project (1 project).

Projects Scheduled to Begin Construction during 2012

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

The project is funded by a variety of sources including local funds from the VTA and the City of Fremont, state bond funds from the Highway-Railroad Crossing Safety Account (HRCSA), 1986 Measure B funds remaining from Phase 1A, and STIP funds remaining from Phase 1A. The VTA is in the process of securing the funding for the combined project. Construction is scheduled to begin during Summer 2012.
2. I-580 Westbound Auxiliary Lane – Airway to Fallon (Project No. 614.2) – The westbound auxiliary lane between Airway and Fallon is being incorporated into the I-Bond funded I-580 Westbound HOV Lane West Segment scheduled to begin construction in September of 2012.
3. Westgate Parkway Extension – Stage 2 (Project No. 618.1) – The remaining, i.e. the second, phase of the 2000 Measure B funded Westgate Parkway Extension project is being coordinated with the I-Bond funded I-880 Southbound HOV Lane South Segment scheduled to begin construction in August of 2012.
4. Route 84 Expressway in Livermore (Project No. 624.0) – The north segment of the Route 84 Expressway project is partially funded by I-Bond funding. Caltrans has

awarded the contract for the north segment. The south segment of the project is expected to go to construction in early 2014.

5. I-580 Eastbound Auxiliary Lane (Project No. 720.5) – The I-580 Eastbound Auxiliary Lane project is currently in the design phase (with environmental clearance being updated). The auxiliary lane project is I-Bond funded and is subject to the strict delivery deadlines associated with the funding. The project is scheduled for the required allocations in time for construction to begin in September of 2012.
6. I-580 Westbound HOV Lane (Project No. 724.0) – The westbound HOV lane project is I-Bond funded and currently in the design phase. The project is divided into two segments, west and east. Both segments are scheduled to begin construction by September 2012.
7. I-880 Southbound HOV Lane (Project No. 730.0) – The southbound HOV lane project is being delivered in two segments: north and south. Both segments are I-Bond funded and subject to strict delivery deadlines. Both segments are expected to be in construction by September 2012.
8. Webster Street Smart Corridor (Project No. 740.0) – The Webster Street Smart Corridor is being delivered in partnership with the City of Alameda. The project consists of operational improvements along Webster Street including the Webster Tube that traverses the Estuary between Alameda and Oakland. The project is scheduled to begin construction during the Summer of 2012.
9. I-580 San Leandro Landscaping (Project No. 764.0) – The landscape project is a follow up to the construction of a soundwall within similar limits along I-580 in San Leandro. The project is scheduled to begin construction during Summer of 2012.

Projects Scheduled to Begin Construction during 2013 or Later

1. I-580 Eastbound Express Lane (Project No. 720.4) – The I-580 Eastbound Express Lane project is dependent on the I-580 Eastbound Auxiliary Lane project being constructed in advance to provide the required footprint for the express lane. Combining the two projects prior to, or during, construction may provide overall benefit, however the auxiliary lane project is I-Bond funded and is subject to strict delivery deadlines. Any delivery approach for the express lane that presents a risk to the schedule of the auxiliary lane project would have to be considered carefully. The express lane project construction schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work can be incorporated into the auxiliary lane contract.
2. I-580 Westbound Express Lane (Project No. 724.1) – The westbound express lane project is dependent on the I-580 Westbound HOV Lane project being constructed in advance to provide the required footprint for the express lane. Combining the two projects prior to, or during, construction may provide overall benefit, however the HOV lane project is I-Bond funded and is subject to strict delivery deadlines. Any delivery approach for the express lane that presents a risk to the schedule of the HOV lane project would have to be considered carefully. The express lane project construction

schedule is dependent on the schedule for the auxiliary lane project, and whether or not the express lane work can be incorporated into the HOV lane contract.

3. East-West Connector in Fremont and Union City (Project No. 505.0) - The Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. Final design is proceeding and construction is anticipated to begin by the end of 2014.

