

**COMMISSION MEETING NOTICE**  
**Thursday, July 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

**AC Transit**

Greg Harper, Director

**Alameda County**

Supervisors

Richard Valle – District 2

Wilma Chan – District 3

Nate Miley – District 4

Keith Carson – District 5

**BART**

Thomas Blalock, Director

**City of Alameda**

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**

Vacant

**Executive Director**

Arthur L. Dao

Mark Green

Scott Haggerty

Arthur L. Dao

Vanessa Lee

Chair

Vice Chair

Executive Director

Clerk of the Commission

**AGENDA**

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

**1 Pledge of Allegiance**

**2 Roll Call**

**3 Public Comment**

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

**4 Chair/Vice Chair Report**

**5 Executive Director Report**

- Recognition of Council Member Joyce Starosciak, for her service to the Alameda County Transportation Commission.

**6 Approval of Consent Calendar**

- |     |   |          |
|-----|---|----------|
| 6A. | Minutes of June 26, 2012 – <b>Page 1</b>  | <b>A</b> |
| 6B. | Summary of the Alameda CTC’s Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions – <b>Page 11</b>                          | <b>I</b> |
| 6C. | Approval of Issuance of a Request for Proposals (RFP) for Southbound I-680 Express Lane Project Evaluation and Authorization to Negotiate and Execute a Contract – <b>Page 15</b> | <b>I</b> |
| 6D. | Approval of Amendment No. 3 to the 2012 Level of Service (LOS) Monitoring Study Contract (#A09-024) – <b>Page 23</b>  | <b>A</b> |

- 6E. Review of Plan Bay Area Notice of Preparation (NOP) for a Draft A  
Environmental Impact Report (EIR)– **Page 29**
- 6F. Approval of Resolutions of Local Support for Approved Lifeline Funding for A  
Community-based Transportation Plan Updates – **Page 53**
- 6G. Review of Vehicle Registration Fee (VRF) Transportation Technology I  
Program – **Page 61**
- 6H. Review of California Transportation Commission (CTC) June 2012 Meeting I  
Summary – **Page 65**
- 6I. Approval of I-Bond Project Funding Plan Revisions and Amendments to A  
Professional Service Agreements – **Page 69**
- 6J. Safe Routes to School Program – Approval of Amendment No. 1 to the Alta A  
Consulting Professional Services Agreement (Agreement # A11-0019)  
– **Page 75**
- 6K. I-80 Gilman Interchange Project- Approval of Amendment No. 1 to Extend A  
the PB Americas Inc. Professional Services Contract Expiration Date and  
Revise the Scope – **Page 79**
- 6L. I-580 off-ramp at 106th Project - Approval of Amendment No. 1 to Extend A  
the URS Corporation Professional Services Contract Expiration Date  
– **Page 81**
- 6M. I-80 Integrated Corridor Mobility Project (ICM) Project – Approval to A  
Execute a Contract for Project No. 2 to Provide Specialty Material and  
Equipment – **Page 83**
- 6N. I-580 San Leandro Soundwall Landscape Project – Approval to Execute a A  
Contract for the Construction Contract – **Page 85**
- 6O. Central County Same Day Transportation Services – Award of Contract to St. I  
Mini Cab Corporation – **Page 87**
- 6P. Approval of Amendment No. 1 to the Acumen Contract for Transportation A  
Planning Services – **Page 89**
- 6Q. Approval of Issuance of a Request for Proposals (RFP) for Project Controls A  
Services and Authorization to Negotiate and Execute a Contract – **Page 91**
- 6R. Approval of Appointments for the Community Advisory Committees A  
– **Page 93**

- 6S. Approval of Altamont Commuter Express (ACE) FY 2012/13 Baseline A  
Service Plan Amendment – **Page 97**

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

- 7A. Bicycle and Pedestrian Advisory Committee- Midori Tabata, Chair **I**  
– **Page 125**
- 7B. Citizens Advisory Committee–Cynthia Dorsey, Chair – **Page 133** **I**
- 7C. Citizens Watchdog Committee – James Paxson, Chair – **Page 139** **I**
- 7D. Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair **I**  
– **Page 145**

**8 Planning, Policy and Legislation Committee Action Items**

- 8A. Legislative Update – **Page 155** **I**
- 8B. Review of Draft Countywide Bicycle and Pedestrian Plans – **Page 191** **I**

**9 Programs and Projects Committee Action Items**

- 9A. Approval of Transportation Fund for Clean Air (TFCA) Final FY 2012/13 **A**  
Program –**Page 217**

**10 Member Reports (Verbal)**

**11 Adjournment: Next Meeting – September 27, 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*

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

|  |          |                    |                         |
|--|----------|--------------------|-------------------------|
| Alameda County Transportation Advisory Committee (ACTAC) | 1:30 pm  | September 4, 2012  | 1333 Broadway Suite 300 |
| I-580 Policy Advisory Committee (PAC)                    | 10:15 am | September 10, 2012 | 1333 Broadway Suite 300 |
| I-680 SSCL JPA Committee (JPA)                           | 10:00 am | September 10, 2012 | 1333 Broadway Suite 300 |
| Planning, Policy and Legislation Committee (PPLC)        | 11:00 am | September 10, 2012 | 1333 Broadway Suite 300 |
| Programs and Projects Committee (PPC)                    | 12:15 pm | September 10, 2012 | 1333 Broadway Suite 300 |
| Finance and Administration Committee (FAC)               | 1:30 pm  | September 10, 2012 | 1333 Broadway Suite 300 |
| Alameda CTC Commission Meeting                           | 2:30 pm  | September 27, 2012 | 1333 Broadway Suite 300 |



## Glossary of Acronyms

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

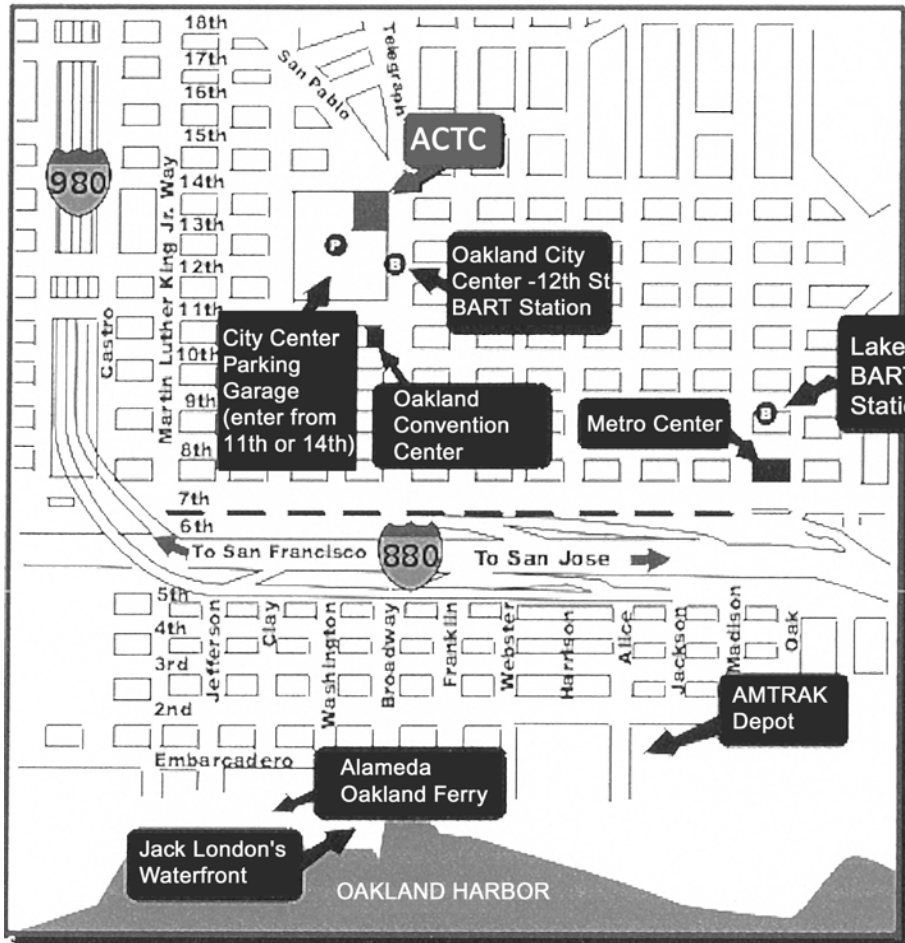


1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

[www.AlamedaCTC.org](http://www.AlamedaCTC.org)



**Directions to the Offices of the Alameda County Transportation Commission:**

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

### **Public Transportation Access:**

**BART:** City Center / 12<sup>th</sup> Street Station

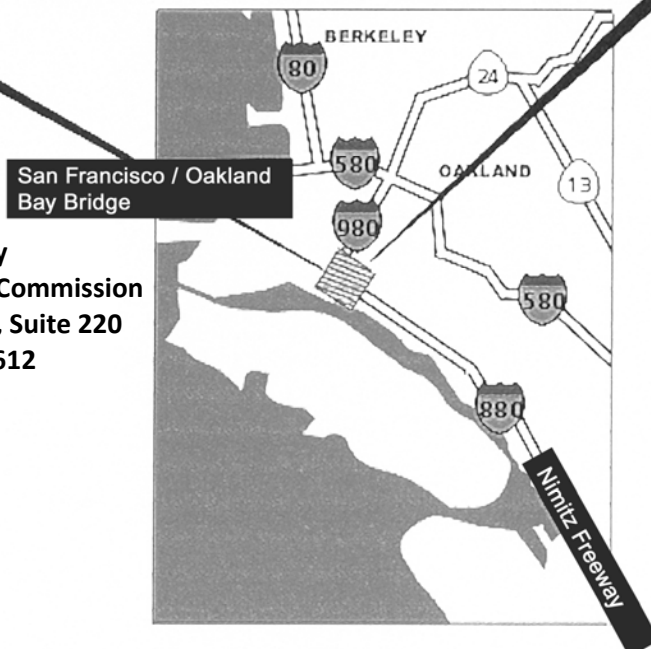
### **AC Transit:**

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

### **Auto Access:**

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

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





**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
MINUTES OF JUNE 28, 2012  
OAKLAND, CALIFORNIA**

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

Chair Green convened the meeting at 2:35 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 announced that Hale Zalukas was not present to receive his Resolution of Appreciation but the Board would attempt to present the Resolution to him at the next Board meeting.

Mayor Green presented Councilmember Olden Henson with a certificate of appreciation for his contribution to the Alameda CTC Board and staff and the constituents of Hayward.

**5. Approval of Consent Calendar**

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

**5C. Review Regional Transportation Plan (RTP) Activities**

**5D. Approval of Amendment No. 2 to the On-Call Modeling Contract A with Kittleson Associates, Inc**

**5E. Approval of Vehicle Registration Fee (VRF) FY 2012/13 Strategic Plan**

**5F. Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2012/13**

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

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

**5I. Approval of CMA Exchange Program Quarterly Status Monitoring Report**

**5J. Approval of Transportation Fund for Clean Air (TFCA) Program At Risk Report**

**5K. Approval of Transportation Fund for Clean Air (TFCA) Draft FY 2012/13 Program**

- 5L. Approval of Measure B Countywide Discretionary Funding (CDF) Grant Extension Requests; Bike Safety Education Program and Tri-City Senior Walks Club Program**
- 5M. Approval of Measure B Paratransit Pass-Through Program Plans and Minimum Service Level Grants for FY 2012/13**
- 5N. Approval of FY 2012/13 Measure B Capital Program Strategic Plan Update**
- 5O. Review of California Transportation Commission (CTC) May 2012 Meeting Summary**
- 5P. I-580 Corridor/BART to Livermore Studies Project (ACTIA Project No. 26) -Approval of Amendment No. 6 to the Project Specific Funding Agreement with San Francisco Bay Area Rapid Transit District (BART) (Agreement No. CMA A08-0048)**
- 5Q. East Bay SMART Corridors -Authorization to Negotiate and Execute a Contract for Management of ATMS Field Elements of the East Bay SMART Corridor**
- 5R. Southbound I-680 Sunol Express Lanes Project (ACTIA No. 08A) -Approval of Amendments to Specific Professional Services Agreements with Novani, LLC. and Wilbur Smith Associates**
- 5S. I-880 Operational and Safety Improvements at 23and 29Avenue Project A Approval of RM2 Allocation Request for PS&E and Approval of Amendment No. 3 to the Professional Services Agreements with RBF Consulting (Agreement No. CMA A10-013)**
- 5T. Update on Agency Offices Consolidation and Creation of a Sub-Committee for Office Relocation**
- 5U. Final 2012 Alameda Countywide Transportation Plan**

Director Harper pulled Item 5D from the Consent Calendar. He requested that staff have an error analysis done for the travel model. Director Harper motioned to approve this Item. Director Blalock seconded the motion. The motion passed 23-0.

Director Harper also pulled Item 5F from the Consent Calendar. He requested more information on the Alameda County component of the service plan and requested that the next report contain information from LAVTA & ACE on the Alameda County rationale. Supervisor Haggerty motioned to approve this Item. Director Blalock seconded the motion. The motion passed 23-0.

Councilmember Atkin pulled Item 5K from the Consent Calendar. She asked staff if responses were received for all cities throughout the county for funding. Jacki Taylor informed the Board that the fund estimates has balances from all cities, however, some cities allow balances to roll over, which may be the reason the funding is disproportionate. Supervisor Haggerty motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 23-0.

Councilmember Henson motioned to approve the remainder of the Consent Calendar. Mayor Hosterman seconded the motion. The motion passed 23-0.

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

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

Midori Tabata, BPAC Chair, introduced BPAC Vice Chair Ann Welsch to the Board. She also informed the Board that BPAC met on May 31<sup>st</sup>. They changed the bylaws, created a subcommittee to consider renaming BPAC and voted on the Bike Safety Program. The next BPAC meeting is scheduled for July 4.

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

Cynthia Dorsey, CAC Chair, stated that the CAC met on June 21<sup>st</sup>. Ms. Dorsey stated that this was an organizational meeting where elections were held and Barry Ferrier was elected as Chair of the CAC. The Committee also created a subcommittee to advise the community on the Measure on the ballot and created marketing materials. She concluded by stating that there were still vacancies on the Committee.

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

No one was present from the CWC

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

Sylvia Stadmire, Chair of PAPCO, informed that Board that PAPCO last met on May 25<sup>th</sup>. The Committee held elections, where Ms. Stadmire was elected chair. PAPCP received an update on the Countywide Bicycle and Pedestrian Plans and provided input as well as received a report from their bylaw committee. Ms. Stadmire concluded by stating that PAPCO's Annual Mobility Workshop was scheduled for July 16 at Ed Roberts Campus.

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

**7A. Legislative Update**

Tess Lengyel provided an update on legislative initiatives. She stated that the Governor signed a balanced budget that included many cuts. The Governor eliminated funding for project initiation documents. On the federal side, Ms. Lengyel stated that a conference report was released for the Federal Transportation Bill, which has been signed by the Senate and is working its way through the House. The report will need to be filed in October.

This Item was for information only.

**7B. Policy, Planning and Programming Implementation Timeline**

Tess Lengyel provided an overview of the implementation timeline for Policy, Planning and Programming activities in FY 2012/2013. The review covered the implementation of several different policies for development in conjunction with planning and programming efforts.

This Item was for information only.

**7C. Approval of Guaranteed Ride Home (GRH) Program Annual Evaluation A Report, Amendment No. 1 to the GRH Program Agreement with Nelson/Nygaard, and Issuance of a Request for Proposals and Negotiating and Executing a Professional Services Agreement**

Diane Stark recommended that the Commission approve the Guaranteed Ride Home Program Annual Evaluation Report, amend contract ACTC A7-015 with Nelson/Nygaard to allow use of \$40,000 of existing, approved TFCA funding for the Guaranteed Ride Home Program, issue a Request for Proposals) for operations of the Guaranteed Ride Home program from November 2012 through November 2013 with approved TFCA funds; and authorize the Executive Director to negotiate and execute a professional

services agreement in accordance with procurement procedures.

Ms. Stark presented a Power Point that covered Program Funding, Legislative Requirements, Administrative Costs, Employer or Employee Fees, Appropriate use of the Program and targeted outreach.

Councilmember Starosciak wanted to know what cities have to sign up instead of just being automatically enrolled. She also stated that in the future, the program should target more businesses and companies.

Mayor Sbranti stated that the program should reach out to individual employees as opposed to employers.

Councilmember Henson motioned to approve this Item. Councilmember Kaplan seconded the motion. The motion passed 23-0.

## **8. Finance and Administration Items**

### **8A. Approval of the Fiscal Year 2012-2013 Proposed Consolidated Budget for A the Alameda County Transportation Commission**

Patricia Reavey recommended that the Commission approve the Proposed Consolidated Budget for fiscal year 2012-13. She presented a Power Point presentation that covered the following: total revenues of \$174.5 million and expenditures, broken down by administration, planning and programs for a total of \$227.4 million. Ms. Reavey reported a projected ending Fund Balance of \$102.5 million and concluded by reviewing the ACTIA's limitation calculations.

Mayor Sbranti wanted to know if the fund balances were decreasing due to one time expenditures. Ms. Reavey stated that ACTIA projects are considered one time expenditures and are supposed to spend down.

Councilmember Kaplan motioned to approve this Item. Mayor Javandel seconded the motion. The motion passed 23-0.

### **8B. Amendments to Alameda CTC Administrative Code**

Tess Lengyel recommended that the Commission adopt amendments to the Administrative code. Ms. Lengyel stated that there were three small amendments include clarifying in timing for elections of the Alameda CTC Chair and Vice-Chair to have the elections in December allowing election results in November to clarify what members will be remaining on the Commission; expansion of the Alameda County Technical Advisory Committee participants to reflect Senate Bill 375 and regional agency requirements by including both planners and public works from each jurisdiction, as well as to include an Association of Bay Area Governments representative; and finally cleaning up language to clarify adoption of transportation expenditure plans by a majority vote of the Commission, and development of the TEP go through the Planning, Policy and Legislation Committee. Ms. Lengyel concluded by recommending that language on page 325 be struck from the code.

Supervisor Haggerty requested to amend the Code to state that the Chair and Vice Chair election will occur in January. Mayor Hosterman motioned to approve this Item as amended. Councilmember Kaplan seconded the motion. The motion passed 23-0.

## **9. Member and Staff Reports**

Councilmember Chan stated that Comcast will do a feature on the new Measure. Mayor Hosterman stated that she would be advocating for the Measure during Pleasanton's Summer Street Parties.

Art Dao informed the Board that staff sent the Sierra Club a letter of support in reference to the Transportation Expenditure Plan. He also stated that the Audit Committee and Office Relocation Sub Committee met on June 27 and discussed the draft budget and office consolidation efforts. Mr. Dao concluded by stating that the complete streets workshop was held and widely attended and that the Alameda CTC had unveiled its social network component by joining such sites as Face Book and Twitter.

**11. Adjournment: Next Meeting – July 26, 2012**

The meeting ended at 3:45 pm. The next meeting will be held on June 28, 2012 at 2:30pm.

Attest by:

A handwritten signature in blue ink, appearing to read "Vanessa Lee", is written over a horizontal line.

Vanessa Lee  
Clerk of the Commission

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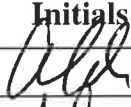









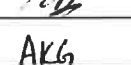
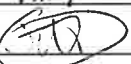

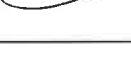
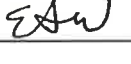


**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING**  
**ROSTER OF MEETING ATTENDANCE**  
**June 28, 2012**  
**1333 Broadway, Suite 300, Oakland CA 94612**

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

**ALAMEDA COUNTY TRANSPORTATION COMMISSION BOARD MEETING  
ROSTER OF MEETING ATTENDANCE**

**June 28, 2012  
1333 Broadway, Suite 300, Oakland CA 94612**

| <b>STAFF</b>   | <b>Initials</b>  | <b>STAFF/CONSULTANT</b>                      | <b>Initials</b>  |
|--|--|--|--|
| Arthur L. Dao – Executive Director                                       |   | Gladys Parmelee – Office Supervisor          |  |
| Tess Lengyel – Deputy Director of Policy, Public Affairs and Legislation |   | Vanessa Lee – Clerk of the Commission        |   |
| Patricia Reavey – Director of Finance                                    |   | Lily Balinton -Accounting Manager            |  |
| Stewart Ng, Director of Programming and Project Management               |   | Sammy Ng – Senior Accountant                 |  |
| Matt Todd - Manager of Programming                                       |   | Seung Cho – Contract Procurement Analyst     |   |
| Saravana Suthanthira - Senior Transportation Planner                     |  | Patty Seu - Accountant                       |  |
| Diane Stark - Senior Transportation Planner                              |   | Linda Adams – Executive Assistant            |   |
| John Hemiup – Senior Transportation Engineer                             |   | Victoria Winn – Administrative Assistant III |  |
| Vivek Bhat - Senior Transportation Engineer                              |   | Claudia Leyva - Administrative Assistant III |  |
| Arun Goel – Project Controls Engineer                                    |   | James O'Brien                                |   |
| Jacki Taylor – Programming Analyst                                       |  | Stefan Garcia                                |  |
| Laurel Poeton – Assistant Transportation Planner                         |  | Elizabeth Walukab – Dep Dir Phg              |  |

**June 28, 2012**  
**1333 Broadway, Suite 300, Oakland CA 94612**

**1333 Broadway, Suite 300, Oakland CA 94612**

## E-MAIL

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## **Memorandum**

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

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

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

### **Recommendation**

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

### **Summary**

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

Since the last monthly update on June 11, 2012, staff reviewed and commented on three Notices of Preparation for Draft EIRs. Comments were submitted for one of them. The comment letter is attached.

### **Attachments**

Attachment A: Comment letter for City of Oakland, Broadway/Valdez Specific Plan

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www.AlamedaCTC.org

June 14, 2012

Laura Kaminski  
 City of Oakland Strategic Planning Division  
 Department of Planning, Building, and Neighborhood Preservation  
 250 Frank Ogawa Plaza, Suite 3315  
 Oakland, CA 94612  
 lkaminski@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) on the Broadway/Valdez District Specific Plan in the City of Oakland, Case Number ZS12046 and ER120005

Dear Ms. Kaminski:

Thank you for the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) on the Broadway/Valdez District Specific Plan in the City of Oakland. The project is on a 92 to 96 acre site on either side of Broadway and is generally bound by Interstate 580 to the north, Grand Avenue to the south, Webster Street and Valley Street to the west, and Harrison Street, Bay Place, 27<sup>th</sup> Street, Richmond Avenue, and Brook Street to the east. The difference in acreage is due to the potential removal from the Plan boundary of a block at 30<sup>th</sup> Street, Broadway and part of Webster Street. The Plan area includes two sub areas: (1) the "Valdez Triangle," generally formed by Broadway and Valley Street to the west; 27<sup>th</sup> and 28<sup>th</sup> Street to the north; 27<sup>th</sup> Street, Harrison Street and Bay Place to the east and Grand Avenue to the south; and (2) the "North End," generally formed by Webster Street to the west; Interstate-580 to the north; Piedmont Avenue, Brooke Street, and Richmond Avenue to the east; and 28<sup>th</sup> Street to the south.

The Broadway/Valdez District Specific Plan is a 25-year planning document that extends to the planning horizon year 2035. The Broadway Valdez District Specific Plan (BVDSP) will develop strategies to provide destination retail and mixed-use development along Broadway between Grand Avenue and Interstate 580. The Specific Plan will provide an area-wide set of development regulations and requirements, including the distribution, extent and location of land uses, infrastructure standards, and financing mechanisms for public improvements.

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

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions and



address the issue of transit funding as a mitigation measure in the context of the Alameda CTC policies discussed above.

- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2011 CMP, Chapter 5). The DEIR should consider the use of Transportation Demand Management (TDM) measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.
- The EIR should consider opportunities to promote countywide bicycle and pedestrian routes identified in the Alameda Countywide Bicycle and Pedestrian Plans, which were approved in October 2006. The approved Countywide Bike Plan and Pedestrian Plan are available at [http://www.actia2022.com/app\\_pages/view/58](http://www.actia2022.com/app_pages/view/58).
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.
- Local jurisdictions are encouraged to consider a comprehensive Transit Oriented Development (TOD) Program, including environmentally clearing all access improvements necessary to support TOD development as part of the environmental documentation.

Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.208.7405 if you require additional information.

Sincerely,



Beth Walukas  
Deputy Director of Planning

cc: Diane Stark, Senior Transportation Planner  
File: CMP – Environmental Review Opinions – Responses – 2012

Attachment: Design Strategies Checklist





## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** **Approval of Issuance of a Request for Proposals (RFP) for the Southbound I-680 Express Lane Evaluation and Authorization to Negotiate and Execute a Contract**

### Recommendation

It is recommended that the JPA:

- Authorize staff to issue an RFP with the attached scope of work (Attachment A) to conduct the “After” Study to evaluate performance of the Southbound I-680 Express Lane and report to the Legislature on findings, conclusions, and recommendations concerning the I-680 Express Lane program as required by the Streets and Highways Code Section 149.5;
- Authorize staff to proceed with the contract procurement process to retain a consultant to provide professional services; and
- Authorize the Executive Director, or designee of the Executive Director, to negotiate and execute a professional services agreement in accordance with procurement procedures.

This item was unanimously approved by the I-680 Sunol Smart Carpool Lane Joint Powers Authority and the Planning, Policy, and Legislation Committee at their July 9, 2012 meetings.

### Summary

The Alameda CTC is required to comply with statutory project evaluation requirements as part of administration and operations of the southbound I-680 Express Carpool Lane, which opened to traffic in September 2010. Specifically, the Streets and Highways Code Section 149.5 states that: *Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the High Occupancy Toll (HOT) lanes on the adjacent mixed-flow lanes and any comments submitted by the Departments of Transportation and California Highway Patrol regarding operation of the lane.* In Fall 2008, Alameda CTC collected the “Before” Study transportation data in the I-680 corridor before the construction and implementation of the southbound I-680 Express Lane occurred. The results of the “Before” Study were finalized in a report entitled: *Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions*, dated April 2009. In order to meet the three year requirement for an evaluation of operations and to report back to the Legislature on the demonstration project by June 30, 2013, transportation data needs to be collected in

September/October 2012, the same season when the “Before” Study data was collected. To meet this timeline, staff needs to issue an RFP to retain a consultant by late August 2012 to conduct the “After” Study portion of the overall evaluation of the I-680 Express Lane Project.

### **Background**

The Alameda I-680 Express Carpool Lane Project – Before Study and Existing Conditions Report, dated April 2009, presents the goals, objectives and evaluation results for the I-680 Express Carpool Lane project pre-construction and operation (“Before” Study) and establishes procedures for an “After” Study to be completed no later than three years after the southbound I-680 Express Lane is open to traffic as required by AB 574 (Torrico). The southbound I-680 study corridor extends from SR 84 in Alameda County to SR 237 in Santa Clara County.

The goals of the before and after evaluation are to optimize the HOV/HOT lane usage to improve traffic throughput in the corridor, maintain service level C or better for all Express Lane users and improve highway and transit in the corridor with revenues generated. The Evaluation Plan identified in the “Before” Study describes data needed, performance measures and evaluation methods that were applied to the “Before” evaluation and will be applied to the “After” evaluation to determine how well the goals are met. A control corridor is also defined in addition to the study corridor to help determine if any changes in travel behavior are due to the Express Lane or to other travel trends in the San Francisco Bay Area.

The “After” Study would begin in late August with data collection slated for September and October 2012 to be consistent with the “Before” Study. The evaluation will be completed by January 31, 2013 so that a report can be prepared and sent to the Legislature by June 30, 2013.

### **Fiscal Impacts**

The budget for the I-680 Express Lane “After” Study is included in the Alameda CTC’s consolidated fiscal year 2012-2013 budget for an amount not to exceed \$180,000.

### **Attachments**

Attachment A: Southbound I-680 Express Carpool Lane Project Evaluation Framework

**Figure 1. Statutory Project Evaluation Requirements**

*Streets and Highways Code Section 149.5 (a) (1) states:*

*The Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA), may conduct, administer, and operate a value pricing high-occupancy vehicle program on the Sunol Grade segment of State Highway Route 680 (Interstate 680) in Alameda and Santa Clara Counties and the Alameda County Congestion Management Agency may conduct, administer, and operate a program on a corridor within Alameda County for a maximum of two transportation corridors in Alameda County.*

*Streets and Highways Code Section 149.5 (g) states:*

*Not later than three years after the administering agency first collects revenues from the program authorized by this section, the administering agency shall submit a report to the Legislature on its findings, conclusions, and recommendations concerning the demonstration program authorized by this section. The report shall include an analysis of the effect of the HOT lanes on the adjacent mixed-flow lanes and any comments submitted by the Departments of Transportation and California Highway Patrol regarding operation of the lane.*

On behalf of the I-680 Sunol Smart Carpool Lane Joint Powers Authority (SSCLJPA), the Alameda County Transportation Commission (“Alameda CTC” formerly Alameda County Congestion Management Agency) plans to hire an independent consultant to conduct the post-deployment portion of the overall evaluation of the I-680 Express Lane project (hereafter “Project” or “After” Study). A “Before” Study/Existing Conditions Report was prepared in April 2009 that established a benchmark for the operation of the pre-existing southbound High Occupancy Vehicle (HOV) and mixed flow lanes on I-680 prior to implementation of the Express Lanes. The report is included as Attachment A to this RFP.

The Evaluation Plan identified a detailed approach for evaluating the Express Lane performance against established goals and objectives and identified consistent procedures to be used in both the “before” and “after” studies so that conditions could be compared. To assist in this comparison, the Evaluation Plan also identified a control corridor to help determine if any changes in travel behavior are due to the Express Lane project or other travel trends within the San Francisco Bay Area.

This scope of services defines the requirements for the post-deployment or “After” Study evaluation. Results of this “After” Study will be incorporated in to a report to the California State Legislature concerning the findings, conclusions, and recommendations for the Alameda County Express Lanes demonstration program in accordance with statutory project evaluation requirements (see Figure 1). The evaluation will be based on the performance of the southbound I-680 Express Carpool lane and its effects on the I-680 corridor as a whole since the project was opened to traffic on September 20, 2010.

### **Goals of Evaluation**

The I-680 Express Carpool Lane “After” Study Evaluations and Report to the Legislature will provide feedback on the performance of the system in relation to the overall goals of the Express Lanes Demonstration Program, including answering the following questions that were identified in the “Before” Study:

- Has the project optimized HOV lane usage to improve traffic throughput in the corridor?
- What is the level of revenue generated from the operations of the Express Lane and is there excess net revenue to fund transit and highway improvements within the County?
- Has the southbound I-680 Express Lane maintained a Level of Service (LOS) “C” or better after the lane was converted from an HOV lane into an Express Carpool Lane?
- Did the project employ new Intelligent Transportation System (ITS) technologies such as dynamic pricing and in-vehicle electronic enforcement, and if so, what were the benefits from these ITS deployments?

In addition to the above referenced questions, the consultant will evaluate the following:

- Did the Express Lane ingress/egress locations lead to localized decreases in LOS (bottlenecks) or increases in illegal maneuvers by drivers entering/exiting the Express Lane outside of the designated ingress/egress locations? If so, what operational or geometric modifications could be made to improve performance and minimize bottlenecks and illegal maneuvers into and out of the Express Lane?

### **Scope of Work**

Evaluation services requested of the consultant are expected to include but not be limited to the tasks listed below:

#### **Task 1: Project Management**

The consultant will maintain project scope, schedule and budget control; maintain internal and external communication, quality, manage project risks, and perform administrative tasks required for successfully

completing the “After” Study. The coordination effort includes but is not limited to coordinating with Alameda CTC, Caltrans, the Bay Area Toll Authority (BATA), Metropolitan Transportation Commission (MTC), California Highway Patrol (CHP), and Federal Highway Administration (FHWA).

*Deliverable: Meeting minutes and support, revised scope of work, budget and schedule*

### **Task 2: Refine Evaluation Plan**

The consultant will review the “Before” Study that was developed prior to the opening of the I-680 Express Lane, which provided a detailed approach for evaluating the project’s goals and objectives and recommend modifications to the Baseline Evaluation Plan if necessary.

The Project’s Study Limit is described below:

- Southbound I-680 – from SR 84 in Alameda County to SR 237 in Santa Clara County.

The consultant will review the “Before” Study/Existing Conditions Report to identify any deficiencies in the approach or data collection for the “Before” study and to identify adjustments in the approach for the “After” Study portion of the Evaluation. The consultant shall develop an “After” Study Evaluation Plan that identifies the consultant team’s approach for staffing, data collection and analysis procedures, performance measures (see Task 3), and schedule and resources required to complete the post-deployment evaluation. All of the evaluation approaches included in the “Before” Study will be used to address how the I-680 Express Lane performed against the goals and objectives. Use of the same control corridor to explain exogenous factors that may have had an effect on the I-680 corridor performance must be included in the refined Evaluation Plan. Consultant will submit one Draft of the Refined Evaluation Plan for review and one Final Refined Evaluation Plan that addresses one set of non-conflicting comments to be provided by Alameda CTC and its project partners. Both the Draft and the Final Evaluation Plans must address performance measures as described in Task 3 and data collection as described in Task 4.

*Deliverable: Draft and Final Refined Evaluation Plan*

### **Task 3: Refine Performance Measures**

The Baseline Evaluation Plan developed before the I-680 Express Lane opening identified a series of performance measures that support the hypotheses and project objectives. Table 1 below lists the performance measures that will be used to test the various evaluation hypotheses during the “After” Study:

| <b>Table 1. Performance Measures</b>   |
|--|
| • Traffic flow and modal use: vehicles and person volumes by mode and by time of day   |
| ○ HOVs with number of occupants in the HOV and the mixed-flow lanes within the project limits on southbound I-680 over the Sunol Grade, and in a control corridor(s) (location to be determined) |
| ○ Transit vehicles and number of transit passengers in HOV lane, mixed-flow lanes and control corridor(s)  |
| ○ SOVs in HOV lane mixed-flow lanes and control corridor(s)  |
| • Level of service on HOV and mixed flow lanes   |
| ○ Speed/travel time by segment (point-to-point) and time of day in both mixed flow and HOV Lanes and in control corridor(s)  |
| ○ Travel time savings  |
| ○ Travel time reliability  |
| • Enforcement  |
| ○ Level of violations in the HOV lanes   |
| ○ Hours of enforcement provided in the corridor  |
| • Safety   |
| ○ Number and type of accidents by lane and location in the HOV, adjacent mixed-flow lanes and control corridor(s)  |

The consultant will review the Performance Measures that were included in the Baseline Evaluation Plan to determine if any additional measures of effectiveness would prove useful in explaining the outcomes of the I-680 Express Lane deployment, or if any of the existing measures should be removed or modified from the “After” Study Evaluation Plan due to lack of available data source or other reasons. Consultant will finalize the list of Performance Measures for the “After” Study Evaluation and document any recommended modifications. Consultant will present the proposed refined Performance Measures prior to submittal of the Draft Refined Evaluation Plan (see Task 2) and respond to one set of non-conflicting comments. .

*Deliverable: List of refined performance measures to be included in the refined Evaluation Plan described in Task 2*

#### **Task 4: Data Collection**

This task will identify the data needs to support the performance measures identified in Task 3 and perform data collection. The type of data to be collected could include, but should not be limited to, time of day traffic counts, travel time data, vehicle classification, vehicle occupancy, accident, violation, and enforcement statistics, transit performance data, including ridership, travel time, and on-time performance, and FasTrak® customer enrollment, usage, and overall satisfaction data. Data and data collection methods will be consistent with the “Before” Study and documented in the Evaluation Plan described in Task 2. See Attachment A for data sources that were used to collect baseline data prior to the opening of the I-680 Express Lane facility.

Availability of existing data should be explored wherever possible to reduce the overall cost of data collection. Special data collection efforts will need to be authorized in writing by the Alameda CTC Project Manager prior to commencing the work.. While some of the data may be collected on site, data such as accidents, violations and enforcement could be obtained from third party sources such as Caltrans or the CHP. Customer account data will be obtained from BATA. Transit data should be obtained from the transit service provider. Traffic data for the “After” Study should include the I-680 Express Lane and the I-680 general purpose/mixed-flow lanes as well as the control corridor. Consultant will assemble a preliminary list of data requirements for the “After” Study analysis, including the details associated with the source, timing, and other aspects of each data element and present them in a Draft Data Collection Plan. Data collection will be discussed with Alameda CTC and the project partners prior to submittal of the Draft Refined Evaluation Plan and consultant shall address comments received concerning data elements in the final version of the Data Collection and Evaluation Plans.

Data will be collected on Tuesday through Thursday and, 24 hours a day to capture representative conditions in the southbound I-680 and the control corridor. The collection of similar performance data on the control corridor will serve to determine if any of the changes in travel behavior on I-680 are all or partly due to the Express Lane Project or if some portion of the change can be explained by broader regional trends. Twenty-four hour analysis for both the Express Lane and mixed flow lanes is required. The data collected should provide meaningful statistical analysis of performance measures, accounting for seasonal variations, weather conditions, traffic incidents, special events, and other external influences. Construction of the I-680 Express Lane began in December 2008 and baseline data collection was implemented prior to initiation of the roadway construction to enable the compilation and analysis of data for conditions prior to the Express Lane implementation. The “After” Study will examine the change in data over the course of the statutory reporting period that began on September 20, 2010 and shall end on June 30, 2013, when compared against the pre-Express Lane data for the I-680 corridor.

*Deliverable: Draft and Final Data Collection Plan and Data Collection*

#### **Task 5: Evaluation and Report**

Once the consultant has obtained approval of the Refined Evaluation Plan, Refined Performance Measures, and Data Collection Plan, and the data is collected, consultant will analyze the data and prepare the “After” Study

Evaluation Report. The Existing Conditions Report (included as Attachment A to this RFP) provides a framework for the format for the “After” Study Report. Consultant will develop an outline of the Report for submittal to the Alameda CTC Project Manager prior to beginning development of the Report. Once the outline is approved, consultant will assemble a Draft of the Report, including a presentation that summarizes key findings, for presentation to Alameda CTC and the project partners. Based on input received from Alameda CTC staff and partners agencies, consultant will revise the Report and presentation, along with detailed supporting documentation, and deliver the materials to Alameda CTC for presentation to the SSCLJPA and/or Alameda CTC Board or other Committee(s). The consultant will be prepared, if requested, to present the Report to the SSCLJPA or Alameda CTC Board or Committee(s). The Report should adequately address the effect of regional economic conditions and high gas prices and the role that exogenous factors may have played in influencing traveler behavior in the I-680 corridor before and after the Project. If possible, the effects should be documented with the benefit of the control corridor. Seventy copies of both the draft and final plans will be required for distribution.

*Deliverable: Outline, Draft and Revised Final Draft of “After” Study Evaluation Report*

#### **Task 6: Report to California Legislature (Support)**

Following the presentation of the Final Draft report to the SSCLJPA and/or ACTC Board and other Committee(s), the agency will need to prepare its statutory Report to the California Legislature pursuant to California Streets and Highways Code Section 149.5 (g) that authorized the Alameda County Express Lane Demonstration Program. Per statute, this report is due to the Legislature on or before September 20, 2013, which date will be three years after the first tolls were collected on the southbound I-680 Express Lane. Alameda CTC will prepare the Report to the California Legislature.

The consultant shall prepare an Executive Summary version of the “After” Study Evaluation Report that includes the key findings, conclusions, and recommendations concerning the I-680 Express Lane performance and its impact on the remaining elements of the Alameda County Express Lane Demonstration Program authorized by this Statute.

*Deliverable: Executive Summary of “After” Study and all background material in hard copy and electronic format*

#### **Task 7: Geometric Operational Improvement Analysis**

Alameda CTC occasionally receives customer inquiries regarding the selection of ingress/egress locations. Consultant will meet with the Alameda CTC Project Manager and its partners and evaluate whether the Express Lane ingress/egress locations led to localized decreases in LOS (bottlenecks) or increases in illegal maneuvers by drivers entering/exiting the Express Lane outside of the designated ingress/egress locations. If the evaluation indicates that the locations of these ingress/egress caused unintended driver behavior and/or traffic bottleneck, then the consultant will analyze and recommend operational and/or geometric modifications that can be implemented in the future to improve express lane facility performance and minimize bottlenecks and illegal maneuvers into and out of the Express Lane. Consultant will meet with the Alameda CTC, Caltrans, MTC and CHP to present the key findings, conclusions, and recommendations. Based on comments received, the consultant shall revise the analysis and submit a final memorandum, summarizing the key findings, conclusions, and recommendations; and include all supporting technical data, graphs, and diagrams/graphics and/or maps.

*Deliverable: Technical Memorandum, summarizing the findings of the analysis and suggested improvements*

## Project Schedule

Consultant's proposal shall include a detailed project schedule for completing the Study by January 31, 2013. Field traffic data shall be collected during the months of September/October of 2012 to capture typical traffic conditions when schools are in sessions and maintain consistency with the "Before" Study. The schedule will include a list of the estimated duration and start and finish dates for each Task, sub-task activities, and all major milestones/deliverables and should assume a start date of August 30, 2012. See table below for a summary of major milestones and due dates.

| <b>Procurement Schedule .....</b>  | <b>Date(s)</b>          |
|--|-------------------------|
| A. Advertise and Issue RFP .....   | July 27, 2012           |
| B. Pre-Proposal Meeting 2 p.m.....   | August 7, 2012          |
| C. Last Day to Submit Questions Regarding RFP .....                          | August 10, 2012         |
| D. Proposal Due Date .....   | August 17, 2012         |
| E. Oral Interviews (if utilized) .....                                       | week of August 27, 2012 |
| F. Selection and Notification of Intent to Award or Intent to Negotiate..... | August 30, 2012         |
| G. Notice of Award/Notice to Proceed .....                                   | August 30, 2012         |





## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Approval of Amendment No. 3 to the 2012 Level of Service (LOS) Monitoring Study Contract (#A09-024)

### Recommendations

It is recommended that the Commission approve Amendment No. 3 to the current professional services contract (#A09-024) with Jacobs Engineering Group to increase the contract by an amount not to exceed \$78,000 and to extend the contract period to September 2013. The amendment is required to add two tasks to the 2012 LOS monitoring study scope of work (Attachment 1).