The project cost estimate is \$190 million. Available funding for this project is approximately \$110 million, including \$88 million in 1986 Measure B funds. Additional funding is anticipated from various sources, including the dedication of required publicly owned right-of-way, possible future STIP programming and city contributions, Measure B capital reserve surplus, and proceeds from the sale of state-owned right-of-way associated with the State Route 84 Historic Parkway via the LATIP.

4. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0) – AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the environmental phase with federal approval expected by summer 2012. The project is scheduled to begin construction during 2014. The Commission recently approved an extension to the Environmental Clearance deadline for this project. The deadline was extended to March 31, 2013.
5. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0) – The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin during summer 2013.
6. I-880 North Safety and Operational Improvements at 23rd/29th Avenues in Oakland (Project No. 717.0) – The I-880/ 23rd-29th project is the one I-Bond funded project not subject to the December 2012 contract award deadline since the I-Bond funding was approved in the Trade Corridor Improvement Fund (TCIF) which has a later deadline. The legislative deadline for beginning construction on TCIF projects is December 2013. The project is currently scheduled to begin construction in spring 2013.
7. I-680 Sunol Express Lanes Northbound (Project No. 710.4) – The Commission recently allocated 2000 Measure B funding for project development work related to the northbound express lane project. The project is being forwarded into the preliminary engineering and environmental studies phase. A timeframe for construction has not been determined at this point.

Projects with Construction Schedules To Be Determined

1. Castro Valley Local Area Traffic Circulation Improvement (Project No. 512.0) – The local area circulation project consists of multiple project phases and potentially, multiple projects. The \$5 million total 1986 Measure B funding was put in place by Amendment No. 1 to the 1986 Expenditure Plan. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.

2. I-680 Sunol Express Lanes Northbound (Project No. 710.4) – The Commission has allocated 2000 Measure B funding for project development work related to the northbound express lane project. The project is being forwarded into the preliminary engineering and environmental studies phase. A timeframe for construction has not been determined at this point.
3. Iron Horse Transit Route (Project No. 609.0) – The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART Station. The project is currently in the design and right of way phases. The schedule for construction will be determined as the project scope to be funded is identified during project development.
4. Dumbarton Corridor Improvements (Project No. 625.0) - The Dumbarton Rail Corridor element of this project will extend rail service from San Mateo County to the Union City Intermodal Station, with three proposed East Bay Stations. The project funding plan includes a significant shortfall and the project is currently included in countywide and regional discussions about future funding sources. A phased project approach has been recommended to deliver elements of the project with available funding while the overall shortfall is addressed. The Commission has approved extensions to the Environmental Clearance and Full Funding Plan deadlines. Both deadlines were extended to March 31, 2013. The Draft EIS/EIR is being updated to reflect current funding and delivery conditions. Near term activities include the potential of funding interim bus operations, and corresponding capital improvements, to enhance ridership on the Dumbarton Bridge and looking at opportunities for early right-of-way acquisition of the Oakland Subdivision (this segment has already received CEQA environmental clearance by Union City). A timeframe for construction of the rail project has not been determined at this point.

The Commission allocated funds for a preliminary right of way study related to the acquisition of the right of way required for the rail project. The Alameda CTC is implementing the study which is funded by 2000 Measure B and RM2 funding.

The Commission recently allocated 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor.

Role of the Transportation Sales Tax

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

Local contributions to transportation improvements have been playing an increasingly important role as regional, state and federal funding becomes less reliable. Alameda County voters have authorized two transportation ½¢ sales taxes over the last three decades. The first 15-year transportation sales tax was approved by voters in 1986 and collection of the sales tax for the

first Measure B concluded in 2002. The second ½¢ sales tax was a 20-year program approved by voters in November 2000 with sales tax collection starting in April 2002 when the first tax measure concluded. Combined, these two programs will contribute approximately \$1.8 billion in Measure B funds to transportation improvements in Alameda County. These funds will be used to leverage other federal, state, regional, and local funding sources, thereby accomplishing a total investment package of over \$5.2 billion.