### Summary

As mandated by state law, the Alameda CTC biennially monitors the level of service of the Congestion Management Program (CMP) roadways in the County. Consultant services are used for data collection and entry while Alameda CTC staff conducts the data analysis and reporting. Jacobs Engineering Group was hired in February 2010 for the 2010 and 2012 LOS Monitoring cycles for a total contract amount of \$149,960. The contract was subsequently amended in April 2010 to include data collection for the southbound I-680 and eastbound and westbound I-580 Express Lane projects for an amount of \$33,453. As part of the adoption of the 2011 Congestion Management Program, the Commission recommended travel time data collection on freeways for the weekend peak period and on 92 miles of Tier 2 roadways for the morning and afternoon peak periods beginning with the 2012 LOS monitoring cycle. Amendment No. 2 to the Jacobs Engineering Contract was subsequently approved by the Commission on December 1, 2011 for an amount of \$72,000 to conduct travel time runs on the freeways during the weekend peak period and on Tier 2 roadways. As of June 7, 2012, data collection has been completed for the Tier 1 and Tier 2 networks including the freeway weekend peak period for the 2012 LOS Monitoring cycle. In order to conduct the free flow speed survey on the Tier 2 network and to potentially conduct additional weekend travel time runs on the freeways after the new weekend peak period for each corridor is identified, the existing contract with Jacobs Engineering needs to be amended including flexibility to use the existing sub-consultant team directly, if needed, to make the contract more cost efficient. Amendment No. 3 would include these two additional tasks, increasing the contract amount by \$78,000 and extending the contract period to September 30, 2013.

### Discussion

The level of service on the CMP roadways in Alameda County is monitored biennially for both the morning and afternoon peak periods. The data for the morning peak period is for informational purposes only. For the 2010 and 2012 LOS Monitoring Studies data collection and entry, Jacobs Engineering Group was selected in February 2010 for an amount of \$74,980 for the 2010 LOS

Monitoring work and \$73,980 for the 2012 LOS Monitoring work, totaling \$149,960 for both monitoring cycles. The base CMP network, Tier 1 is about 232 miles and includes all freeways and selected principal arterials and is monitored during the biennial LOS Monitoring period.

For the 2010 cycle, additional vehicle occupancy and weekend traffic data were required on the southbound I-680 and eastbound and westbound I-580 Express Lane projects for revenue analysis purposes. The contract was amended in April 2010 to include data collection for the I-680 and I-580 Express Lane projects for an amount of \$33,453. The work for the 2010 LOS Monitoring cycle, including the data collection for the Express Lanes, was completed by Summer 2010. Further, there were two actions by the Commission since the approval of the original contract that required changes to the 2012 LOS Monitoring scope of work – weekend peak period monitoring of freeways and monitoring of the newly added Tier 2 network, which is comprised of 92 additional miles of principal and major arterial roadways. Therefore, Amendment No. 2 to the contract was approved on December 1, 2011 to increase the contract amount by \$72,000 to collect travel time data on freeways during the weekend and on Tier 2 network.

Data collection for the 2012 LOS Monitoring cycle was completed by June 7, 2012 and the data are being processed and analyzed. There are still two tasks outstanding regarding the 2012 LOS Monitoring work:

- *Conducting Free Flow Speed (FFS) surveys on the Tier 2 network* so that the service levels (assigning LOS letters) on the roadway segments can be determined. The FFS surveys will be conducted using the 2010 Highway Capacity Manual methodology. Upon collecting the FFS data in the late Summer or early Fall 2012, the service levels on the Tier 2 network will be determined, and reported as an addendum to the 2012 LOS Monitoring Study report.
- *Potential additional weekend travel time data collection on freeways.* The Commission recommended that staff further refine the weekend data collection time period, including time of day, peak day and peak month. The Commission noted that this additional weekend data could also inform the potential for extending the HOV regulations to one or both days of the weekend on select corridors. Staff is working to identify an additional weekend as described in the following section. Upon identification of the peak weekend time period, and based on approval by the Commission, data collection will begin, likely in the Fall 2012 or later. The LOS results based on the data collected will be reported as an addendum to the 2012 LOS Monitoring Study report similar to the service levels for the Tier 2 network.

The total cost for the data collection and entry for the above two additional tasks is estimated to not exceed \$78,000. The scope of work and the cost estimate for these tasks are shown in Attachment 1. Upon approval by the Commission, the existing contract with Jacobs Engineering Group will be amended to incorporate the above tasks and increase the contract amount by \$78,000 for the 2012 LOS Monitoring cycle, and to provide the flexibility to use the existing sub-consultant (Marks Traffic Data) team directly for cost efficiencies, if needed.

#### Approach for Analysis of the Peak Weekend Recreational Travel Period

Staff is working to identify and collect data, if necessary, for an additional peak weekend period for recreational/non-commute traffic as directed by the Commission in April 2012. While progress has been made on this task, because of the increased number of Tier 2 and weekend network miles being surveyed for this monitoring cycle (226 miles) and limited staff and consultant resources to collect and analyze this base data, results are not ready to be presented.

To date, information using Caltrans' PeMS data to determine the peak recreational month and peak recreational weekend day by freeway corridor has been developed and is being reviewed by staff. It is recommended that by Fall 2012, staff complete the PeMS data analysis to determine the peak recreational month and peak recreational weekend day by freeway corridor, compare this data to the weekend data collected in April and May 2012, and determine if additional weekend data needs to be collected or if the 2012 weekend data already collected can be adjusted to represent the peak month. At that point, data will either be collected if needed (note timing will vary depending on when the peak month occurs and therefore data collection may occur in 2013) or the adjusted weekend data would be used to identify weekend recreational congested locations and potential needed improvements. Recommendations would be reported as an addendum to the 2012 LOS Monitoring Study Report.

#### **Fiscal Impact**

The funds required for the new tasks are included in the approved budget for the fiscal year 2012-13 for \$78,000.

#### **Attachments**

Attachment A: Additional Scope of Work and Cost Estimate

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### **Scope of Work and Cost Estimate for Additional Data Collection and Entry Tasks for the 2012 LOS Monitoring Study Contract (#A09-024) Amendment No. 3**

Two (2) additional tasks for the 2012 LOS Monitoring Study are proposed to the AGREEMENT dated February 26, 2010 as described below:

1. Conduct Free Flow Speed (FFS) runs for the Tier 2 routes (described in Amendment No. 2) using the methodology consistent with the 2010 Highway Capacity Manual (HCM).
2. Conduct travel time runs during 2-hour weekend recreational peak period identified for all of the freeways in Alameda County. (Tentative 2-hour recreational peak periods for these roadways will be defined by Alameda CTC).

#### **TASK 1: CONDUCT FREE FLOW SPEED (FFS) RUNS FOR THE TIER 2 ROUTES USING THE METHODOLOGY CONSISTENT WITH THE 2010 HIGHWAY CAPACITY MANUAL (HCM).**

ALAMEDA CTC requests Consultant to conduct six (6) free flow speed runs using the methodology consistent with the 2010 Highway Capacity Manual along the 92 miles of Tier 2 routes included in Amendment No. 2. It is estimated that the data collection effort will take an additional 150 hours for subconsultant Marks Traffic Data to complete. CONSULTANT will then process the data against the Linear Reference System (LRS) and prepare the new FFS tables for submittal. The processing task will take an estimated 300 hours.

The 2010 HCM defines free flow speed along Urban Streets as “The average running speed of through automobiles traveling along a segment under low-volume conditions are not delayed by traffic controller devices or other vehicles. It reflects the effect of the street environment on driver speed choice. Element of the street environment that influence this choice under free-flow conditions include speed limit, access point density, median type, curb presence, and segment length.”

The free flow speed runs will be conducted during off-peak periods. The time period will be determined jointly by the ALAMEDA CTC and CONSULTANT. The free flow speed will be determined from the speeds between signals. Critical to the Level of Service determination is the speed limit, access points, median type, curb presence and segment length. These items will be retrieved from the GIS linear reference system (LRS) as included for the Tier 2 routes described in Amendment No. 2.

#### **TASK 2: CONDUCT TRAVEL TIME RUNS DURING 2-HOUR WEEKEND RECREATIONAL PEAK PERIOD IDENTIFIED FOR ALL OF THE FREEWAYS IN ALAMEDA COUNTY.**

ALAMEDA CTC requests Consultant to perform six (6) travel time runs on weekends on a subset of the overall 232 centerline mile Tier 1 network that will include 136.8 centerline miles of freeway/highways. The travel time runs will be completed using the same methodology as with the weekday and weekend observations. The time period(s) will be defined depending on the desired outcome in consultation between ALAMEDA CTC and CONSULTANT. Marks Traffic Data

will perform the travel time runs consistent with the Tier 1, Tier 2 and weekend networks as described above.

The routes include: I-80, I-238, I-580, I-680, I-880, I-980, SR 13, SR 24, SR 84, and SR 92, within the limits as included in the base study. It is anticipated that Marks Traffic Data will complete the recreational runs in approximately the same time that needed for the weekday peak period observations given the volume and speed of traffic. Marks Traffic Data will require approximately 470 hours to complete the six (6) runs for the 232 miles for a two-hour weekend peak period.

Cost Estimate

|   |                 |
|---|-----------------|
| Cost for data collection and entry of free flow study on Tier 2 arterials<br>(92.4 miles) | \$40,000        |
| Cost for weekend recreational data collection and entry for freeways (136.8<br>miles)     | \$37,000        |
| Contingency   | \$1000          |
| <b>Total additional cost</b>  | <b>\$78,000</b> |



## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

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

**SUBJECT:** Review of Plan Bay Area Draft Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR)

### Recommendation

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

### Summary

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are about to prepare a Draft Environmental Impact Report (EIR) for Plan Bay Area, an integrated Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) Plan that seeks to integrate land use and transportation through 2040. The Draft EIR will analyze the environmental impacts of land use scenarios and transportation investments that will be considered for Plan Bay Area. The Notice of Preparation (NOP) for the Draft EIR was released on June 11, 2012 and comments were due by July 11, 2012. A copy of the NOP is in Attachment A. Scoping meetings are being held by MTC and ABAG in June, as shown in the attached NOP. After seeking input from the Planning, Policy and Legislation Committee and ACTAC, comments were submitted by Alameda CTC and are found in Attachment B.

### Discussion:

MTC and ABAG are preparing a program-level Draft EIR for the Plan Bay area in accordance with the California Environmental Quality Act (CEQA). Plan Bay Area is the first Bay Area Regional Transportation Plan that is subject to state legislation, SB 375, which requires greenhouse emission gas reductions through an integrated RTP and SCS with a focus on integrating transportation improvements with housing and job growth. MTC and ABAG are jointly preparing and certifying the EIR for the Plan Bay Area.

The Plan Bay Area EIR will be a program EIR, which according to CEQA Guidelines will consider broad, regional impacts of a program of actions. It will, therefore, focus on the entire set of projects and programs in the Plan, rather than on individual projects. Plan Bay Area EIR will evaluate potentially significant and cumulative environmental impacts and will include mitigation measures to reduce potentially significant impacts. It will also be the basis for subsequent tiered CEQA documents for project-specific or site-specific environmental review conducted by implementing agencies as land use and transportation projects in the Plan are defined and studies are prepared. Potential impacts that will be analyzed include those on

transportation, air quality, land use and housing. The analysis of transportation impacts will include the potential increase in vehicle miles traveled on facilities experiencing level of service F, potential increase in per-capita vehicle miles traveled (VMT) and potential decrease in the average number of jobs within 15, 30 or 45 minutes from home by automobile or transit.

The EIR will review five project (Plan Bay Area) alternatives listed below and described in Attachment C:

- 1) No Project
- 2) Jobs Housing Connection (Proposed Project)
- 3) Lower Concentration of PDA Growth
- 4) Eliminate Inter-Regional Commuting
- 5) Environment, Equity and Jobs

MTC and ABAG will hold scoping sessions requesting input on the scope and content of the EIR in June 2012 including answers to the following questions:

- Are there potential environmental issues that MTC and ABAG should analyze that are not identified in Attachment A to this notice?
- Are there any alternatives that MTC and ABAG should evaluate that are not identified in Attachment A to this notice?
- What types of mitigation measures should be considered that would help avoid or minimize potential environmental impacts of the proposed Project and alternatives?
- What elements of this EIR would help your agency with CEQA exemptions and tiering?

Alameda CTC submitted comments, which are found in Attachment B. Because of the July 11 submittal deadline for responses, input was only obtained from the Planning, Policy and Legislation Committee and ACTAC. Their comments were incorporated in the responses and included requesting that the DEIR consider impacts to public finances and other public services that are currently funded by local tax revenues and will be impacted by potential land use development as directed in the SCS. MTC and ABAG released additional information about the alternatives the week of July 9, 2012. As a result a comment was added to request that alternatives analyzed be feasible as required by SB 375 and comparable to the Project Alternative.

A Draft EIR is expected be released December 2012, along with the Draft SCS/Regional Transportation Plan. In April 2013, the EIR is scheduled to be certified and Plan Bay Area is planned to be adopted. See Attachment D for the EIR development schedule.

#### **Attachments**

|               |  |
|---------------|--|
| Attachment A: | Plan Bay Area NOP for a Draft EIR                        |
| Attachment B: | Alameda CTC Comments on Plan Bay Area the NOP for a DEIR |
| Attachment C: | Plan Bay Area EIR Alternatives                           |
| Attachment D: | Plan Bay Area EIR Milestones                             |





## Notice of Preparation

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**To:** Interested Agencies, Organizations, and Individuals

**Subject:** Notice of Preparation of a Draft Environmental Impact Report  
for Plan Bay Area

**Lead Agencies:**

Metropolitan Transportation Commission  
& Association of Bay Area Governments  
Joseph P. Bort MetroCenter  
101 Eighth Street  
Oakland, CA 94607-4700

**Contact Person:**

Ashley Nguyen, EIR Project Manager  
Metropolitan Transportation  
Commission  
Phone: 510.817.5809  
Fax: 510.817.5848  
Email: [anguyen@mtc.ca.gov](mailto:anguyen@mtc.ca.gov)

The Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) are co-lead agencies for preparing a program-level Draft Environmental Impact Report (EIR) for the Plan Bay Area in accordance with the California Environmental Quality Act (CEQA).

This Notice of Preparation (NOP) is intended to seek comments with specific detail about the scope and content of the environmental information that will be evaluated in the EIR. Agencies who have statutory responsibilities in connection with the project to be evaluated should share their views. Such agencies will use the EIR prepared by MTC and ABAG when considering a permit or other approval of a discrete project from Plan Bay Area. Local jurisdictions and transportation agencies may also elect to use this program-level EIR for tiering in second-tiered EIRs covering land use projects or transportation plans, projects, or programs.

MTC and ABAG seek your input on the following questions:

- Are there potential environmental issues that MTC and ABAG should analyze that are not identified in Attachment A to this notice?
- Are there any alternatives that MTC and ABAG should evaluate that are not identified in Attachment A to this notice?
- What types of mitigation measures should be considered that would help avoid or minimize potential environmental impacts of the proposed Project and alternatives?
- What elements of this EIR would help your agency with CEQA exemptions and tiering?

Four regional scoping meetings will be held to solicit input on the scope of the Draft EIR:

**Wednesday, June 20, 2012**

**6:00 p.m. to 8:00 p.m.**

Joseph P. Bort MetroCenter  
MTC Auditorium  
101 Eighth Street  
Oakland, CA 94607

**Thursday, June 21, 2012**

**10:00 a.m. to Noon**

Dr. Martin Luther King, Jr. Library  
Room 255/257  
150 East San Fernando Street  
San Jose, CA 95112

**Tuesday, June 26, 2012**

**10:00 a.m. to Noon**

San Francisco Planning + Urban  
Research (SPUR)  
Public Assembly Hall – 2<sup>nd</sup> Floor  
654 Mission Street  
San Francisco, CA 94105

**Wednesday, June 27, 2012**

**1:30 p.m. to 3:30 p.m.**

Embassy Suites Hotel  
Novato/Larkspur Room  
101 McInnis Parkway  
San Rafael, CA

All interested agencies, organizations and individuals are welcome to participate in the scoping meetings. Oral and written comments will be accepted at the scoping meetings. Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***no later than 30 days*** after receipt of this notice. **Please send your response to Ashley Nguyen, EIR Project Manager by July 11, 2012 through any of the following methods.** Remember to include a return address and the name of the contact person.

| Mail  | Fax          | E-mail   |
|---|--------------|--|
| Ashley Nguyen, EIR Project Manager<br>Metropolitan Transportation Commission<br>Joseph P. Bort MetroCenter<br>101 Eighth Street<br>Oakland, CA 94607-4700 | 510.817.5848 | <a href="mailto:eircomments@mtc.ca.gov">eircomments@mtc.ca.gov</a> |

The project description, location and the potential environmental effects are contained in the attached materials. An Initial Study is not required and thus not prepared.

**Project Title:** Environmental Impact Report for Plan Bay Area  
**Project Location:** San Francisco Bay Area Region, California  
(Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo,  
Santa Clara, Solano, and Sonoma Counties)  
**Attachment:** Attachment A: Project Description & Scope of Environmental Analysis  
**Date:** June 11, 2012



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Steve Heminger  
MTC Executive Director



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Pat Jones  
ABAG Assistant Executive Director

## ATTACHMENT A

### PROJECT DESCRIPTION & SCOPE OF ENVIRONMENTAL ANALYSIS

#### NOTICE OF PREPARATION

The Notice of Preparation (NOP), along with this Attachment A, is being issued to interested agencies, organizations and individuals, to solicit comments that will assist in the preparation of the Draft Environmental Impact Report (EIR) for Plan Bay Area. As a result of the responses to the NOP and staff analysis, the project description and scope of the environmental analysis described herein will likely be revised and then further refined through the course of preparing the EIR.



#### BACKGROUND

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area (which includes Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties). Created by the State Legislature in 1970, MTC functions as both the regional transportation planning agency (RTPA)—a state designation—and for federal purposes, as the region's metropolitan planning organization (MPO). As required by State legislation (Government Code Section 65080 et. seq.) and by federal regulation (Title 23 USC Section 134), MTC is responsible for preparing the Regional Transportation Plan

(RTP) for the San Francisco Bay Area Region. An RTP is a long-range plan that identifies the strategies and investments to maintain, manage, and improve the region's transportation network.

In the past, MTC has undertaken the task of regional transportation planning somewhat separately from the regional population and employment projections and regional housing needs allocation processes conducted by the Association of Bay Area Governments (ABAG). ABAG is a joint powers agency formed in 1961 pursuant to California Government Code §§ 6500, *et seq.*, and is the council of governments (COG) for the San Francisco Bay Area. ABAG prepares demographic and economic forecasts, and prepares the state-mandated Regional Housing Needs Allocation for the Bay Area. Consistent with the requirements of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), MTC and ABAG are jointly developing a Regional Transportation Plan and Sustainable Communities Strategy, known as Plan Bay Area. In addition, MTC and ABAG are jointly preparing and certifying the EIR for Plan Bay Area.

### **SENATE BILL (SB) 375**

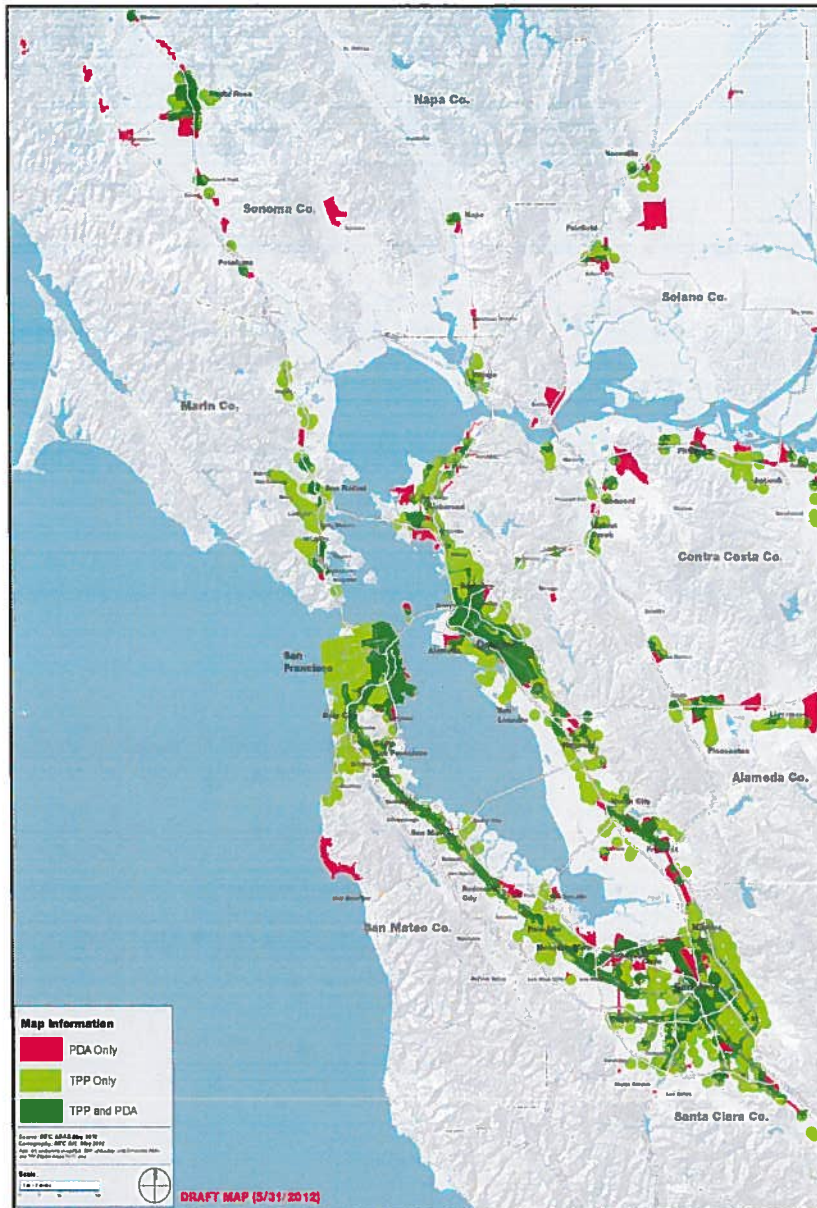
Senate Bill (SB) 375 went into effect in 2009 to help achieve the goal of reducing greenhouse gas (GHG) emissions to levels established by the California Air Resources Board and mandated under Assembly Bill (AB) 32. The Bay Area's per-capita GHG emission reduction targets are -7 percent in 2020 and -15 percent in 2035 from 2005 levels. The primary purpose of SB 375 is to integrate land-use and transportation planning to help lower GHG emissions and vehicle miles traveled through the development of a Sustainable Communities Strategy (SCS). If the SCS is unable to achieve the GHG emission reduction targets, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

To help ensure its success, the SCS is developed in collaboration among many partners and stakeholders, including local jurisdictions, Congestion Management Agencies (CMAs), Caltrans, transit agencies, business and community organizations, and members of the public. Because SB 375 establishes new RTP land use elements, input from local jurisdictions with land use authority is essential to create a feasible and effective SCS.

While MTC, along with other regional agencies, prepares Regional Airport and Seaport plans, the projects in these advisory plans do not require MTC funding or approvals. As such, these plans are separate from the proposed Plan Bay Area and are subject to separate review processes. Therefore, this EIR does not analyze the environmental effects of these plans.

### **SB 375 CEQA STREAMLINING**

SB 375 provides CEQA streamlining provisions for certain "residential/mixed use residential projects" and "transit priority projects" to encourage integrated land use and transportation planning. Below is a map of Transit Priority Project-eligible areas based on transit service compared to Priority Development Areas, which are locally-identified, infill development opportunity areas within existing communities.



To take advantage of these CEQA streamlining provisions, projects must pre-qualify based on two criteria:

1. A project must be consistent with the land use designation, density, building intensity, and applicable policies in an approved SCS or APS.
2. A project must be considered a Residential/Mixed Use Residential Project or a Transit Priority Project (TPP) (as defined in SB 375).

To qualify as a residential and mixed use project, at least 75% of the total building square footage of the project must consist of residential use.

To qualify as a TPP, a project must (1) contain at least 50 percent residential use, based on total building square footage, and if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not

less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan.

A project is considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from stop or corridor. A *major transit stop* is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A *high-quality transit corridor* is defined as a corridor

with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

MTC and ABAG's role is to include the appropriate land use and transportation information in the Plan and EIR, including general land use designations, density, building intensities, and applicable policies, so that lead agencies/local jurisdictions can utilize SB 375 CEQA streamlining provisions for their projects and make their own consistency determinations with the Plan. In defining the alternatives, MTC and ABAG also intend to maximize opportunities to support residential/mixed use projects and TPPs so that lead agencies/local jurisdictions that wish to plan and implement a qualifying residential/mixed use project or TPP may take advantage of the SB 375 CEQA streamlining provisions.

During the EIR scoping process, MTC and ABAG are seeking input and comments on what elements of the Plan and EIR would be valuable to lead agencies/local jurisdictions for purposes of CEQA streamlining as called out in SB 375.

#### **PLAN BAY AREA – THE PROPOSED PROJECT**

Plan Bay Area is a joint effort led by MTC and ABAG and developed in partnership with the Bay Area's other two regional government agencies, the Bay Area Air Quality Management District (BAAQMD), and the Bay Conservation and Development Commission (BCDC). Plan Bay Area meets the requirements of SB 375 by developing an integrated RTP/SCS plan and strives to attain the per-capita GHG emission reduction targets of -7 percent by year 2020 and -15 percent by year 2035 from 2005 levels. Plan Bay Area, which covers the period through 2040, is the first Bay Area RTP that is subject to SB 375.

Plan Bay Area reinforces land use and transportation integration per SB 375 and presents a vision of what the Bay Area's land use patterns and transportation networks might look like in 2040. The vision for Plan Bay Area is guided by the three Es of sustainability: building a stronger economy, protecting the natural environment, and enhancing opportunities for Bay Area residents from all walks of life. Goals of Plan Bay Area include:

- Climate Protection
- Adequate Housing
- Healthy & Safe Communities
- Open Space & Agricultural Preservation
- Equitable Access
- Economic Vitality
- Transportation System Effectiveness

The Bay Area is projected to add over 2 million people, 1.1 million new jobs, and 660,000 new housing units between 2010 and 2040. To plan for this future growth, Plan Bay Area calls for focused housing and job growth around high-quality transit corridors, particularly within areas identified by local jurisdictions as Priority Development Areas (PDAs). This land use strategy enhances mobility and economic growth by linking housing/jobs with transit, thus offering a more efficient land use pattern around transit and a greater return on existing and planned transit investments than today's.



Plan Bay Area includes a financially constrained transportation investment plan as required by state and federal planning regulations. It includes transportation projects and programs that would be funded through existing and future revenues that are projected to be reasonably available to the region over the 28-year horizon of the plan. A total of \$277 billion in revenues is available for the financially constrained Plan Bay Area. As such, the proposed Project and alternatives evaluated in the EIR must be financially constrained to the \$277 billion envelope.

For more information about Plan Bay Area, visit: [http://www.onebayarea.org/plan\\_bay\\_area/](http://www.onebayarea.org/plan_bay_area/).  
For more information about Plan Bay Area EIR, visit: <http://www.onebayarea.org/EIR/>.

### **SCOPE OF ENVIRONMENTAL ANALYSIS**

The EIR for Plan Bay Area will be prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended. In general, the purpose of the EIR is to:

- Analyze the potential environmental effects of the adoption of the Plan;
- Inform decision-makers, other responsible agencies, and members of the public as to the range of these environmental impacts of the Plan;
- Recommend a set of measures to mitigate any significant adverse regional impacts; and
- Analyze a range of reasonable alternatives to the proposed Plan.

Specifically, the EIR for Plan Bay Area will be a program EIR, which is a first-tier CEQA document designed to consider broad, regional impacts of a program of actions (CEQA Guidelines §15168). Therefore, the EIR will focus on the entire set of projects and programs contained in the Plan, rather than on individual projects. This EIR will evaluate potentially significant environmental impacts, and cumulative impacts, and will include mitigation measures to offset potentially significant effects. In addition, this EIR will be the basis for subsequent tiered CEQA documents for project-specific or site-specific environmental reviews that will be conducted by implementing agencies as land use and transportation projects in the Plan are more clearly defined and more detailed studies prepared. Specific analysis of localized impacts in the vicinity of individual projects is not included in this program level EIR.

Under CEQA, key impact categories identified for analysis in this EIR include:

#### **Transportation**

- Potential decrease in the average number of jobs within 15, 30, or 45 minutes from home by auto or transit
- Potential increase in vehicle miles traveled (VMT) on facilities experiencing level of service F
- Potential increase in per-capita VMT

#### **Air Quality**

- Potential increase in short-term construction-related emissions
- Potential net increase of emissions of criteria pollutants and toxic air contaminants from on-road mobile sources



- Potential increase in health risks due to increased particulate matter and toxic air contaminants from mobile and stationary sources within high-quality transit corridors
- Potential conflict with an applicable air quality plan or violation of applicable air quality standard or substantial contribution to an existing or potential air quality violation

#### Land Use, Housing, Agriculture, and Physical Displacement

- Potential conversion of agricultural lands and open space to non-agricultural use
- Potential conflict with locally adopted land use plans, including general plans and zoning
- Potential disruption of residential or business uses or displacement of population and housing
- Potential alterations to the characteristics and qualities of an existing neighborhood or community by separating residences from community facilities and services

#### Energy

- Potential increase in the consumption of electricity, natural gas, gasoline, diesel, or other non-renewable energy types
- Potential inconsistency with adopted plans or policies related to energy conservation

#### Greenhouse Gases and Climate Change (including Sea Level Rise)

- Potential increase in net and per-capita CO<sub>2</sub> emissions from on-road mobile sources
- Potential vulnerability of land uses and transportation network to sea-level rise
- Potential conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases

#### Noise

- Potential exposure to construction, highway, transit noise levels or ground borne vibration in excess of established standards

#### Geology and Seismicity

- Potential increase in exposure of people or structures to the risk of property loss, injury, or death involving: rupture of a known earthquake fault; strong seismic ground shaking; and/or seismic-related ground failure
- Potential soil erosion or topsoil loss
- Potential location of projects on: a geologic unit or soil that is unstable or would become unstable as a result of the project; on expansive soils; or on weak, unconsolidated soils

#### Water Resources

- Potential violation of water quality standards or waste or storm water discharge requirements
- Potential interference with or reduced rates of groundwater recharge due to increased amount of impervious surfaces
- Potential erosion by altering the existing drainage patterns of a site

- Potential increase in non-point pollution of storm water runoff
- Potential increases in rates and amounts of runoff due to additional impervious surfaces
- Potential placement of structures within a 100-year flood hazard area which would impede or redirect flows
- Potential exposure of people to significant risk of loss, injury, or death involving flooding, seiche, tsunami, or mudflow

#### Biological Resources

- Potential adverse effect on sensitive or special-status species
- Potential adverse effect on riparian habitat, protected wetlands, or other sensitive natural community
- Potential interference with the movement of any native resident, migratory fish, or wildlife species
- Potential conflict with adopted local conservation policies

#### Visual Resources

- Potential adverse effect on scenic vistas
- Potential damage to scenic resources within a scenic highway,
- Potential degradation of existing visual character
- Potential creation of a new source of substantial light or glare

#### Cultural Resources

- Potential adverse change or damage to the significance of a historic resource, unique archaeological resource, and/or a unique paleontological resource/site
- Potential disruption of any human remains

#### Public Utilities

- Potential adverse effect on water supply, wastewater/storm water facilities, and solid waste

#### Growth-Inducing Impacts

- Potential direct or indirect substantial, unanticipated increases in population beyond those currently projected

Impact categories not specifically addressed in this EIR include hazardous materials, public services, recreation and mineral resources because no significant impacts of regional importance are expected to occur in these areas. These impact areas will be addressed in project-specific environmental documents.

#### **PROPOSED PROJECT AND ALTERNATIVES TO BE ANALYZED IN THE EIR**

The proposed Project and preliminary draft alternatives that may be evaluated in this EIR are described below. MTC will use the latest planning assumptions in the EIR analysis, as well as the same regional growth control totals of 1,120,000 new people, 2,147,000 new jobs, and 660,000 new housing units except for Alternative 4 (see Alternative 4 for details). It is

important to note that more precise definitions of the alternatives, or new alternatives, will likely emerge as the EIR scoping and preparation process evolves.

### **Alternative 1 – No Project**

CEQA requires the evaluation of a No Project alternative. The No Project alternative addresses the effect of not implementing Plan Bay Area as required by Section 15126.6(e) (2) of the CEQA Guidelines. It includes “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (CEQA Section 15126.6(e) (2)). The No Project alternative allows decision-makers to compare the impacts of approving the proposed Project with the impacts of not approving the proposed Project.

For purposes of this EIR, the No Project alternative consists of two elements: (a) the existing 2010 land uses plus continuation of existing land use policy as defined in adopted general plans, zoning ordinances, etc. from all jurisdictions in the region and (b) the existing 2010 transportation network plus a set of highway, transit, local roadway, bicycle and pedestrian projects that have either already received funding or are scheduled for funding and have received environmental clearance by May 1, 2011.

### **Alternative 2 – Jobs-Housing Connection (Proposed Project)**

The Jobs-Housing Connection alternative is the proposed Project, as approved by ABAG and MTC on May 17, 2012. This alternative lays out a land use pattern that is structured around four key elements: (1) over 200 locally selected Priority Development Areas (PDAs) that support job growth and accessibility as well as housing diversity and affordability, (2) the region’s core transit network, (3) the Bay Area’s network of open spaces and conservation land, including 100 Priority Conservation Areas (PCAs), and (4) a network of complete communities in which each community is supported by the appropriate services and amenities. To distribute future growth, regional growth factors were applied to address the changing economic, demographic and housing needs of the region.

- **Employment Distribution:** The approach for distributing new employment growth accounts for job growth by sector and is linked to transit infrastructure. Local planning and economic analysis regarding growing industries in the Bay Area informed focused growth in PDAs. Knowledge-sector jobs (such as information technology companies, legal or engineering firms, and biotechnology firms) are expected to grow based on current concentrations, specialization, and past growth as well as transit services and access. Population-based jobs (such as retail, stores, or restaurants) are expected to grow in a manner reflecting the distribution of future household growth. All other jobs (such as government, agriculture and manufacturing) are expected to grow according to the existing distribution of jobs in each of these sectors.
- **Housing Distribution:** The strategy for locating new housing begins with local plans at the county, city, and PDA levels. Housing growth in each place was then adjusted to ensure that regional goals were advanced based on five regional growth factors: (1) level of transit service, (2) vehicle-miles traveled per household, (3) employment by 2040, (4) low-wage workers commuting from outside each place, and (5) housing value.

More housing growth was directed to locations near transit, jobs, and high-quality services.

As a result, PDAs are proposed to absorb about 80 percent of new housing and 66 percent of new jobs on about five percent of the total regional land area. Regional centers in Oakland, San Francisco, and San Jose account for about 14 percent of new housing and 17 percent of job growth. Medium size cities also play an important role by adding a mix of new housing, employment, and services in strategic locations. About 99 percent of the region's open space and agricultural land are retained and North Bay counties take a very small share of growth. Napa and Marin counties account for about 1 percent of each of the total regional housing growth and Sonoma and Solano, 5 and 3 percent, respectively.

The transportation investment strategy for the Jobs-Housing Connection alternative is financially constrained (as required by federal and state planning regulations) to the \$277 billion in federal, state, regional and local revenues forecasted to be reasonably available to the Bay Area over the next 28-years. Of the \$277 billion in revenues, 88 percent of the revenue (\$244 billion) is directed towards maintaining and operating the existing transit, roads and bridges, while the remaining 12 percent goes to transit and road expansions. Key new commitments funded with the \$56 billion (out of \$277 billion) in discretionary funds include:

- \$700 million towards Climate Policy Initiatives (such as clean vehicles, smart driving, carsharing, vanpools, etc.)
- \$24 billion towards maintaining existing pavement conditions for local streets and roads, highest-rated transit assets, and bridges, as well as fully funding operating needs for existing transit services
- \$14 billion towards the OneBayArea Grant framework that rewards jurisdictions that produce housing near transit, support planning efforts for transit-oriented development in PDAs, and support Priority Conservation Areas (PCAs)
- \$8 billion towards implementation of high-performing, cost-effective transportation projects, which includes the next generation of capital transit investments
- \$3 billion towards the Regional Express Lanes Network, San Francisco Pricing Program, and MTC's Freeway Performance Initiative
- \$500 million towards MTC's Transit Performance Initiative

### **Alternative 3 – Lower Concentrations of PDA Growth**

This alternative creates alternative land use patterns to that proposed in the Jobs-Housing Connection by lowering concentrations of PDA growth. This alternative will examine land uses surrounding transit-rich or other transit services that were not proposed by local government through the PDA process. Land use policy levers such as upzoning, incentives, fees, and growth boundaries will be considered to allow us to test the effects of placing growth in these areas.

The Lower Concentrations of PDA Growth alternative builds from the No Project alternative, and uses the same transportation investment strategy as contained in Alternative 2. The upzoning policy will be applied in transit-rich areas. For all other areas, assumptions based on the adopted general plan and zoning policies will remain unchanged. This alternative also

assumes tighter compliance of adopted urban growth boundaries (or similar urban service or limit lines) as defined by local jurisdictions as a means to further constrain greenfield development.

#### **Alternative 4 – Eliminate Inter-Regional Commuting**

This alternative assumes that all Bay Area jobs will be filled by Bay Area workers (thereby eliminating in-commuting from neighboring regions). This alternative will test different ways to accommodate this in-commute growth.

This alternative tests a modified transportation investment strategy, which is different from the approved transportation investment strategy reflected in Alternatives 2 and 3. The modification redirects about \$6 billion in discretionary funding to increase transit service. The transit service to be implemented in this alternative is informed by Comprehensive Operations Analyses (COAs). These COAs were completed by major transit operators in San Francisco (i.e., Municipal Transit Authority) and Santa Clara County (i.e., Valley Transportation Authority), or conducted by MTC for the Inner East Bay (i.e., BART and AC Transit) as part of its Transit Sustainability Project. In addition, this alternative will not reflect the full implementation of the Regional Express Lanes network. It includes only projects that convert existing high-occupancy vehicle (HOV) lanes into high-occupancy toll (HOT) lanes.

#### **Alternative 5 – Environment, Equity and Jobs**

This alternative is proposed for evaluation in this EIR by various Bay Area equity stakeholders. This alternative seeks to carry out two objectives: (a) provide affordable housing in job-rich communities, and (b) maximize transit services by restoring transit service cuts made after 2005. Land use policies such as upzoning, incentives and fees will be applied in this alternative as a means to provide more affordable housing in high job accessibility areas. This alternative also assumes tighter compliance with adopted urban growth boundaries (or similar urban service or limit lines) as defined by local jurisdictions as a means to further constrain greenfield development.

This alternative tests a modified transportation investment strategy. This alternative redirects about \$6 billion in discretionary funding towards restoring transit bus service to 2005 levels, and includes the latest 2010 rail network and transit capital expansion projects identified in the approved transit investment strategy from Alternative 2. The Regional Express Lanes Network contemplated in Alternative 4 will also be the same for this alternative.

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July 11, 2012

Ashley Nguyen, EIR Project Manager  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607-4700  
anguyen@mtc.ca.gov

**SUBJECT: Comments on Notice of Preparation of a Draft Environmental Impact Report for Plan Bay Area**

Dear Ms. ~~Nguyen~~ *Ashley*:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for Plan Bay Area. Plan Bay Area will guide transportation investment in the nine-county San Francisco Bay Area for the next 28 years and will serve as the updated Regional Transportation Plan (RTP). In addition, this is the first EIR for an RTP that will include a Sustainable Communities Strategy (SCS), the long range land use companion to the RTP's transportation investments, as required by SB 375.

We have reviewed the NOP and submit the following comments:

1. While the primary purpose of SB 375 is to integrate land use and transportation planning to help lower Greenhouse Gas (GHG) emissions and vehicle miles travelled through the development of a SCS, there are other goals and mandates that should be considered in the EIR. These include the region's commitment to Fix It First and congestion relief. In this regard, the EIR should consider level of service for all modes in addition to vehicle miles traveled.
2. The EIR is intended to include appropriate land use and transportation information in the Plan and EIR so that lead agencies and local jurisdictions can use SB 375 CEQA streamlining provisions. Providing CEQA streamlining provisions is critical to the implementation success of the SCS. Alternatives that test various land use designations, densities, building intensities, and applicable policies should ensure that assumptions tested are consistent with local policies and can be implemented and that adequate resources are identified for local agencies to plan, design and construct land use and transportation improvements. It should also consider the CEQA streamlining of non-residential uses as well as residential land uses.
3. The EIR should include two additional alternatives. One that reflects current local general plans and current regional growth trends. This alternative should be tested with the preferred transportation investment strategy both with and without the recommended

climate policy initiatives. This alternative would better assess what would happen if the currently adopted preferred scenario is not able to be implemented for any reason, such as the economy. A second alternative that should be considered is a realistic jobs scenario to test what would happen if the economy recovers more slowly than is assumed in the currently adopted preferred scenario.