The Alameda CTC has had success in delivering the 2000 Measure B Capital Program, but there remain projects, such as the Dumbarton Corridor Improvements , that have not been fully delivered due to cost increases, funding shortfalls, and the lack of funding sources. Transit investments continue to be identified within the County, such as the BART to Livermore Extension, but funding sources for these investments has not been identified or secured. In addition to the traditional cost-funding imbalances, the changing legislative landscape presents new challenges related to the connection between transportation planning and infrastructure investment. The ongoing update of the Alameda Countywide Transportation Plan (CWTP) and the development of a Transportation Expenditure Plan for placement on the November 2012 ballot have provided an opportunity to coordinate the planning activities required for the update of the CWTP with new legislative requirements to develop a new vision for transportation investment in Alameda County which includes the potential for the next sales tax initiative. By moving forward with these two activities simultaneously, it will be possible to focus the limited resources available to the County in the best way to achieve a shared vision of transportation for the future.

Fiscal Impact

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

Attachments

- Attachment A: Table A: Summary of Active Capital Projects Current Status and Funding
- Attachment B: Table B: Project Funding Summary for all 2000 Measure B Capital Projects and the Remaining 1986 Measure B Capital Projects

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Table A: Summary of Active Capital Projects Current Status and Funding												
Index	Project Title	Project Type (Note 1)	PCT Number	Agency of Origin	Agency of Origin Project Number	Current Phase	Construction Schedule (Note 2)		Funding (\$ x million)			Total Funding (All Sources)
							Begin	End	1986 MB (ACTA)	2000 MB (ACTA)		
1	I-880/ Mission Blvd (Route 262) Interchange - Phase 1B/2	Hwy	5010	ACTA	MB 196	Design	Sep 2012	Dec 2014	3.5	0.0		152.2
2	I-880 to Mission Blvd East-West Connector	LSR	5050	ACTA	MB 226	Design	Nov 2014	May 2017	88.8	0.0		190.0
3	Route 238/Mission-Foothill-Jackson Corridor Improvement	LSR	5060	ACTA	MB238	Construction	Apr 2010	Jul 2013	80.0	0.0		98.0
4	Central Alameda County Freeway System Operational Analysis	Hwy	5070	ACTA	MB 240	Scoping	N/A	N/A	5.0	0.0		5.7
5	Castro Valley Local Area Traffic Circulation Improvement	LSR	5090	ACTA	MB 241	Environmental	TBD	TBD	5.0	0.0		5.0
6	Altamont Commuter Express Rail	MT	6010	ACTA	ACTIA 01	Construction	Various	Various	0.0	13.2		405.7
7	BART Warm Springs Extension	MT	6020	ACTA	ACTIA 02	Construction	Sep 2009	Dec 2015	0.0	224.4		890.0
8	BART Oakland Airport Connector	MT	6030	ACTA	ACTIA 03	Construction	Sep 2010	Dec 2013	0.0	89.1		484.1
9	Downtown Oakland Streetscape Improvement	BP	6040	ACTA	ACTIA 04	Construction	Sep 2007	Jun 2015	0.0	6.4		14.8
10	Union City Intermodal Station	MT	6060	ACTA	ACTIA 06	Construction	Jun 2007	Mar 2012	0.0	12.6		47.0
11	Telegraph Avenue Corridor Transit Project	MT	6070	ACTA	ACTIA 07A	Environmental	Oct 2014	Apr 2016	0.0	10.4		218.8
12	I-680 Sunol Express Lanes - Southbound	Hwy	6081 (7104)	ACTA	ACTIA 08A	Construction	Oct 2008	Jun 2012	0.0	15.2		36.6
13	I-680 Sunol Express Lanes - Northbound	Hwy	6082 (7104)	ACTA	ACTIA 08B	Environmental	TBD	TBD	0.0	20.0		20.0
14	Iron Horse Transit Route	MT	6090	ACTA	ACTIA 09	Design	TBD	TBD	0.0	6.3		11.1
15	I-880/Broadway-Jackson Interchange Improvement	Hwy	6100	ACTA	ACTIA 10	Scoping	N/A	N/A	0.0	8.1		11.1
16	I-580 Castro Valley Interchanges Improvements	Hwy	6120	ACTA	ACTIA 12	Plant Establishment	Jun 2008	Jun 2011	15.0	11.5		33.2
17	Lewelling/East Lewelling Blvd Widening	LSR	6130	ACTA	ACTIA 13	Construction	Jul 2009	Aug 2012	0.0	13.1		31.8
18	I-580 WB Auxiliary Lane (Airway Blvd to Fallon Road)	Hwy	6142	ACTA	ACTIA 14B	Design	Jul 2012	Nov 2014	0.0	2.7		5.0
19	Route 92/Clawiter - Whitesell Interchange and Reliever Route	Hwy	6150	ACTA	ACTIA 15	Design	Jul 2013	Jul 2015	0.0	27.0		27.0
20	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	LSR	6171	ACTA	ACTIA 17B	Construction	Jan 2010	Aug 2012	0.0	0.7		0.7
21	Westgate Parkway Extension - Stage 2	LSR	6181	ACTA	ACTIA 18B	Design	Jul 2012	May 2015	0.0	2.8		2.8
22	East 14th St / Hesperian Blvd / 150th St Intersection Improvements	LSR	6190	ACTA	ACTIA 19	Design	Sep 2013	May 2015	0.0	1.0		3.1
23	I-680/I-880 Cross Connector Studies (Study Only)	Hwy	6220	ACTA	ACTIA 22	Scoping	N/A	N/A	0.0	1.2		2.5
24	Isabel Avenue - Route 84/I-580 Interchange	Hwy	6230	ACTA	ACTIA 23	Construction	Jan 2009	Apr 2012	0.0	26.5		120.9