4. Because the Plan will direct land use development, including uses that generate or consume local tax revenues, the DEIR should consider impacts to public finances and other public services, such as schools, sewers, fire and police, that are funded by those local tax revenues.
5. The EIR Alternatives analyzed should be feasible as required by SB 375 and comparable to the Project Alternative. Alternatives #4 (Enhanced Network of Communities) and #5 (Environment, Equity and Jobs) contain elements should be carefully considered as to whether they are feasible, such as “zeroing out the in-commute,” and assuming low income populations do not need roadway and transit improvements in outlying areas, and assuming that highway funding sources can be transferred and applied to transit projects.
6. The EIR should address how transit will be supported by the Express Lane network.
7. Alameda CTC supports the tiering aspect of the EIR and have heard from our local jurisdictions that being able to tier from the EIR in the following three areas are important:
  - a. Air Quality: particularly for toxins and pollutants that occur during construction of projects, regional mitigation measures or other findings to support local the construction and short term impact of projects are needed.
  - b. Greenhouse gas reductions: the region should consider investigating the feasibility of developing a regional carbon credit bank to address greenhouse gas impacts.
  - c. Traffic: local jurisdictions could benefit from a regionwide trips generated approach similar to the approach being explored in San Francisco’s Automobile Trips Generated study and included conceptually in Alameda CTC’s 2011 Congestion Management Program. Such a program could be developed in a way that allows jurisdictions to opt in and would allow developers to pay a fair share towards a project’s impacts.
8. Mitigation measures in the EIR should consider ways to encourage development through the use of more positive incentives than negative ones. Fees and subsidies, especially for non-residential uses, can serve as disincentives to attracting jobs, which are critical to the region’s economic development. Any additional fees and subsidies should consider local policies. Mitigation measures should also include the continuation of supportive regionwide Transportation Demand Management strategies and address efficient delivery of goods to and from PDAs.



Thank you again for the opportunity to comment on this important NOP. Please feel free to contact me at 510/208-7405 if you have any questions.

Sincerely,

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

Beth Walukas  
Deputy Director of Planning

Cc: Alameda CTC Board of Directors  
Art L. Dao, Executive Director  
Steve Heminger, MTC Executive Director  
Ezra Rapport, ABAG Executive Director

File: CMP – Environmental Review Opinions – Responses – 2012/13  
RTP/Comments



## Plan Bay Area EIR Alternatives

| EIR Alternative   | Land Use Assumptions   | Proposed Transportation Network  |
|---|--|--|
| <p>Alternative 1</p> <p><b>No Project</b></p>   | <p>Existing 2010 land uses plus continuation of existing land use policy as defined in adopted general plans, zoning ordinances, etc., from all jurisdictions.</p>   | <p>Existing 2010 transportation network plus a set of highway, transit local roadway, bicycle and pedestrian projects that have already received funding or are scheduled for funding and have received environmental clearance by May 1, 2011.</p>  |
| <p>Alternative 2</p> <p><b>Jobs Housing Connection</b></p> <p><b>(Proposed Project)</b></p> | <p>Over 200 locally selected Priority Development Areas (PDAs) that support job growth and accessibility, and housing diversity and affordability.</p> <p>Bay Area's network of open spaces and conservation land including 100 Priority Conservation Areas (PCAs).</p> <p>Network of complete communities in which each community is support by the appropriate services and amenities.</p> | <p>Transportation investment strategy is financial constrained, including following:</p> <ul style="list-style-type: none"> <li>○ Climate Policy Initiative;</li> <li>○ Maintaining existing pavement for streets and roads, highest rated transit assets and bridges, and fully fund operating needs for existing transit services (region's core transit network);</li> <li>○ One Bay Area Grant framework to reward producing housing near transit, and support planning in PDAs and PCAs;</li> <li>○ Implement high performing, cost effective transportation projects;</li> <li>○ Regional Express Lanes Network, MTC's Freeway Performance Initiative, and</li> <li>○ MTC's Transit Performance initiative.</li> </ul> |

Source: Plan Bay Area Notice of Preparation for Draft EIR, MTC and ABAG , June 6, 2012

| <b>EIR Alternative</b>                                     | <b>Land Use Assumptions</b>  | <b>Proposed Transportation Network</b>  |
|--|--|---|
| Alternative 3<br><b>Lower Concentrations of PDA Growth</b> | Land uses surrounding transit-rich or other transit services not proposed by local government through the PDA process. Includes policy levers like upzoning in transit-rich areas, incentives and fees. Assumptions in other areas are based on adopted general plan and zoning policies.<br><br>Tighter compliance of adopted urban growth boundaries or urban limit lines. | Same transportation investment strategy as that in Alternative 2.   |
| Alternative 4<br><b>Eliminate Inter-Regional Commuting</b> | Assumes all Bay Area jobs will be filled by Bay Area workers and eliminates in-commuting from neighboring regions. It is the only alternative with higher growth totals.   | Modified transportation investment strategy. Redirect about \$6 billion in discretionary funding to increase transit service.<br><br>Does not fully implement Regional Express Lanes network – only those projects that convert existing high occupancy vehicle lanes into high occupancy toll lanes.   |
| Alternative 5<br><b>Environment, Equity and Jobs</b>       | Provide affordable housing in job-rich communities.<br><br>Includes land use policies such as upzoning, incentives and fees as a means to provide more affordable housing in high job accessibility areas.<br><br>Tighter compliances with adopted urban growth boundaries or urban limit lines to constrain Greenfield development.   | Modified transportation investment strategy. Redirects \$6 billion in discretionary funding towards maximizing transit services by restoring transit service cuts made after 2005.<br><br>Includes latest 2010 rail network and transit capital expansion projects in approved transit investment strategy from Alternative 2.<br><br>Includes Regional Express Lanes Network in Alternative 4. |

Source: Plan Bay Area Notice of Preparation for Draft EIR, MTC and ABAG , June 6, 2012

TABLE 1

| <i><b>Dates</b></i>      | <i><b>EIR Milestones</b></i>  |
|--------------------------|---|
| June 8                   | Present Draft Alternatives for review by Joint MTC Planning/<br>ABAG Administrative Committees  |
| June 11                  | Release Notice of Preparation for 30-Day Public Review Period<br>(Comment Period: June 11, 2012 – July 11, 2012)  |
| June                     | Hold Regional Scoping Meetings <ul style="list-style-type: none"> <li>• June 20 – Oakland</li> <li>• June 21 – San Jose</li> <li>• June 26 – San Francisco</li> <li>• June 27 – San Rafael</li> </ul> |
| July 13                  | Present Final Alternatives for review by Joint MTC Planning/ABAG<br>Administrative Committees and recommendation to the Commission and<br>ABAG Executive Board  |
| July 19                  | Commission and ABAG Executive Board approve Final EIR Alternatives  |
| July - December          | Prepare Draft EIR   |
| December 14              | Release Draft EIR for 45-Day Public Review Period by Joint MTC Planning/<br>ABAG Administrative Committees<br>(Comment Period: December 14, 2012 – January 31, 2013)                                  |
| January 2013             | Hold Public Hearings on Draft Plan and Draft EIR  |
| February –<br>March 2013 | Prepare Final EIR (includes Response to Comments)   |
| April 2013               | Commission and ABAG Executive Board Certify Final EIR and Adopt<br>Final Plan   |

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## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Approval of Resolutions of Local Support for Approved Lifeline Funding for Community-based Transportation Plan Updates

### Recommendation

It is recommended the Commission approve the attached resolutions of local support for the \$475,000 of Cycle 3 Lifeline Transportation Program funding approved by the Commission in May 2012.

This item was unanimously approved by the Programs and Projects Committee at its meeting on July 9, 2012.

### Summary

A final Cycle 3 Lifeline Transportation Program was approved by the Commission on May 24, 2012. The approved program included up to \$475,000 for the Alameda CTC to update Alameda County's existing Community-based Transportation Plans (CBTPs). All projects approved for funding are required to approve a Lifeline resolution of local support committing to provide the required 20 percent local match. Additionally, all projects approved for STP funding are required to also approve MTC's standard STP/CMAQ resolution of local support.

### Information

Lifeline projects are to be derived from one of the five Alameda County Community-based Transportation Plans (CBTPs) or may apply findings from one or more of the CBTPs (or other eligible plan with focused outreach to low-income residents) to another low-income area. For Cycle 3, MTC also allowed for the programming of Lifeline STP funds to be programmed to update completed CBTPs. Alameda County's five CBTPs were completed between 2004 and 2009.

| Completed CBTPs in Alameda County                           | Year Completed |
|---|----------------|
| Central Alameda County (Cherryland, Ashland, South Hayward) | 2004           |
| West Oakland  | 2006           |
| Central and East Oakland                                    | 2007           |
| West Berkeley   | 2007           |
| Alameda   | 2009           |

MTC requires a minimum 20 percent local match for all Lifeline projects (unless a specific fund source requires a higher match). The \$119,000 required local match for the CBTP updates is currently included in the proposed budget for all planning activities that are to be performed by the Alameda CTC.

**Next Steps**

The resolution of local support will be provided to MTC upon approval.

**Attachments**

Attachment A: Resolution 12-0029, Lifeline Program Resolution of Local Support

Attachment B: Resolution 12-0030, STP/CMAQ Resolution of Local Support





**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
Resolution No. 12-0029**

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

**Commission Vice Chair**  
Scott Haggerty, Supervisor – District 1

**AC Transit**  
Greg Harper, Director

**Alameda County**  
Supervisors  
Richard Valle – District 2  
Wilma Chan – District 3  
Nate Miley – District 4  
Keith Carson – District 5

**BART**  
Thomas Blalock, Director

**City of Alameda**  
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

**Resolution of Local Support  
Lifeline Transportation Program Funding**

**Authorizing the filing of an application for federal funding through MTC's Lifeline Transportation Program and committing the necessary non-federal match and stating the assurance to complete the project**

**WHEREAS**, the Metropolitan Transportation Commission (MTC) has established a Lifeline Transportation Program to assist in funding projects that 1) are intended to result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, 2) are developed through a collaborative and inclusive planning process and 3) are proposed to address transportation gaps and/or barriers identified through a substantive community-based transportation plan or are otherwise based on a documented assessment of needs; and

**WHEREAS**, MTC has adopted principles, pursuant to MTC Resolution No. 4033, to guide implementation of the Lifeline Transportation Program for the three year period from Fiscal Year 2010-11 through Fiscal Year 2012-13, and has designated the County Congestion Management Agency (or another countywide entity) in each of the nine bay area counties to help with recommending project selections and project administration; and

**WHEREAS**, the Alameda County Transportation Commission (Alameda CTC) is the Congestion Management Agency in Alameda County and has been designated by MTC to assist with the Lifeline Transportation Program in Alameda County on behalf of MTC; and

**WHEREAS**, Alameda CTC's proposed project(s), described more fully on Attachment A to this Resolution, attached to and incorporated herein as though set forth at length, is consistent with the Lifeline Transportation Program goals as set out in MTC Resolution No. 4033; and

**WHEREAS**, Alameda CTC, after review, recommends the proposed project(s), described more fully on Attachment A to this Resolution, attached to and incorporated herein as though set forth at length, be funded in part under the Lifeline Transportation Program; and

**WHEREAS**, Alameda CTC agrees to meet project delivery and obligation deadlines, comply with funding conditions placed on the receipt of funds allocated to the Lifeline

Transportation Program, provide for the required local matching funds, and satisfy all other conditions set forth in MTC Resolution No. 4033; and

**WHEREAS**, Alameda CTC certifies that the project(s) and purpose(s) for which funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 1500 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et seq. and the applicable regulations thereunder; and

**WHEREAS**, there is no legal impediment to Alameda CTC making the funding request; and

**WHEREAS**, there is no pending or threatened litigation which might in any way adversely affect the ability of Alameda CTC to deliver the proposed project(s) for which funds are being requested, now therefore be it

**RESOLVED**, that Alameda CTC requests that MTC program funds available under its Lifeline Transportation Program, in the amounts requested for which Alameda CTC is eligible, for the project(s) described in Attachment A of this Resolution; and be it further

**RESOLVED**, that staff of Alameda CTC shall forward a copy of this Resolution, and such other information as may be required, to MTC and such other agencies as may be appropriate.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, July 26, 2012 in Oakland, California, by the following vote:

AYES:            NOES:            ABSTAIN:            ABSENT:

SIGNED:

ATTEST:

\_\_\_\_\_  
Mark Green, Chairperson

\_\_\_\_\_  
Vanessa Lee, Clerk of the Commission



**ALAMEDA COUNTY TRANSPORTATION COMMISSION  
Resolution No. 12-0030**

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

**Commission Vice Chair**  
Scott Haggerty, Supervisor – District 1

**AC Transit**  
Greg Harper, Director

**Alameda County**  
Supervisors  
Richard Valle – District 2  
Wilma Chan – District 3  
Nate Miley – District 4  
Keith Carson – District 5

**BART**  
Thomas Blalock, Director

**City of Alameda**  
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

**Authorizing the filing of an application for federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) funding and committing the necessary non-federal match and stating the assurance to complete the project**

**WHEREAS**, Alameda County Transportation Commission (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for \$475,000 in funding from the federal Surface Transportation Program (STP) and/or Congestion Mitigation and Air Quality Improvement (CMAQ) program for the Update of Community-based Transportation Plans (herein referred to as PROJECT) for the MTC Resolution, No. 3925, New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming (herein referred to as PROGRAM); and

**WHEREAS**, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) (Public Law 109-59, August 10, 2005) authorized the Surface Transportation Program (23 U.S.C. § 133) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) through September 30, 2009; and

**WHEREAS**, SAFETEA has been extended through March 31, 2012 pursuant to Public Law 112-30, and may be subsequently extended pending enactment of successor legislation for continued funding; and

**WHEREAS**, pursuant to SAFETEA, and the regulations promulgated thereunder, eligible project sponsors wishing to receive federal Surface Transportation Program and/or Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funds for a project shall submit an application first with the appropriate Metropolitan Planning Organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

**WHEREAS**, the Metropolitan Transportation Commission (MTC) is the MPO for the nine counties of the San Francisco Bay region; and

**WHEREAS**, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of STP/CMAQ funds; and

**WHEREAS**, APPLICANT is an eligible project sponsor for STP/CMAQ funds; and

**WHEREAS**, as part of the application for STP/CMAQ funding, MTC requires a resolution adopted by the responsible implementing agency stating the following:

1. the commitment of necessary local matching funds of at least 11.47%; and
2. that the sponsor understands that the STP/CMAQ funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional STP/CMAQ funds; and
3. that the project will comply with the procedures specified in Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
4. the assurance of the sponsor to complete the project as described in the application, and if approved, as included in MTC's TIP; and
5. that the project will comply with all the project-specific requirements as set forth in the PROGRAM.; and
6. that the project (transit only) will comply with MTC Resolution No. 3866, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region.

**NOW, THEREFORE, BE IT RESOLVED** that the APPLICANT is authorized to execute and file an application for funding for the PROJECT under the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) of SAFETEA, any extensions of SAFETEA or any successor legislation for continued funding ; and be it further

**RESOLVED** that the APPLICANT by adopting this resolution does hereby state that:

1. APPLICANT will provide \$119,000 (20 percent) in non-federal matching funds; and
2. APPLICANT understands that the STP/CMAQ funding for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional STP/CMAQ funding; and
3. APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised); and
4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the MTC federal TIP; and
5. APPLICANT (for a transit project only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and
6. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and therefore be it further

**RESOLVED** that APPLICANT is an eligible sponsor of STP/CMAQ funded projects; and be it further **RESOLVED** that APPLICANT is authorized to submit an application for STP/CMAQ funds for the PROJECT; and be it further

**RESOLVED** that there is no legal impediment to APPLICANT making applications for the funds; and be it further

**RESOLVED** that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

**RESOLVED** that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for STP/CMAQ funding for the PROJECT as referenced in this resolution; and be it further

**RESOLVED** that a copy of this resolution will be transmitted to the MTC in conjunction with

the filing of the application; and be it further

**RESOLVED** that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's TIP.

**DULY PASSED AND ADOPTED** by the Alameda CTC at the regular Commission meeting held on Thursday, July 26, 2012 in Oakland, California, by the following vote:

AYES:            NOES:            ABSTAIN:            ABSENT:

SIGNED:

ATTEST:

---

**Mark Green, Chairperson**

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**Vanessa Lee, Clerk of the Commission**

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## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Review of Vehicle Registration Fee (VRF) Transportation Technology Program**

### Recommendation

This is an information item. No action is requested.

### Summary

The goal of the VRF program is to sustain the County's transportation network and reduce traffic congestion and vehicle related pollution. The program includes four categories of projects to achieve this, including:

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

At the June 2012 meeting ACTAC requested additional information on the Local Transportation Technology Program component.

### Background

The East Bay SMART Corridors program is a cooperative effort by the Alameda County Transportation Commission (Alameda CTC) and 17 other partner agencies to operate and manage a multi-modal Advanced Transportation Management System (ATMS) to support four field elements:

- Closed Circuit Television (CCTV),
- Non-Intrusive Vehicle Detection System (VDS),
- Transit Priority equipment (Brand Opticom), and
- Communication link to the Tri-Valley Region

These field elements are located on, or connect to, the following four corridors:

- Interstate 80 /San Pablo Avenue Corridor,
- Interstate 880 Corridor,
- International Boulevard/Telegraph Avenue/East 14<sup>th</sup> Street (INTEL) Corridor, and
- Interstate 580/680 Tri-Valley Corridor

The data from the field elements are connected to a centralized server through leased AT&T Calnet T1 wire-lines, AT&T wireless communication modems and through local Traffic

Management Centers (TMC). The exception is the Tri-Valley corridor where the cities of Dublin, Livermore and Pleasanton maintain all their own field elements and the East Bay SMART Corridor accesses this data through a leased AT&T Opteman wire-line so it can be displayed on the East Bay SMART Corridor website (<http://www.smartcorridors.com/accma/>). Attachment A details field elements at an intersection and how the communication links are made to the co-location facility.

To maintain, operate and repair these field elements, communications lines, power, and a centralized server site requires the following funding:

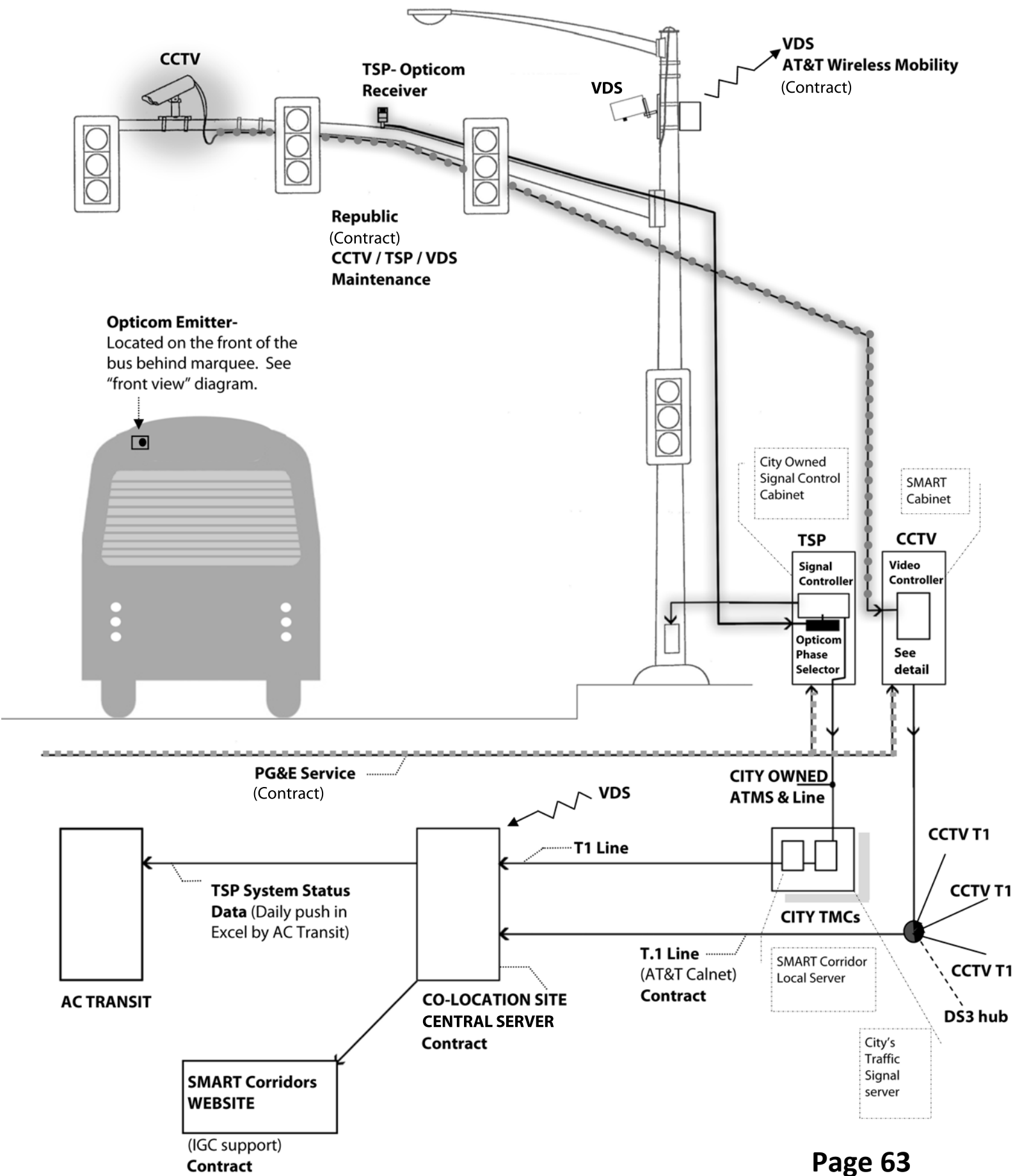
| <b>Project Component</b>              | <b>Budget for<br/>FY 11/12 &amp; 12/13</b> |
|---------------------------------------|--|
| Corridor Communications Costs         | \$ 627,548                                 |
| Tri-Valley Communications Cost        | \$ 95,400                                  |
| Rehabilitation of Field Devices       | \$ 466,697                                 |
| PG&E Power                            | \$ 108,912                                 |
| Central Server                        | \$ 225,012                                 |
| Software/website Management & Support | \$ 114,480                                 |
| Field ATMS Maintenance                | \$ 501,656                                 |
| I-680 Express Lane Support            | \$ 100,000                                 |
| Legal Costs                           | \$ 9,600                                   |
| Project Support Costs                 | \$ 179,520                                 |
| <b>TOTAL</b>                          | <b>\$ 2,428,825</b>                        |

#### **Attachments**

Attachment A: East Bay SMART Elements & Communications



CCTV / TSP / Controller / Cabinet Location Detail



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## **Memorandum**

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Review of California Transportation Commission (CTC) June 2012 Meeting Summary**

### **Recommendations:**

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

### **Background:**

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

The June 27, 2012 CTC meeting is scheduled to be held at Ontario, CA. There are four (4) items on the agenda pertaining to Projects / Programs within Alameda County (Attachment A).