Table A: Summary of Active Capital Projects Current Status and Funding											
Index	Project Title	Project Type (Note 1)	PCT Number	Agency of Origin	Agency of Origin Project Number	Current Phase	Construction Schedule (Note 2)		Funding (\$ x million)		
							Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	Total Funding (All Sources)
25	Route 84 Expressway	Hwy	6240	ACTIA	ACTIA 24	Construction	Mar 2012	Feb 2016	0.0	96.5	127.1
26	Dumbarton Corridor Improvements	MT	6250	ACTIA	ACTIA 25	Environmental	TBD	TBD	0.0	19.4	258.9
27	I-580 Corridor/BART to Livermore Studies & ROW Preservation	MT	6260	ACTIA	ACTIA 26	Environmental	N/A	N/A	0.0	6.8	15.1
28	I-80 Integrated Corridor Mobility	Hwy	6272 (7910)	ACTIA	ACTIA 27B	Construction	Jun 2011	Apr 2015	0.0	2.8	95.1
29	I-880 North Safety and Operational Improvements at 23rd and 29th	Hwy	6273 (7170)	ACTIA	ACTIA 27C	Design	Apr 2013	Apr 2016	0.0	0.8	99.8
30	I-880 Southbound HOV Lane	Hwy	6273 (7300)	ACTIA	ACTIA 27C	Design	Aug 2012	Jan 2016	0.0	1.5	111.7
31	I-580 Corridor Environmental Mitigation	Hwy	7203	CMA	CMA 420.3	Various	Various	Various	0.0	0.0	2.3
32	I-580 Eastbound Express (HOT) Lanes	Hwy	7204	CMA	CMA 420.4	Design	Oct 2014	Nov 2015	0.0	0.0	19.1
33	I-580 Eastbound Auxiliary (AUX) Lane	Hwy	7205	CMA	CMA 420.5	Design	Sep 2012	Nov 2014	0.0	0.0	40.0
34	I-580 Corridor Right of Way Preservation	Hwy	7230	CMA	CMA 423.0	Right of Way	N/A	N/A	0.0	5.0	120.7
35	I-580 Westbound HOV Lane	Hwy	7240	CMA	CMA 424.0	Design	Aug 2012	Nov 2014	0.0	0.0	165.7
36	I-580 Westbound Express (HOT) Lane	Hwy	7241	CMA	CMA 424.1	Design	Nov 2014	Nov 2015	0.0	0.0	16.5
37	Webster Street SMART Corridor	LSR	7400	CMA	CMA 440.0	Design	Jun 2012	Jan 2013	0.0	0.0	1.6
38	I-580 San Leandro Landscaping	Hwy	7640	CMA	CMA 464.0	Design	Jul 2012	Nov 2012	0.0	0.0	0.4
39	I-80 Gilman (Study Only)	Hwy	7650	CMA	CMA 465.0	Scoping	N/A	N/A	0.0	0.0	1.4
TOTALS								197.3	625.0	3,892.5	
Notes:											
1. Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.											
2. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.											

Notes:

- Project Types: Hwy = Highway; LSR = Local Streets and Roads; MT = Mass Transit; and BP = Bicycle and Pedestrian.
- Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.

Table B: Project Funding Summary for all 2000 Measure B Capital Projects and Remaining 1986 Measure B Capital Projects

Index	Project Name	PCT Project No.	Agency of Origin Project No.	Project Funding Sources (\$ x million) ⁽¹⁾						Total Funding (All Sources)	
				1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other	Total Funding (All Sources)
1	I-880/ Mission Blvd (Route 262) Interchange - Phase 1B/2	5010	MB196	3.5	0.0	3.8	64.3	0.0	23.3	57.3	152.2
2	I-880 to Mission Blvd East-West Connector	5050	MB226	88.8	0.0	0.0	9.3	0.0	8.6	83.3	190.0
3	Route 238/Mission-Foothill-Jackson Corridor Improvement	5060	MB238	80.0	0.0	0.0	0.0	0.0	11.5	6.5	98.0
4	Central Alameda County Freeway System Operational Analysis	5080	MB240	5.0	0.0	0.0	0.0	0.0	0.7	0.0	5.7
5	Castro Valley Local Area Traffic Circulation Improvement	5090	MB241	5.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
6	Altamont Commuter Express Rail	6010	ACTIA 01	0.0	13.2	5.5	84.1	0.0	59.0	243.9	405.7
7	BART Warm Springs Extension	6020	ACTIA 02	0.0	224.4	0.0	295.4	321.0	49.2	0.0	890.0
8	BART Oakland Airport Connector	6030	ACTIA 03	0.0	89.1	130.7	78.9	146.2	39.3	0.0	484.1
9	Downtown Oakland Streetscape Improvement	6040	ACTIA 04	0.0	6.4	0.0	0.0	0.0	8.5	0.0	14.8
10	Union City Intermodal Station	6060	ACTIA 06	0.0	12.6	20.4	7.7	0.0	6.3	0.0	47.0
11	Telegraph Avenue Corridor Transit Project	6071	ACTIA 07A	0.0	10.4	82.0	42.7	44.8	1.0	37.9	218.8
12	I-680 Sunol Express Lanes - Southbound	6081 (7104)	ACTIA 08A	0.0	15.2	5.4	8.0	0.0	8.0	0.0	36.6
13	I-680 Sunol Express Lanes - Northbound	6082 (7104)	ACTIA 08B	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
14	Iron Horse Transit Route	6090	ACTIA 09	0.0	6.3	0.0	0.0	0.0	4.9	0.0	11.1
15	I-880/Broadway-Jackson Interchange Improvements	6100	ACTIA 10	0.0	8.1	0.0	3.0	0.0	0.0	0.0	11.1
16	I-580 /Castro Valley Interchanges Improvements	6120	ACTIA 12 ⁽²⁾	15.0	11.5	1.9	4.8	0.0	0.0	0.0	33.2
17	Lewelling/East Lewelling Blvd Widening	6130	ACTIA 13 ⁽³⁾	0.0	13.1	0.0	4.3	0.0	13.8	0.1	31.3
18	Route 92/Clawiter - Whitesell Interchange and Reliever Route	6150	ACTIA 15	0.0	27.0	0.0	0.0	0.0	0.0	0.0	27.0
19	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	6171	ACTIA 17B ⁽³⁾	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.7
20	Westgate Parkway Extension - Stage 2	6181	ACTIA 18B	0.0	2.8	0.0	0.0	0.0	0.0	0.0	2.8
21	East 14th St/Hesperian Blvd/150th St Intersection Improvement	6190	ACTIA 19	0.0	1.0	0.0	0.0	0.0	2.1	0.0	3.1
22	I-680/I-880 Cross Connector Studies (Study Only)	6220	ACTIA 22	0.0	1.2	0.0	1.0	0.0	0.3	0.0	2.5
23	Isabel Avenue - Route 84/I-580 Interchange	6230	ACTIA 23	0.0	26.5	9.8	42.3	0.0	42.3	0.0	120.9
24	Route 84 Expressway	6240	ACTIA 24	0.0	96.5	0.0	20.0	0.0	10.0	0.7	127.1
25	Dumbarton Corridor Improvements	6250	ACTIA 25	0.0	19.4	0.0	51.5	91.0	97.0	0.0	258.9