### **Attachments:**

Attachment A: June CTC Meeting Summary for Alameda County Projects /Programs

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**June 2012 CTC Summary for Alameda County Projects/ Programs**

| <b>Sponsor</b> | <b>Program / Project</b>  | <b>Item Description</b>                        | <b>CTC Action / Discussion</b> |
|----------------|---|--|--------------------------------|
| Alameda CTC    | State Transportation Improvement Program (STIP) / Planning Programming Monitoring (PPM)   | Allocation of \$1.56 Million PPM funds         | Approved                       |
| MTC            | Corridor Mobility Improvement Account (CMIA) Program / Freeway Performance Initiative - Traffic Operation Systems (TOS) and Ramp Metering on I-680 between AutoMall and Mission | Allocation of \$7.0 Million for CON phase      | Approved                       |
| Alameda CTC    | Traffic Congestion Relief Program (TCRP) / I-680 Sunol Grade NB & SB HOV Lane Phase Project   | Allocation of \$10.0 Million for CON Phase     | Approved                       |
| Caltrans       | Interregional Transportation Improvement Program (ITIP) / Oakland to San Jose Track Improvement Program Project   | 12 Month Project Allocation Deadline Extension | Approved                       |

[http://www.dot.ca.gov/hq/transprog/ctchbooks/2012/0612/000\\_Timed.pdf](http://www.dot.ca.gov/hq/transprog/ctchbooks/2012/0612/000_Timed.pdf)

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## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Approval of I-Bond Project Funding Plan Revisions and Amendments to Professional Service Agreements**

### Recommendation

It is recommended that the Commission approve the following actions related to the capital projects being implemented by the Alameda CTC and funded, in part, by Proposition 1B infrastructure bonds (I-Bonds) approved by California voters in 2006:

1. Allocation of the remaining 2000 Measure B Programmed Balance of \$2.132 million for the I-580 Corridor/BART to Livermore Studies Project (Project No. ACTIA 26) and authorization to make the allocated funds available for encumbrance and subsequent expenditure on eligible costs related to project development closeout, construction phase support and project closeout costs for I-Bond projects in the I-580 corridor;
2. Authorization to make \$1.429 million of 2000 Measure B capital funds allocated, but not yet encumbered, for the I-580/Isabel Avenue (Route 84) Interchange Project (Project No. ACTIA 23) available for encumbrance and subsequent expenditure on eligible costs related to project development closeout, construction phase support and project closeout costs for I-Bond projects in the I-580 corridor;
3. Approval to program \$4.439 million of CMATIP funding to a new CMATIP project titled, "I-Bond Project Development Closeout, Construction Phase Support and Project Closeout," and to make the CMATIP funds available for encumbrance and subsequent expenditure on eligible costs related to project development closeout, construction phase support and project closeout costs;
4. Authorization for the Executive Director, or designee of the Executive Director, to execute amendments to existing professional service agreements, interagency agreements, staff budgets, and other encumbrances related to project development closeout, construction phase support and project closeout costs for a cumulative amount not to exceed \$8 million, i.e. the amount of additional funding approved by these recommended actions;

5. Approval to maintain the existing effective dates of eligibility for any amendments to existing professional service agreements, inter-agency agreements, staff budgets, and other encumbrances authorized by these recommended actions; and
6. Approval to place the highest priority for programming during the 2014 State Transportation Improvement Program (STIP) programming cycle on a capital project to be determined by the Alameda CTC for a programmed amount up to \$8 million, i.e. the amount of additional local funding for the I-Bond projects approved by these recommended actions.

These actions were approved unanimously by the Programs and Projects Committee at its meeting on July 9, 2012.

### **Summary**

The Alameda CTC is responsible for the project development and right of way phases of several capital projects in the I-580, I-80, and I-880 corridors funded, in part, by the infrastructure bond proceeds authorized by Proposition 1B approved by the California voters in 2006 (commonly referred to as “I-Bond” funding). In the I-80 corridor, the Alameda CTC is also implementing the construction phase for some of the six sub-projects included in the overall I-80 Integrated Corridor Mobility Project. The I-Bond funding is reserved for the construction support and capital phases, so the Alameda CTC must identify local funding to complete the pre-construction phases and to provide support during the construction phase and project closeout.

The I-Bond funded projects being implemented by the Alameda CTC include funding from three different bond accounts authorized by Prop 1B: 1) The Corridor Mobility Improvement Account (CMIA), 2) The Traffic Light Synchronization Program (TLSP), and 3) The Trade Corridor Improvement Fund (TCIF). The requirements for the CMIA and TLSP funds include a deadline for the award of a construction contract by December, 2012. The award deadline for the TCIF funding is one year later in December, 2013.

A portion of the allocation of \$2.132 million of 2000 Measure B capital funding from the Measure B Programmed Balance of the I-580 Corridor/BART to Livermore Studies Project (Project No. ACTIA 26) is sooner than reflected in the 2000 Measure B Capital Project Allocation Plan approved with the FY 2012/13 Measure B Capital Program Strategic Plan Update approved in June, 2012. The Allocation Plan shows \$1.132 million of the remaining Measure B Programmed Balance in FY 2013/14. The timing of the expected drawdown of the Measure B funding is consistent with the 2000 Measure B Capital Program Financial Model used for program-wide cash management activities.

The I-580 Eastbound HOV Lane Project and the I-580 Westbound HOV Lane Project both include portions of I-580 within and adjacent to the I-580/ Isabel Avenue (Route 84) interchange area. The costs associated with the I-580 projects are considered eligible for the \$1.429 million of 2000 Measure B capital funding from the I-580/Isabel Avenue (Route 84) Interchange Project (Project No. ACTIA 23) due to the connection to the interchange. The Total 2000 Measure B Commitment to Project No. ACTIA 23 is \$26.529 million which has all been allocated. Only \$25.1 million of the allocated funds for Project No. ACTIA 23 has been encumbered for



expenditure on Project No. ACTIA 23, and the project is complete and being closed out with savings anticipated from the encumbered amount.

Table 1 below summarizes the I-Bond funded projects for which the Alameda CTC is responsible for implementing certain project phases.

| <b>Table 1: Alameda CTC I-Bond Funded Capital Projects</b>  |   |                                  |                           |
|---|---|----------------------------------|---------------------------|
|   | <b>Project</b>  | <b>Construction Capital Cost</b> | <b>Total Project Cost</b> |
| 1   | I-580 Eastbound HOV Lane - Segments 1 & 2 (Complete) (CMIA)                                       | \$ 77,613,000                    | \$ 96,166,000             |
| 2   | I-580 Eastbound HOV Lane - Segment 3 (CMIA)   | \$ 32,853,000                    | \$ 41,963,000             |
| 3   | I-580 Westbound HOV Lane – East Segment (CMIA)  | \$ 73,806,000                    | \$ 101,796,000            |
| 4   | I-580 Westbound HOV Lane – West Segment (CMIA)  | \$ 61,100,000                    | \$ 68,300,000             |
| 5   | I-80 Integrated Corridor Mobility Project (CMIA and TLSP)   | \$ 72,000,000                    | \$ 95,055,000             |
| 6   | I-880 Safety and Operational Improvements at 23 <sup>rd</sup> and 29 <sup>th</sup> Avenues (TCIF) | \$ 71,642,000                    | \$ 100,780,000            |
| 7   | I-880 Southbound HOV Lane – North Segment (CMIA)  | \$ 32,000,000                    | \$ 44,410,000             |
| 8   | I-880 Southbound HOV Lane – South Segment (CMIA)  | \$ 52,500,000                    | \$ 69,558,000             |
| 9   | Route 84 Expressway – North Segment (CMIA)  | \$ 25,210,000                    | \$ 39,699,000             |
| 10  | Route 84 Expressway – South Segment (Developed with CMIA-funded North Segment)                    | \$ 49,852,000                    | \$ 82,717,000             |
|   | <b>Totals</b>   | <b>\$ 548,576,000</b>            | <b>\$ 740,444,000</b>     |
| <b>Notes:</b> <ol style="list-style-type: none"> <li>1) The costs shown are based on current estimates, including forecasts to complete, and are subject to change as the projects are transitioned into the construction phase.</li> <li>2) The costs shown do not include planned follow on landscaping project costs.</li> </ol> |   |                                  |                           |

The total costs for the projects shown in Table 1 above are segregated by project phase as follows (utility relocation support and capital costs are included in the right of way amounts):

|                            |                         |
|----------------------------|-------------------------|
| PE/Env Phase               | \$ 29.2 million         |
| Design Phase               | \$ 56.3 million         |
| Right of Way Support Phase | \$ 5.0 million          |
| Right of Way Capital Phase | \$ 31.3 million         |
| Construction Support Phase | \$ 70.0 million         |
| Construction Capital Phase | <u>\$ 548.6 million</u> |
| <b>Total</b>               | <b>\$ 740.4 million</b> |

The funding for the projects shown in Table 1 above includes the following I-Bond and other State funding used primarily for the construction support and capital phases:

|               |                         |
|---------------|-------------------------|
| I-Bond (CMIA) | \$ 324.0 million        |
| I-Bond (TLSP) | \$ 21.4 million         |
| I-Bond (TCIF) | \$ 73.0 million         |
| STIP – RIP    | \$ 54.7 million         |
| SHOPP         | \$ 62.0 million         |
| TCRP          | <u>\$ 11.1 million</u>  |
| <b>Total</b>  | <b>\$ 546.2 million</b> |

The existing funding (much of which has been expended) for the project development and right of way phases of the projects shown in Table 1 includes the following federal, state, regional and local funds:

|                         |                         |
|-------------------------|-------------------------|
| Federal - Earmarks/Demo | \$ 2.2 million          |
| Federal - CMAQ          | \$ 11.0 million         |
| State – STIP            | \$ 3.2 million          |
| State – SHOPP           | \$ 4.4 million          |
| Regional - RM2          | \$ 35.9 million         |
| Regional - TFCA         | \$ 1.2 million          |
| Local - 2000 Measure B  | \$ 40.4 million         |
| Local - CMA TIP         | \$ 10.3 million         |
| Local - Other           | <u>\$ 7.6 million</u>   |
| <b>Total</b>            | <b>\$ 116.2 million</b> |

The recommended actions would add \$8 million of additional funding to the amounts already identified for project development closeout, construction phase support and project closeout for the projects shown in Table 1 above. The project development closeout costs intended to be eligible for the additional funding include the costs to finalize the plans, specifications and estimates for advertisement, and costs related to support during the bidding period to move the project to the point of the award of a construction contract. The construction support phase includes design services during construction after award of the contract, and the project closeout costs include the costs required to close out the project such as final settlement of claims and extra work requests, right of way closeout, and costs related to closing out interagency agreements.

The recommended actions will make the additional \$8 million of 2000 Measure B and CMATIP funding available to any combination of the projects shown in Table 1 above with the following restrictions:

1. The \$3.561 million of additional 2000 Measure B funds from the Measure B commitments for Project No. ACTIA 23 and Project No. ACTIA 26 will be restricted to costs incurred for the projects shown in Table 1 in the I-580 corridor up to an aggregate amount not to exceed \$3.561 million;
2. The \$4.469 million of additional CMATIP funds will consist of the \$4.298 million currently included in the CMATIP as a “set aside for economic uncertainties,” plus \$0.171 million from the interest earned to date on the CMATIP balance; and
3. The additional CMATIP funds will be made available for eligible costs on any of the projects shown in Table 1 up to an aggregate amount not to exceed \$4.469 million.

The recommended additional local funding to complete the projects shown in Table 1 is offset by the recommendation to establish the highest priority in the 2014 STIP, or the next STIP cycle after 2014 which includes adequate programming capacity, for \$8 million of STIP-RIP funding to be programmed to a project selected by the Alameda CTC. The recommended priority is consistent with existing commitments of future STIP programming memorialized by Resolution and partially fulfilled in the 2012 STIP cycle.

## **Discussion or Background**

The Alameda CTC (ACCMA at the time) undertook the project development and right of way phases for the I-Bond funded projects in 2006, i.e. the same year that Prop 1B was approved by the voters. The I-Bond funding was reserved for the construction support and capital phases requiring project sponsors and implementing agencies to identify funding from locally programmed sources for project development and right of way activities.

The funding plans established at the outset of project development were limited by the availability of local funding, and it was anticipated that additional funding would need to be identified as project development and right of way activities progressed. The Alameda CTC worked with Caltrans, MTC and other funding partners to piece together project funding plans

with available federal, state, regional and local funds from a variety of sources (see list in “Summary” section above). The Alameda CTC has diligently pursued available funding to keep the projects on track in order to meet the Prop 1B contract award deadlines and to realize the benefits of the regionally significant capital improvements to be funded by the more than \$500 million of I-Bond and other State funding secured for the construction support and capital phases.

The I-80 and I-880 projects were identified as “emerging projects” and the Alameda CTC approved 2000 Measure B funding for these projects under Project No. ACTIA 27 from the Congestion Relief Emergency Fund established in the 2000 Measure B Transportation Expenditure Plan. The Alameda CTC also worked with local agencies impacted by the I-Bond projects to secure commitments of local funds as contributions to the large-scale, State Highway projects.

All of the CMIA-funded projects and the TLSP-funded project have reached the “Ready to List,” or RTL, milestone as determined by Caltrans, which has allowed for the California Transportation Commission (CTC) to allocate all of the I-Bond funds for the projects with a contract award deadline of December, 2012. The I-580 and I-880 contracts will be administered by Caltrans along with two of the contracts included in the I-80 corridor project. Each of the CMIA and TLSP projects are on schedule to meet the contract award deadline of December, 2012.

The TCIF-funded project in the I-880 corridor has an award deadline of December, 2013 (one year after the CMIA and TLSP award deadline). The I-880 Safety and Operational Improvements at 23<sup>rd</sup> and 29<sup>th</sup> Avenues Project, funded by the TCIF, is scheduled for RTL by the end of 2012, which will allow sufficient time for advertising and awarding the construction contract well in advance of the December, 2013 award deadline.

### **Fiscal Impact**

The recommended actions will result in up to \$8 million being encumbered and made available for subsequent expenditure on various I-Bond projects. The funding for the recommended actions is from sources administered by the Alameda CTC and is currently available for encumbrance and subsequent expenditure at the time needed for project delivery. The Alameda CTC capital projects budget will be updated as necessary as individual encumbrances are established per the recommended actions.



## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Safe Routes to School Program – Approval of Amendment No. 1 to the Alta Consulting Professional Services Agreement (Agreement # A11-0019)

### Recommendation

It is recommended that the Commission:

- Authorize the Executive Director to enter into a Memorandum of Understanding (MOU) with the City of San Leandro to provide funding for the Safe Routes to School services
- Approve an amendment to the current contract with Alta Planning and Design team (Agreement # A11-0019) to provide additional resources to expand the Alameda County Safe Routes to School Program to all schools in San Leandro.

This item was approved unanimously by the Programs and Projects Committee at its meeting on July 9, 2012.

### Background

Alameda County's Safe Routes to Schools Program (SR2S) is a countywide program that promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. As part of the Metropolitan Transportation Commission's new Climate Initiatives program, the 5-year-old Safe Routes to Schools Alameda County Program has expanded and will reach over 90 schools across the county this 2012-13 school year, reaching students from kindergarten through 12th grade.

The City of San Leandro is a recipient of a Caltrans Safe Routes to School Cycle 3 Non-infrastructure grant for conducting pedestrian and bicycles safety education, encouragement activities, and workshops for 10 elementary schools and 3 middle schools. The City's consultant, Safe Moves', will provide for student workshops, pedestrian/bicyclist safety rodeos, traffic skills course, and encouragement support. The City has requested that Alameda CTC amend the contract Countywide SR2S Program with the Alta Planning and Design (Agreement #A11-0019) for up to \$110,000 for additional services, for a total not to exceed contract amount of \$2,258,100. The City will be providing its own Measure B Bicycle and Pedestrian funds for this work and therefore will request Alameda CTC to directly debit the funds from their regular pass-through payments. The San Leandro City Council approved this item during its July 16, 2012 meeting to enter into a Memorandum of Understanding with Alameda CTC to implement the expansion of the Alameda County Safe Routes to School program in San Leandro.

**Fiscal Impacts**

The necessary budget for the Alameda County Safe Routes to School Program was included in the Alameda CTC's consolidated fiscal year 2012-2013 budget. Additional Funds required for the amendment would be provided by the City through the MOU.

**Attachment:**

Attachment A: Letter from City of San Leandro regarding Safe Routes to School Program Expansion in San Leandro

# City of San Leandro

Civic Center, 835 E. 14th Street  
San Leandro, California 94577  
www.sanleandro.org



June 20, 2012

Arun Goel  
Project Controls Engineer  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

RECEIVED  
JUN 22 2012

BY: \_\_\_\_\_

## RE: Safe Routes to School Program Expansion in San Leandro

Dear Arun:

The City of San Leandro is a recipient of a Caltrans Safe Routes to School Cycle 3 Non-infrastructure (SRTS-NI) grant for conducting pedestrian and bicycle safety education, encouragement activities and workshops for 10 elementary schools and 3 middle schools. We are planning for our program to occur over the 2012-13 school year and we have hired Safe Moves', Pat Hines, as the City's consultant to provide the multifaceted educational program. Having both the Alameda County Transportation Commission Safe Routes to School (ACTC-SRTS) program and the SRTS-NI allows for a unique opportunity for a concerted effort to promote biking and walking to school safely in San Leandro.

Safe Moves' program includes student workshops, pedestrian/bicyclist safety rodeos, walk and bike club support, parent workshops, family safety rodeos, traffic skills course, encouragement support. Please see the attached draft scope of Safe Moves' work. You will note that some of the tasks overlap those that the ACTC SRTS program currently completes. Our goal is to ensure that both programs reinforce, coordinate and expand on each other rather than overlap and that both programs run as one well organized program that is seamless to the students, schools, principals and school districts.

To provide for a coordinated program and fully take advantage of the SRTS-NI, the City would like to expand the ACTC-SRTS to include all 13 schools within San Leandro. Currently the following schools in San Leandro are participating in the ACTC Safe Routes to School Program:

1. Garfield Elementary
2. Roosevelt Elementary
3. Washington Elementary
4. Wilson Elementary
5. McKinley Elementary
6. Dayton Elementary
7. Washington Manor Middle School

We would like to expand the ACTC-SRTS program to cover the following additional schools:

1. James Madison Elementary

Stephen H. Cassidy, Mayor

City Council:

Pauline Russo Cutter  
Ursula Reed

Michael J. Gregory  
Diana M. Souza

Jim Prola  
Joyce R. Starosciak



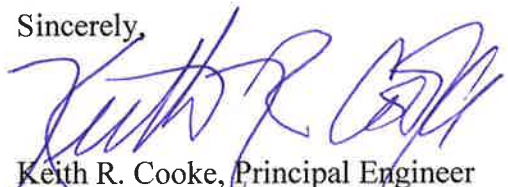
2. James Monroe Elementary
3. Jefferson Elementary
4. Corvallis Elementary
5. John Muir Middle School
6. Bancroft Middle School

The City would like the ACTC-SRTS to work collaboratively with Safe Moves to implement the bicyclist and pedestrian education program over the next school year. We would like the ACTC-SRTS program to coordinate activities and resources of both programs so that all of the available resources would be used to their fullest extent. Our goal is to see a measurable increase in the number of students using alternatives modes to get to school and an improvement in traffic safety around the schools. Tasks should include the following if not already included in the current ACTC-SRTS scope of work:

1. Minimum 8 School site meetings a week with either School Officials, parent leaders, students, PTA to reinforce program, support Walk and Bike Busses
2. Bi-Monthly SRTS Task Force Meetings with announcements, follow-up calls, social media outreach and meeting notes with the goal of finding a parent champion at every school
3. Promotion of Student Workshop and Safety Rodeos at schools prior to Safe Moves arrival
4. Follow-up with PTA's and School Staff on implementation of School Traffic Circulation Norms of Behavior/Guidelines
5. Participation in Parent Workshops

The draft proposal dated June 19, 2012 for this additional scope of work provided by Alta Planning at a cost of \$109,714 meets the needs identified. The City of San Leandro will be using its own Measure B Bicycle and Pedestrian funds for this work and therefore will request ACTC to directly debit the funds from our regular payments. Our goal is to have the program in place prior to the start of 2012-13 school year and therefore we will ask our City Council to delegate the authority for our City Manager to enter into a Memorandum of Understanding with ACTC to implement the expansion of the ACTC-SRTS program.

Sincerely,



Keith R. Cooke, Principal Engineer  
Engineering and Transportation Department  
[KCooke@sanleandro.org](mailto:KCooke@sanleandro.org)





## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **I-80 Gilman Interchange Project– Approval of Amendment No. 1 to Extend the PB Americas Inc. Professional Services Contract Expiration Date and Revise the Scope**

### Recommendation

It is recommended the Commission approve an extension of the expiration date for the I-80 Gilman Interchange Project contract with PB Americas Inc. to October 31, 2013 and revise the scope of the contract to meet new Caltrans requirements. The contract time extension was requested by PB Americas Inc. to develop a Project Initiation Document (PID) per current Caltrans requirements.

This item was approved unanimously by the Programs and Projects Committee at its meeting on July 9, 2012.

### Summary

The PID document will explore alternatives and determine a preferred solution to improve the Gilman Street interchange with I-80 in the City of Berkeley. Given that one alternative is a roundabout; current Caltrans requirements require two documents to support the PID as follows:

- Project Study Report/Project Development Support-(PSR)/(PDS)
- Roundabout Report of Conceptual Approval (RRCA)

The original contract required the development of a more extensive PSR development, along with the RRCA, which was changed per new Caltrans PID requirements.

### Discussion/Background

On March 26, 2009 the ACCMA Board authorized the execution of a funding agreement with the City of Berkeley to transfer \$1.2 million of federal earmark and \$300K of local funds to the ACCMA to develop the project and to execute a contract for professional services. An agreement with PB Americas, Inc. was executed on January 5, 2011 for an amount not to exceed of \$654,028 with an expiration date of October 30, 2012.

Caltrans has recently instituted new requirements that require agencies to reimburse Caltrans for review and approval of all PID documents that are developed by local agencies. On March 8, 2012, an agreement with Caltrans was executed that details the reimbursement requirements, not to exceed \$147,000, that Alameda CTC has agreed to reimburse through the PID process.

Staff recommends that the Commission authorize the Executive Director to extend the expiration date of PB Americas Inc. contract (Contract No. A10-012) to October 31, 2013 and approve the change in scope to the contract to meet current Caltrans requirements for development of a PID (including consideration of a roundabout option). No additional funds are request with the scope amendment.

**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 and scope of contract.



## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **I-580 off-ramp at 106th Project– Approval of Amendment No. 1 to Extend the URS Corporation Professional Services Contract Expiration Date**

### Recommendation

It is recommended the Commission approve an extension of the expiration date for the I-580 off-ramp at 106th Project contract with URS Corporation to March 23, 2012. The contract time extension was requested by URS Corporation to account for additional time to finalize the realignment feasibility study.

This item was approved unanimously by the Programs and Projects Committee at its meeting on July 9, 2012.

### Summary

The realignment feasibility study document explored the placement of a five leg intersection alignment at the 106<sup>th</sup> Avenue/Foothill Boulevard intersection at the terminus of the eastbound I-580 off-ramp in the City of Oakland. The study concluded that the estimated cost to construct the intersection is approximately \$3.7 million, which included \$2.8 million for construction and \$0.9 million in support. The estimated time to complete the project, from start of design to construction completion, is approximately 2 ½ years.

### Discussion/Background

On April 22, 2010 the ACCMA Board authorized the Executive Director to negotiate and to execute a contract for professional services for a feasibility analysis of the proposed alignment. A contract with URS Corporation was executed on September 29, 2011 for an amount not to exceed of \$29,888 and an expiration date of January 31, 2012.

URS required additional time to complete the study due to the discovery period to locate building As-Built and Utility plan information. The site contains an abandoned Caltrans landscape facility and overhead utility pole line that traversed Foothill Boulevard.

Staff recommends that the Commission authorize the Executive Director to extend the expiration date of URS Corporation contract (Contract No. A11-0053) to March 23, 2012. No additional funds are requested per this change.

**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 contract.



## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Project Committee

**SUBJECT:** **I-80 Integrated Corridor Mobility (ICM) Project – Approval to Execute a Contract for Project No. 2 to Provide Specialty Material and Equipment**

### Recommendation

It is recommended that the Commission authorize the Executive Director, or his designee, to execute a contract for the Specialty Material Procurement Contract of I-80 ICM Project.

This item was approved unanimously by the Programs and Projects Committee at its meeting on July 9, 2012.

### Background

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

- Project #1: Software & Systems Integration
- Project #2: Specialty Material Procurement
- Project #3: Traffic Operations Systems (TOS)
- Project #4: Adaptive Ramp Metering (ARM)
- Project #5: Active Traffic Management (ATM)
- Project #6: San Pablo Corridor Arterial and Transit Improvement Project
- Project #7: Richmond Parkway Transit Center

Alameda CTC staff has been working very closely with the California Transportation Commission (CTC) and Caltrans on the delivery of this regionally significant project. As the

result of this partnership, CTC has allocated State Bond funds to implement Project Nos. 1, 2, 3, 4, 5 and 6.

Alameda CTC is responsible for the Advertise, Award and Administration (AAA) of the Construction phase of Projects 1, 2, 3, and 6. Construction phase for Projects 1, 3, and 6 are currently underway.

Project No. 2 was advertised on June 1, 2012. The bids are scheduled to be opened on July 24, 2012. Following the bid verification process, it is recommended that the Commission authorize the Executive Director, or his designee, to execute a contract with the lowest, responsive, and responsible bidder for Specialty Material Procurement Project No. 2 (491.2). The bids received and the successful bidder information will be available at the Commission meeting on July 26, 2012.

A cooperative agreement has been executed with Caltrans to define roles and responsibilities as well as an agreement for reimbursement of incurred capital and support costs.

**Fiscal Impact**

Approval of the recommended action will encumber \$4,659,000 for the project which will be reimbursed by State Proposition 1B funds. Funds to implement the project are assumed in the FY 2012/13 Alameda CTC budget.



## **Memorandum**

**DATE:** July 2, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Project Committee

**SUBJECT:** **I-580 San Leandro Soundwall Landscape Project – Approval to Execute a Contract for the Construction Contract**

### **Recommendation**

It is recommended that the Commission authorize the Executive Director, or his designee, to execute a contract for the construction of I-580 San Leandro Soundwall Landscape Project.

This item was approved unanimously by the Programs and Projects Committee at its meeting on July 9, 2012.

### **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 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 is required to be received prior to advertising projects for construction. 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 original deadline to award the construction contract was April 27, 2012. In response to Alameda CTC's request for an extension to this

deadline, the California Transportation Commission, at its May 2012 meeting, granted an extension to the construction award deadline till July 27, 2012.

The construction contract was advertised on June 13, 2012. The bids were opened on July 6, 2012. Only one bid was received from Bortolussi and Watkin, Inc. in the amount of \$222,417. Following the bid verification process, it is recommended that the Commission authorize the executive Director, or his designee, to execute a contract with Bortolussi and Watkin for the I-580 San Leandro Soundwall Landscape Project in the amount of \$275,000, including contingencies.

The Alameda CTC is responsible for the Advertise, Award and Administration (AAA) component of the project. 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:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** Central County Same Day Transportation Services - Award of Contract to St. Mini Cab Corporation

## Recommendation

This is an informational item and no action is required.

## 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 recommended \$240,000 be allocated to fund the Central County Same Day Transportation Service as a two year pilot Program. The costs between Hayward and San Leandro are 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 be allocated from 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 County Transportation Commission (Alameda CTC) to allow the use of \$173,256 of Measure B pass-through special transportation funds from future distributions

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

On April 26, 2012 the Commission authorized 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 CTC. In addition, the Commission authorized the Executive Director to negotiate and execute all required agreements.

Staff issued a Request for Proposals (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, and the unincorporated areas of Castro Valley, San Lorenzo, Ashland and Cherryland.

The RFP was issued May 15, 2012, a pre-proposal meeting was held on May 24, 2012 and two proposals were received on June 7, 2012. The two proposals were from St. Mini Cab Corporation and Express Medical Transporters (EMT). A five member selection panel was formed with representatives from the City of Hayward, City of San Leandro, City of Fremont, and two members from Alameda CTC. The selection panel unanimously selected St. Mini Cab Corporation as the most responsive and responsible bidder.

The Alameda CTC will negotiate a two year contract with St. Mini Cab Corporation for an amount not to exceed \$240,000. The Notice to Proceed (NTP) is proposed to be issued for August 1, 2012 to begin service for the residence of Central County.

### **Fiscal Impacts**

Funding of this contract is \$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, and is accounted for in the Alameda CTC Budget.



## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** **Approval of Amendment No. 1 to the Acumen Contract for Transportation Planning Services**

### Recommendation

It is recommended that the Commission approve Amendment No. 1 to the existing Acumen contract (A12-0011) for the not-to-exceed amount of \$270,000 to add staffing capabilities to allow for additional transportation planning services required through June 30, 2013.

This item was approved unanimously by the Finance and Administration Committee at its meeting on July 9, 2012.

### Summary

Due to the high level of transportation planning activities required as a result of the Commission's adoption of the Countywide Transportation Plan (CWTP) and Congestion Management Program (CMP), the Metropolitan Transportation Commission's adoption of Resolution 4035 One Bay Area Grant (OBAG) program, the tight timeframe in which OBAG must be implemented and the separation of one of two Senior Transportation Planners, from the agency, an augmentation to the Acumen contract to provide additional transportation planning services is requested. Approval of this action will allow Acumen to provide the required staff for the work underway beginning in July 2012.

### Fiscal Impact

The approval of the recommended amendment to the Acumen contract of \$270,000 to the current \$1,292,845 contract would bring the new total contract amount to \$1,562,845. The impact of this amendment is revenue neutral to the FY 12-13 Budget that was approved at the June 2012 Board meeting because it is being reallocated between two previously approved contracts.

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## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Finance and Administration Committee

**SUBJECT:** **Approval of Issuance of a Request for Proposals (RFP) for Project Controls Services and Authorization to Negotiate and Execute a Contract**

### Recommendation

It is recommended that the Commission authorize staff to issue a request for proposals and proceed with the contract procurement process to obtain an executed professional services agreement with a consultant firm to provide project controls and project management services beginning January, 2013.

This item was approved unanimously by the Finance and Administration Committee at its meeting on July 9, 2012.

### Background

The project control team's function is to provide project management, project and grant monitoring, project controls, utility coordination and right-of-way services, and other related management activities to ensure the efficient, effective, and successful delivery of the Alameda CTC's capital projects and grant programs.

In addition to providing services for the delivery of capital projects, the project control team also provides resources to support staff in producing the Monthly Project Status Reports, the critically important Annual Strategic Plan Update, which also serves as the Measure B funding allocation plan for capital projects, and various other documents and reports that provide information on the progress of Alameda CTC's capital project activities. The project control team also assists staff in the preparation for various committee meetings.

At the May 24, 2012 Commission meeting, the governing body of the Alameda CTC approved the contract for the existing vendor of Project Control Services to be extended for a term of six months, which commences on July 1, 2012. To obtain services that will commence on or before January 1, 2013, staff recommends approval of an issuance of an RFP, and authorization to negotiate and execute a professional services contract for Project Control Services.

### Fiscal Impacts

The budget for the Project Control Services was included in the Alameda CTC's consolidated fiscal year 2012-2013 budget.

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**Attachment A**  
**Alameda CTC Community Advisory Committee Appointment Detail for**  
**Supervisor Nate Miley, Alameda County, District 4**

*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)**

|  |   |
|--|---|
| <input checked="" type="checkbox"/> <b>Appoint</b>   | Ann Welsh   |
| <input type="checkbox"/> (Appointment transferred from the Mayors' Conference, District 1) | 6036 Via De Los Cerros<br>Pleasanton, CA 94566<br>Email: <a href="mailto:annwelsh6@msn.com">annwelsh6@msn.com</a><br>Home Phone: (925) 461-7466<br>Term Began: October 2011<br>Term Expires: October 2013 |

**Citizen Advisory Committee (CAC)**

|   |               |
|---|---------------|
| <input type="checkbox"/> <b>Appoint</b> | <b>Vacant</b> |
|---|---------------|

**Citizens Watchdog Committee (CWC)**

|   |   |
|---|---|
| <input type="checkbox"/> <b>Reappoint</b> | James Haussener<br>20885 Redwood Road, Apt. 345<br>Castro Valley, CA 94546<br>Email: <a href="mailto:jhaussener@aol.com">jhaussener@aol.com</a><br>Home Phone: (510) 733-9475<br>Term Began: February 2010<br>Term Expires: February 2012 |
|---|---|

**Paratransit Advisory and Planning Committee (PAPCO)**

|   |               |
|---|---------------|
| <input type="checkbox"/> <b>Appoint</b>                                 | <b>Vacant</b> |
| (Betty Mulholland resigned for health reasons, effective July 31, 2012) |               |

7/10/12  
\_\_\_\_\_  
Date

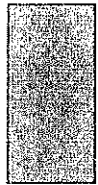
Nate Miley  
\_\_\_\_\_  
Supervisor Nate Miley, Alameda County

(over)

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# Application for the Alameda CTC Citizens Advisory Committee (CAC)



The Alameda CTC invites Alameda County residents to serve on its **Citizens Advisory Committee**, which meets on the third Thursday of the month, five times per year, from 5:30 to 8:30 p.m. Each member is appointed for a two-year term.

Name: DIANE SHAW  
 Home Address: 37756 CARRIAGE CIRCLE COMMON FREMONT, CA 94536  
 Mailing Address (if different): \_\_\_\_\_  
 Phone: (home) 510 796 9522 (work) 650 508 6377 (fax) \_\_\_\_\_  
 Email: dianecshaw@yahoo.com

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on the CAC and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.

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

Signature Diane Shaw Date 6/26/12

Return the application to your Commission representative for signature (see [www.alamedactc.org/app\\_pages/view/8](http://www.alamedactc.org/app_pages/view/8)) or fax (510.893.6489) or mail it to Alameda CTC.

**Appointing Commissioner:**

Signature: [Signature]

Date: 7/11/12

## DIANE SHAW

### I. Commission/Committee Experience

I recently participated as part of the Community Advisory Working Group for input and review of the Alameda County Countywide Transportation Plan and the Transportation Expenditure Plan. This was about a 2 year effort where I learned a lot about what is planned for Alameda County over the next 25 years and found that I would be very interested in staying involved and helping to guide transportation initiatives over the coming years. I am not currently a member of any commission or committee. I do however attend some of the public meetings that address transportation subjects such as the DBROC, DB Rail and MTC One Bay Area meetings.

### II. Statement of Qualifications

I am a daily rider on AC Transit and would like to be part of the effort that is bringing more mobility options to the people of Alameda County. I currently take the DB and DA line from Fremont/Newark over to the Peninsula and am also a rider on several local routes such as the 232 and 216 which provide service to BART. Most of my AC Transit experience has been in District 2 (although I do take the SB to SF when the need arises) but I look forward to providing input on multiple areas of Alameda County and would love to learn more about the various Districts and their transportation challenges that can be met with the service that AC Transit provides. I participate with the American Public Transportation Association and was part of the 2005/2006 APTA Leadership Program. I am a transportation advocate who would like the challenge of helping to identify how we move more people from their cars to public transportation. And to help create more mobility options for the the citizens of Alameda County but at the same time be fiscally responsible to both the citizens and the public agencies.

### III. Relevant Work or Volunteer Experience

I have been in transportation my whole working career starting out at United Airlines and moving over to the local transportation area about 10 years ago. I currently work for San Mateo County Transit District in IT Management and just passed my 10 year anniversary here. Therefore, I have a good understanding of the value that technology and data can bring to this business. I have an understanding of basic scheduling concepts and have the means and aptitude to research ideas and options for moving forward. I work well with people and enjoy talking to people about transportation and how we can make things better for all involved. This includes both riders and operators. And I would love to represent the citizens of Alameda County as we move forward with these initiatives and programs that were identified in the TEP.



## Memorandum

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**RE:** **Approval of Transportation Fund for Clean Air (TFCA) FY 2012/13 Final Program**

### **Recommendation:**

It is recommended the Commission approve the TFCA FY 2012/13 final program, as detailed in Attachment A.

This item was approved unanimously by the Programs and Projects Committee at its meeting on July 9, 2012.

### **Summary:**

A total of \$364,982 in TFCA funding remains to program to projects for FY 2012/13. Six applications were received requesting a total of \$451,484. The final program is based on the completed project evaluation for TFCA eligibility and final selection prioritization based on the required Bay Area Air Quality Management District (Air District) project cost-effectiveness calculation. For the remaining FY 12/13 program, priority was given to requests for ongoing transit and program operations.

### **Information:**

TFCA provides grants to projects that implement cost-effective projects that will decrease motor vehicle emissions, and thereby improve air quality. As the TFCA program manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program consistent with California Health and Safety Code 44233, 44241, and 44242, and with the Air District Board-Adopted Policies (attachment B). Eligible projects are those that conform to the provisions of the TFCA Guidelines and meet the requirement of achieving a cost-effectiveness, on an individual project basis, of equal to or less than \$90,000 of TFCA funds per ton of total reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) emissions reduced (\$TFCA/ton emissions reduced). Additionally, TFCA funded projects are required to collect data for monitoring requirements and submit annual and final project reports.

The Alameda CMA approved a TFCA program structure by resolutions adopted by the County Board of Supervisors and the city councils of a majority of the cities representing a majority of the population, detailed in the TFCA Guidelines (attachment C), that specify that 70% of the

available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30% of the funds are to be allocated to transit-related projects on a discretionary basis. A city (or the county), with approval from the Alameda CTC Board, may choose to roll its annual “70%” allocation into a future program year. Since all available TFCA funds are required to be programmed each year (by the Air District), a jurisdiction is allowed to borrow against its projected future year share or to adjust for programming between the 70% city/county share and the 30% transit discretionary share with the goal of programming all the available funding to projects on a year by year basis. The preferred minimum TFCA request is \$50,000.

The TFCA Fund Estimate for FY 2012/13 included approximately \$1,775,000 in new programming capacity. This amount includes the five percent of available funding that is reserved for program administration. A total of \$1,430,000 of the FY 12/13 funding was previously programmed by the Alameda CTC in January 2012 to the Air District’s regional port drayage truck replacement program. The programming action in January 2012 also included the recommendation to prioritize the remaining programming capacity of \$364,982 for ongoing TFCA funded transit and program operations (attachment D).

The FY 12/13 call for projects was released April 12th and applications were due May 11<sup>th</sup>. Six applications were received requesting a total of \$451,484 and all applications met the basic TFCA eligibility categories. All the projects are currently receiving TFCA funding from a prior grant and are consistent with the Board’s prioritization of funding projects that are ongoing transit and program operations.

Staff worked with Sponsors and Air District staff to confirm project eligibility and calculation of the project cost effectiveness in reducing vehicle emissions. The calculation of project cost effectiveness in reducing vehicle emissions is based on project material provided by the sponsor, applying the information per the Air District cost effectiveness calculation guidance documents, and a review of the calculation assumptions by Air District staff. Once the projects are determined eligible, and the cost effectiveness calculation is completed, projects are ranked by the project cost effectiveness (attachment E). The amount of TFCA funding recommended for each project is limited by a project’s cost-effectiveness evaluation. The amount of TFCA recommended for the City of Oakland Broadway Shuttle project is constrained to \$35,300 in order to be in compliance with the TFCA cost effectiveness limitation of not more than \$90,000 of TFCA per ton emissions reduced. For reference, a sample cost-effectiveness calculation is included as attachment F. The City of Oakland has provided supplemental project information to confirm that it will commit other funding sources to the project for the estimated \$131,000 shortfall between the amount of TFCA requested and the amount recommended in order to fully fund the project and deliver the level of operations as described in the TFCA application. Attachment A details the final program.