Table B: Project Funding Summary for all 2000 Measure B Capital Projects and Remaining 1986 Measure B Capital Projects

Index	Project Name	PCT Project No.	Agency of Origin Project No.	Project Funding Sources (\$ x million) ⁽¹⁾							Total Funding (All Sources)
				1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local	Other	
26	I-580 Corridor/BART to Livemore Studies & ROW Preservation	6260	ACTIA 26	0.0	6.8	0.0	7.0	1.3	0.0	0.0	15.1
27	I-80 Integrated Corridor Mobility Project	6272 (7910)	ACTIA 27B	0.0	2.8	3.2	77.9	1.2	10.0	0.0	95.1
28	I-880 North Safety and Operational Improvements at 23rd and 29th	6273 (7170)	ACTIA 27C	0.0	0.8	1.8	85.0	10.0	1.3	1.0	99.9
29	I-880 Southbound HOV Lane	6273 (7300)	ACTIA 27C	0.0	1.5	7.8	94.6	0.0	7.8	0.0	111.7
30	CWTP/TEP Development	6274	ACTIA 27D	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
31	Studies for Congested Segments/Locations on the CMP Network	6275	ACTIA 27E	0.0	3.7	0.0	0.0	0.0	0.0	0.0	3.7
32	I-580 Corridor Environmental Mitigation	7203	CMA420.3	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
33	I-580 Eastbound Express (HOT) Lanes	7204	CMA420.4	0.0	0.0	7.5	0.0	5.0	5.0	1.5	19.1
34	I-580 Eastbound Auxiliary (AUX) Lane	7205	CMA420.5	0.0	0.0	0.2	21.6	4.4	1.8	12.1	40.0
35	I-580 Corridor Right of Way Preservation	7230	CMA423.0	0.0	5.0	0.0	4.7	111.0	0.0	0.0	120.7
36	I-580 Westbound HOV Lane	7240	CMA424.0	0.0	2.7	8.9	141.1	14.3	1.4	0.0	168.4
37	I-580 Westbound Express (HOT) Lanes	7241	CMA424.1	0.0	0.0	1.0	0.0	0.0	3.4	12.1	16.5
38	Webster Street SMART Corridor	7402	CMA440.2	0.0	0.0	0.3	0.0	1.2	0.1	0.0	1.6
39	I-580 San Leandro Landscaping	7640	CMA364.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
40	I-80 Gilman (Study Only)	7650	CMA465.0	0.0	0.0	1.1	0.0	0.0	0.3	0.0	1.4
41	SMART Corridors Operations and Management	9450	CMA345.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0
42	Fruitvale Transit Village	Complete	ACTIA 05	0.0	4.4	0.0	7.7	0.0	1.4	0.0	13.5
43	San Pablo Avenue Corridor Transit Improvement Project	Complete	ACTIA 07B	0.0	2.8	95.1	52.7	50.2	0.0	24.2	225.0
44	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	Complete	ACTIA 07C	0.0	11.2	0.0	0.0	0.0	0.0	0.0	11.2
45	I-880/Washington Avenue Interchange Improvement	Complete	ACTIA 11	0.0	1.3	0.5	0.0	0.0	1.4	0.0	3.2
46	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	Complete	ACTIA 14A	0.0	2.5	0.0	0.0	0.0	0.0	0.0	2.5
47	I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd)	Complete	ACTIA 14C ⁽⁴⁾	0.0	7.8	0.0	0.0	0.0	0.0	0.0	7.8
48	Oakland Local Streets Rehabilitation	Complete	ACTIA 16	0.0	5.3	0.0	0.0	0.0	0.0	0.0	5.3
49	Hesperian/Lewelling Blvd Intersection Improvement - Stage 1	Complete	ACTIA 17A	0.0	0.6	0.0	0.0	0.0	0.1	0.0	0.7
50	Westgate Parkway Extension - Stage 1	Complete	ACTIA 18A	0.0	7.9	0.0	0.0	0.0	0.0	0.0	7.9

Attachment B

Table B: Project Funding Summary for all 2000 Measure B Capital Projects and Remaining 1986 Measure B Capital Projects											
Index	Project Name	PCT Project No.	Agency of Origin Project No.	Project Funding Sources (\$ x million) ⁽¹⁾						Total Funding (All Sources)	
				1986 MB (ACTA)	2000 MB (ACTIA)	Federal	State	Regional	Local		
51	Newark Local Streets Rehabilitation	Complete	ACTIA 20	0.0	1.4	0.0	0.0	0.0	4.1	0.0	5.5
52	I-238 Widening	Complete	ACTIA 21 ⁽⁴⁾	0.0	81.0	18.3	29.2	0.0	3.3	0.0	131.8
53	Vasco Road Safety Improvements	Complete	ACTIA 27A	0.0	1.5	4.7	12.2	0.0	4.0	0.0	22.4
PROJECT TOTALS				\$ 197.3	\$ 756.4	\$ 410.4	\$ 1,250.8	\$ 803.8	\$ 432.0	\$ 480.6	\$ 4,331.3
Notes: <ol style="list-style-type: none"> The funding amounts shown are subject to change based on programming and allocation activities by the applicable governing agency. The 1986 Measure B funding for MB239 is a contribution to ACTIA 12 included in the 2000 Measure B. The scope of work and 2000 Measure B funding for ACTIA 17B is combined with ACTIA 13. The 2000 Measure B funding for ACTIA 14C was exchanged for State funds and the 2000 Measure B funding for ACTIA 14C was made available for ACTIA 21. 											

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Memorandum

DATE: April 17, 2012

TO: Alameda County Transportation Commission

FROM: Programs and Projects Committee

SUBJECT: **I-580 Eastbound Express (HOT) Lane Project (APN 720.4) –
Approval of Amendment No. 2 to the Professional Services Agreements
with URS Corporation (Agreement No. CMA A08-018)**

Recommendation

It is recommended that the Commission approve the following action related to the I-580 Eastbound Express (HOT) Lanes Project (APN: 720.4):

- Authorize the execution of Amendment No. 2 to the professional services agreement with the URS Corporation (Agreement No. CMA A08-018) to provide additional preliminary engineering, environmental, final design, and bidding support services for an additional contract amount to be determined as a result of ongoing negotiations which are expected to be complete before the Board meeting later this month; and to extend the termination date of the professional services agreement to December 31, 2015 to allow for the additional services.

Summary

The Alameda CTC is the implementing agency for the project development phase of the I-580 Eastbound Express (HOT) Lanes Project. The Alameda CTC retained a consultant team led by the URS Corporation to provide the necessary project development services to secure environmental approval and prepare the project for construction. Agreement No. CMA A08-018 was entered into with the URS Corporation for an amount not to exceed \$916,601. The project implementation strategy at the time was to prepare a combined Project Study Report, Project Report (PSR/PR), including Fact Sheets for nonstandard design features, and to secure environmental approval with a Categorical Exclusion (CE). The design documents for the I-580 Eastbound Express (HOT) Lanes Project were expected to be the documents necessary to incorporate the express lane improvements via contract change order into another construction contract planned for the same segment of the I-580 eastbound freeway.

Table 1 below summarizes the contract actions related to Agreement No. CMA A08-018.

Table 1: Summary of Agreement No. CMA A08-0018 with URS Corporation		
Description	Amendment Amount	Total Contract Not to Exceed Amount
Professional Services Agreement (PSA) with URS Corporation (CMA A08-018) for Preliminary/Engineering, Environmental and Design Services for a single express lane dated August 22, 2008.	NA	\$ 916,601
Amendment No. 1 to CMA A08-018 for additional services, including analysis related to a second express lane, dated August 17, 2009.	\$ 750,000	\$ 1,666,601
Recommended Amendment No. 2 to CMA A08-018 (This Agenda Item)	\$ TBD ⁽¹⁾	\$ TBD ⁽¹⁾
Total Amended Contract Not to Exceed Amount		\$ TBD ⁽¹⁾
Notes: 1. The amount of Amendment No. 2 is currently under negotiation and is expected to be determined by the time of the Board meeting later in the month (April 2012). The amount requested by the consultant is 1,051,000.		

Amendment No. 1 to Agreement No. CMA A08-018 increased the contract amount \$750,000, provided for the preparation of the traffic and revenue model for dual HOT lanes and the additional technical studies required by the environmental document process to clear a dual lane HOT project.

Amendment No. 2 is needed to change the project delivery approach from incorporating the I-580 Eastbound Express (HOT) Lanes Project into the I-580 Auxiliary Lane Project via contract change order to developing a stand-alone project. This approach requires the development of stand-alone Plans, Specifications and Estimate (PS&E) and bid documents, which requires a greater level of effort than preparing contract change order documents for an existing contract.

URS Corporation has submitted a cost estimate in the amount of \$1,051,000 for the additional work needed to complete the environmental document, prepare the PS&E, and provide design support services during construction. Negotiations are underway based on the request for additional contract budget and are expected to be complete by the Alameda CTC Board meeting later in the month (April 2012). A not to exceed amount for Amendment No. 2 will be included in the recommended action at the April 2012 Board meeting.

Funding for this amendment will be provided from the I-580 Corridor Improvements funds approved for the project.

Discussion/Background

The I-580 Eastbound Express Lanes Project includes improvements to the I-580 Eastbound High Occupancy Vehicle (HOV) Lane to upgrade the facility to an express lane.

The project extends from west of the Hopyard Road/Dougherty Road overcrossing to west of the Greenville Road undercrossing in the cities of Dublin, Pleasanton, and Livermore in eastern Alameda County.

The proposed project is one of several transportation improvements being implemented along eastbound I-580 in the Tri-Valley area of eastern Alameda County. The eastbound improvements are being constructed in phases as follows:

- Phase I (EA 04-290841) was opened to traffic on October 2, 2009. The improvements included mainline widening and ramp modifications to allow the addition of an eastbound HOV lane between Portola Avenue and Greenville Road. The roadway widening included an additional 8 feet to accommodate the planned conversion of the HOV lane to an express lane.
- Phase II (EA 04-290831) was opened to traffic on November 10, 2010. The improvements included mainline widening and ramp modifications to allow the addition of an eastbound HOV lane between Hacienda Drive and Portola Avenue. As with Phase I, the roadway widening included an additional 8 feet to accommodate the planned conversion of the HOV lane to an express lane.
- Phase III (EA 04-2908U1) will construct auxiliary lanes (lanes that extend from on-ramps to off-ramps) on eastbound I-580 between the Isabel Avenue interchange (now under construction) and the North Livermore Avenue interchange, and between the North Livermore Avenue interchange and the First Street interchange. Phase III will also widen the freeway segments within the auxiliary lane limits, at the Hacienda Drive on-ramp to eastbound I-580, and between the Santa Rita Road and Fallon Avenue interchanges, and make other improvements to accommodate the proposed express lane facility.

Fiscal Impact

The recommended action will authorize the encumbrance of additional project funding for subsequent expenditure. The required additional project funding is included in the current project funding plan.

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