The FY 2012/13 Expenditure Plan, which determines the amount of TFCA funding available to program, was adopted by the Air District Board May 2, 2012. The Air District’s programming guidelines allow up to 6 months from the date of the Air District’s approval of the Expenditure Plan to approve additional projects if a balance of funds remains. Any remaining balance not programmed by the end of the 6-month period, November 2, 2012, will be returned to the Air District. To ensure that all available funds are programmed and avoid a remaining balance, an additional \$44,346 over the amount requested is recommended to be programmed to LAVTA’s Route 10 which had requested \$100,000 in its application. The project was the most cost-

effective of the six projects, at \$18,991/ton emissions reduced. The higher recommendation of \$144,346 for Rte 10 raises its cost-effectiveness to \$27,413/ton emissions reduced. Additionally, this project is recommended to receive the remaining balance because the amount of TFCA funds requested for FY 12/13 Route 10 operations is approximately \$40,000 less than the TFCA amount awarded to it for FY 11/12 operations. LAVTA has confirmed that the lower request for FY 12/13 was based on the reduced TFCA fund estimate. With the proposed recommendation for the remaining TFCA funds, the 2012/13 TFCA program would include:

|                                  |                  |
|----------------------------------|------------------|
| Port Drayage Truck Program       | \$1,430,000      |
| July 2012 Staff Recommendation:  | \$ 364,982       |
| <u>FY 2012/13 Administration</u> | <u>\$ 92,393</u> |
| TOTAL                            | \$1,887,375      |

**Attachments:**

|               |   |
|---------------|---|
| Attachment A: | TFCA FY 2012/13 Final Program   |
| Attachment B: | FY 12/13 BAAQMD County Program Manager Fund Guidance,<br>Appendix D - TFCA Policies |
| Attachment C: | FY 2012/13 Alameda CTC TFCA Guidelines  |
| Attachment D: | FY 12/13 Fund Estimate  |
| Attachment E: | FY 12/13 Cost Effectiveness of Draft Program  |
| Attachment F: | FY 12/13 Sample Cost Effectiveness Calculation                                      |

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**FY 2012/13 TFCA County Program Manager Fund  
Final Program**

| Sponsor                      | Project Name   | Project Description   | Total Project Cost            | TFCA \$ Requested | TFCA \$ Recommended | Cost-effectiveness <sup>1</sup> (\$/ton emissions reduced) | Notes      |
|------------------------------|--|---|-------------------------------|-------------------|---------------------|--|------------|
| <b>70% City/County Share</b> |  |   |                               |                   |                     |  |            |
| City of Oakland              | Broadway Shuttle: Fri and Sat Evening Extended Service | The Free Broadway Shuttle operates between the Jack London Oakland Amtrak Station and Broadway at 27th Street at 11-16 minute frequencies Monday-Thursday 7am-7pm; Friday 7am-1am; and Saturday 6pm-1am. TFCA request is for a second year of Friday and Saturday evening service operations (Friday 7pm-1am and Saturday 6pm-1am). | \$166,148                     | \$166,148         | \$35,300            | \$89,887   | See Note 2 |
| City of Pleasanton           | Pleasanton Trip Reduction Program                      | The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. The project includes monitoring efforts through surveys. TFCA request is for FY 12/13 program operations.   | \$179,000                     | \$57,507          | \$57,507            | \$71,093   |            |
|                              |  |   | <b>Subtotal</b>               | <b>\$223,655</b>  | <b>\$92,807</b>     |  |            |
|                              |  |   | 70% City/County Share Balance | (\$165,343)       |                     |  |            |
|                              |  |   | (Over)/Under Amount Available | (\$388,998)       | (\$258,150)         |  |            |

|  |  |   |   |                  |                  |          |            |
|--|--|---|---|------------------|------------------|----------|------------|
| <b>30% Transit Discretionary Share</b> |  |   |   |                  |                  |          |            |
| California State University, East Bay  | CSUEB Second Shuttle - Increased Service Hours | The shuttle connects the Cal State University East Bay campus to the Hayward BART station. TFCA currently funds a second shuttle bus for peak hour service from 7am-10am and 3pm-7pm. TFCA request is for expansion of service hours for the second shuttle to include operations during 10am - 3pm, allowing for continuous operations from 7am - 7pm for FY12/13. | \$313,350                               | \$56,350         | \$56,350         | \$51,290 |            |
| LAVTA                                  | Route 10 Service - BART to ACE to LLNL         | Route 10 provide service between Dublin/Pleasanton BART, Livermore ACE and Lawrence Livermore Lab (LLNL). Route operates 7 days/week. TFCA request is for FY 12/13 operations.  | \$4,301,183                             | \$100,000        | \$144,346        | \$27,413 | See Note 3 |
| LAVTA                                  | Route 53 ACE Shuttle Service                   | Local feeder bus service that provides service to the Altamont Commuter Express (ACE) Pleasanton Station and the West Dublin/ Pleasanton BART Station, and the Stoneridge mall. TFCA request is for FY 12/13 operations.  | \$136,718                               | \$34,180         | \$34,180         | \$51,507 |            |
| LAVTA                                  | Route 54 ACE Shuttle Service                   | Local feeder bus service that provides service between the Altamont Commuter Express (ACE) Pleasanton Station, the Dublin/Pleasanton BART Station and major employment centers including Stoneridge Mall, Bernal Business Park and Hacienda Business Park. TFCA request is for FY 12/13 operations.   | \$149,198                               | \$37,299         | \$37,299         | \$21,768 |            |
|  |  |   | <b>Subtotal</b>                         | <b>\$227,829</b> | <b>\$272,175</b> |          |            |
|  |  |   | 30% Transit Discretionary Share Balance |                  | \$530,325        |          |            |
|  |  |   | Recommended under Amount Available      |                  | \$258,150        |          |            |

| Totals                                       |                  |                  |             |
|--|------------------|------------------|-------------|
| Program Component                            | Request          | Balance          | Difference  |
| Total TFCA City/County Share (70%)           | \$223,655        | (\$165,343)      | (\$258,150) |
| Total TFCA Transit Discretionary Share (30%) | \$227,829        | \$530,325        | \$258,150   |
| <b>Total TFCA Recommendation</b>             | <b>\$451,484</b> | <b>\$364,982</b> | <b>\$0</b>  |

**Notes:**

- 1) The maximum allowable TFCA cost is \$90,000 per ton of emission reduced.
- 2) Request limited to the maximum cost-effectiveness threshold of \$90K/ton emissions reduced.
- 3) Additional \$44,346 added to most cost-effective project to fully program available balance.

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## APPENDIX D

### BOARD-ADOPTED TFCA COUNTY PROGRAM MANAGER FUND POLICIES FOR FYE 2013

Adopted November 2, 2011

The following policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

#### BASIC ELIGIBILITY

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.  
  
Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA Program Manager Fund Policies for FYE 2013.  
  
Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Program Manager and the sub-awardee.
2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total of emissions reduced, unless a different value is specified in the below policy for that project type. Cost-effectiveness is based on the ratio of TFCA funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and weighted particulate matter 10 microns in diameter and smaller (PM<sub>10</sub>) reduced (\$/ton).  
  
Program Manager administrative costs are excluded from the calculation of TFCA cost-effectiveness.
3. **Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the California Health and Safety Code (HSC) section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, Program Managers must receive approval by the Air District for projects that are authorized by the HSC Section 44241 and achieve Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards, those plans and programs established pursuant to California Health and Safety Code (HSC) sections 40233, 40717 and 40919, and, when applicable, with other adopted State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District.
  - A. Public agencies are eligible to apply for all project categories.

- B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7). No single non-public entity may be awarded more than \$500,000 in TFCA County Program Manager Funds in each funding cycle.
6. **Readiness:** Projects must commence in calendar year 2013 or sooner. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, the delivery of the award letter for a service contract or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

#### APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project will be excluded from future funding for five (5) years from the date of the Air District’s final determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the project was not implemented as set forth in the project funding agreement.

In case of a failed audit, a Program Manager may be subject to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC Section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed funding agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of funds for a project. Program Managers may only incur costs (i.e., an obligation made to pay funds that cannot be refunded) after the funding agreement with the Air District has been executed.
10. **Insurance:** Each County Program Manager and project sponsor must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with estimated coverage amounts provided in Air District guidance and final amounts specified in the respective funding agreements throughout the life of the project(s).

#### INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that duplicate existing TFCA-funded projects (including Bicycle Facility Program projects) and therefore do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

12. **Planning Activities:** Funding may not be used for any planning activities, feasibility studies or other planning activities that are not directly related to the implementation of a specific project or program.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to employees of the project sponsor are not eligible.

#### **USE OF TFCA FUNDS**

14. **Cost of Developing Proposals:** The costs of developing grant applications for TFCA funding are not eligible to be reimbursed with TFCA funds.
15. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds to fund a project that is eligible and meets the criteria for funding under both. For the purpose of calculating TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
16. **Administrative Costs:** Administrative costs for TFCA County Program Manager Funds are limited to a maximum of five percent (5%) of the actual Department of Motor Vehicles (DMV) fee revenues that correspond to each county, received for a given fiscal year. Interest earned on prior DMV funds received shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the funding agreement between the Air District and the Program Manager.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year. A County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two (2) one-year (1-year) schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the funding agreement between the Program Manager and the Air District is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any TFCA County Program Manager funds that are not allocated to a project within six months of the Air District Board of Directors approval of the Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects within the same county from which the funds originated.
19. **Reserved for potential future use.**
20. **Reserved.**
21. **Reserved.**

## **ELIGIBLE PROJECT CATEGORIES**

### **22. Alternative Fuel Light-Duty Vehicles:**

**Eligibility:** For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 8,500 lbs. or lighter. Light-duty vehicle types and equipment eligible for funding include:

- A. New hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the CARB as meeting established super ultra low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. New electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- C. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funding. Funds are not available for non-fuel system upgrades such as transmission and exhaust systems and should not be included in the incremental cost of the project.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and/or retrofit, and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

Each vehicle funded must meet the cost-effectiveness requirement.

### **23. Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Vehicles (low-mileage utility trucks in idling service):**

**Eligibility:** For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a Gross Vehicle Weight Rating (GVWR) of 14,001 lbs. or heavier. This category includes only vehicles in which engine idling is required to perform the primary function (for example, crane or aerial bucket trucks). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year.

TFCA funds awarded may not exceed the difference in the purchase or lease price of the new clean air vehicle that surpasses the applicable emissions standards and its new conventional vehicle counterpart that meets, but does not exceed, current emissions standards (incremental cost).

Each vehicle funded must meet the cost-effectiveness requirement.

**Scrapping Requirements:** Project sponsors of heavy-duty clean air vehicles purchased or leased with TFCA funds that have model year 1998 or older heavy-duty diesel vehicles in their fleet are required to scrap one model year 1998 or older heavy-duty diesel vehicle for each new clean air vehicle purchased or leased with TFCA funds. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

**24. Alternative Fuel Heavy-Duty Vehicles (high mileage):**

**Eligibility:** For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs., medium-heavy-duty vehicles (MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. LHDV, MHDV and HHDV types and equipment eligible for funding include the following:

- A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.
- B. CARB emissions-compliant vehicle system retrofits that result in reduced petroleum use.

TFCA funding may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit, and its new conventional vehicle counterpart that meets, but does not exceed, 2011 emissions standards.

Scrapping requirements are the same as those in Policy #23. Each vehicle funded must meet the cost-effectiveness requirement.

**25. Alternative Fuel Buses:**

Buses are subject to the same Eligibility and Scrapping requirements listed in Policy #24. Each vehicle funded must meet the cost-effectiveness requirement.

For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than fifteen (15) persons, including the driver. A vehicle designed, used, or maintained for carrying more than ten (10) persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus.

**26. Alternative Fuel Infrastructure:**

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicles, CNG). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. Funding may be used to cover the cost of equipment and installation.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

Project sponsors are required to maintain the equipment for at least five years after installation.

TFCA funding may not be used to pay for fuel, electricity, operation, and maintenance costs.

**27. Ridesharing Projects:** Projects that provide carpool, vanpool or other rideshare services are eligible for funding. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

**28. Shuttle/Feeder Bus Service:**

Projects that significantly lower single-occupancy vehicle trips while minimizing emissions created by the shuttle vehicle are eligible for funding. The project's route must operate to or from a rail station, airport, or ferry terminal and must coordinate with connecting rail or ferry schedules. Projects cannot replace a local bus service or serve the same route as a local bus service, but rather must connect transit facilities to local commercial, employment and residential areas.

Shuttle/feeder bus service applicants must be either:

- 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or
- 2) a city, county, or any other public agency.

Unless the application is the transit agency or transit district that directly implements this project, the project applicant must submit documentation from the General Manager of the transit district or transit agency that provides service in the area of the proposed shuttle route, which demonstrates that the proposed shuttle service does not duplicate or conflict with existing transit agency service.

The following is a listing of eligible project vehicle types that may be used for service:

- A. a zero-emission vehicle (e.g., electric, hydrogen);
- B. an alternative fuel vehicle (CNG, liquefied natural gas, propane, electric);
- C. a hybrid-electric vehicle;
- D. a post-1998 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or
- E. a post-1990 gasoline-fueled vehicle.

Pilot shuttle/feeder bus service projects are required to meet a cost-effectiveness of \$125,000/ton during the first two years of operation (see Policy #2). A pilot project is a defined route that is at least 70% unique and has not previously been funded through TFCA. Applicants must provide data supporting the demand for the service, letters of support from potential users and providers, and plans for financing the service in the future.

**29. Bicycle Projects:**

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;

- D. New bicycle boulevards;
- E. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- F. Bicycle lockers;
- G. Capital costs for attended bicycle storage facilities;
- H. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and
- I. Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual.

**30. Arterial Management:**

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funding. Incident management projects on arterials are eligible to receive TFCA funding. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

**31. Smart Growth/Traffic Calming:**

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards.  
Pedestrian projects are eligible to receive TFCA funding.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential, retail, and employment areas. Only projects with a completed and approved environmental plan may be awarded TFCA funds.

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## ALAMEDA COUNTY TRANSPORTATION COMMISSION TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROGRAM GUIDELINES

### **I. BACKGROUND**

AB 434 (Sher; Statutes of 1991) and AB 414 (Sher, Statutes of 1995) permit the Bay Area Air Quality Management District (hereinafter the “Air District”) to collect a fee of up to \$4 per vehicle per year for reducing air pollution from motor vehicles and for related planning and programs. This legislation requires the Air District to allocate 40% of the revenue to an overall program manager in each county. The overall program manager must be designated "by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population."

### **II. ELIGIBLE PROJECTS**

Only projects that result in the reduction of motor vehicle emissions are eligible for TFCA funding. Projects must achieve surplus emission reductions, beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations at the time of the execution of a funding agreement between the Program Manager and the project sponsor. Projects/Programs eligible for funding from revenues generated by this fee are:

1. Implementation of rideshare programs;
2. Purchase or lease of clean fuel buses for school districts and transit operators;
3. Provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
4. Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, signal preemption, bus stop relocation and “smart streets”;
5. Implementation of rail-bus integration and regional transit information systems;
6. Implementation of demonstration projects in congestion pricing of highways, bridges and public transit; and in telecommuting (No funds expended pursuant to telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use);
7. Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations. Note: Engine repowers are subject to Air District approval on a case-by-case basis;
8. Implementation of smoking vehicles program;
9. Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
10. Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

AB 414 references the trip reduction requirements in the Congestion Management Program (CMP) legislation and states that Congestion Management Agencies in the Bay Area that are designated as AB 434 program managers “shall ensure that those funds are expended as part of an overall

program for improving air quality and for the purposes of this chapter (the CMP Statute).” The Air District has interpreted this language to allow a wide variety of transportation control measures as now eligible for funding by program managers, including an expansion of eligible transit, rail and ferry projects.

AB 414 adds a requirement that County Program Managers adopt criteria for the expenditure of the county subventions and to review the expenditure of the funds. The content of the criteria and the review were not specified in the bill. However, the Air District has specified that any criteria used by a Program Manager must allocate funding to projects that are: 1) eligible under the law, 2) reduce motor vehicle emissions, 3) implement the relevant Transportation Control Measures and/or Mobile Source Measures in the Air District’s most recently approved strategy(ies) for state and national ozone standards (2010 Clean Air Plan, or CAP), and 4) are not planning or technical studies.

The program funds will be disbursed either through an individual call for projects or in a coordinated call for projects with other funding sources that provide funding for similar projects.

### **III. COST EFFECTIVENESS**

The Air District requires that all proposed and completed projects be evaluated for TFCA cost-effectiveness. The Alameda CTC will measure the effectiveness level of TFCA-funded projects using the TFCA cost of the project divided by an estimate of the total tons of emissions reduced (reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter ten microns in diameter and smaller (PM<sub>10</sub>)) due to the project. These are used to calculate a cost effectiveness number of \$/ton. The Alameda CTC will only approve projects with a TFCA cost effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total ROG, NOx and weighted PM<sub>10</sub> emissions reduced (\$/ton).

### **IV. GENERAL PROGRAM STRUCTURE**

As the overall program manager in Alameda County, the Alameda CTC will be allocated 40% of the funds collected in Alameda County. The Air District will advance these funds to the Alameda CTC in biannual installments each fiscal year.

The 40% funds programmed by the Alameda CTC will be distributed as follows:

- A maximum of 5% of the funds for program implementation and administration annually to the Alameda CTC.
- 70% of the remaining funds to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. City population will be updated annually based on State Department of Finance estimates. 70% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding sources. The Board may also program against future TFCA programming for projects that are larger than the annual funds available.
- 30% of the funds (discretionary) allocated to transit related projects. All eligible applicants may apply for these funds for transit related projects. 30% funds will be programmed annually in its own call for projects or in a coordinated call for projects with like funding

sources. The Board may also program against future TFCA programming for projects that are larger than the annual funds available.

A city or the county, with approval from the Alameda CTC Board, may choose to roll its annual “70%” allocation into a future program year. Since all of the available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds available in the current year.

With approval from the Alameda CTC Board, a local jurisdiction may request programming of a multi-year project using its current and projected future year share of the 70% funds.

Projects competing for the 30% discretionary funds will be evaluated based on the total emissions reductions projected as a result of the project. Projects will be prioritized based on the total tons of pollutants reduced divided by the TFCA funds invested, as calculated using the Air District guidelines for the regional program. When this calculation is not sufficient to prioritize candidate projects, the Alameda CTC Board may also consider the emissions reductions per total project dollar invested for the project and the matching funds provided by the project sponsor.

Projects will normally be funded only if the TFCA funds requested exceed \$50,000, unless the project sponsor can show special and unusual circumstances to set this limit aside.

## **V. PROGRAM SCHEDULE**

|                     |   |
|---------------------|---|
| December - February | Annual review of Alameda County TFCA Program Guidelines.  |
| January - March     | A call for projects will be issued by the Alameda CTC.  |
| February - March    | Alameda CTC adopts resolution endorsing the programming of TFCA funds consistent with the Expenditure Plan Application. Expenditure Plan Application due to Air District. |
| February - April    | Project applications due to Alameda CTC.  |
| March- June         | Review of projects by ACTAC. Draft program reviewed by the PPC and released by the Alameda CTC Board.   |
| April- July         | ACTAC adopts list of recommended projects and forwards list to Alameda CTC Board. Semi-annual project status reports due to Alameda CTC.                                  |
| May                 | Alameda CTC submits Semi-annual Report to Air District by May 31 <sup>st</sup> .  |
| September           | For on-going projects, annual status reports from project sponsors due to the Alameda CTC.  |
| October             | Alameda CTC submits Annual Report to Air District by October 31st.  |

Schedule subject to modification based on schedule changes imposed by the Air District and previous programming actions by the Board.

## **VI. APPLICATION PROCESS**

Project sponsors shall complete the Alameda CTC TFCA funding application. This can be a single TFCA application or included in coordinated call for projects process that consolidates like fund sources. Please include the following in your application:

- 1. Partner agencies/organizations:** If the project is sponsored by more than one agency, the applicant shall list the partner agencies, including the point of contact(s).
- 2. TFCA Funding Category:** The applicant shall indicate whether the funds applied for are from the 70% city/county funds or the 30% transit discretionary funds. Project sponsors may choose to rollover their 70% funds to into a future fiscal year 70% allocation. Project sponsors may also request to reprogram any remaining TFCA funds from previous projects or allocations in their jurisdiction, to the proposed project.
- 3. Funding Sources/Budget:** Applicants shall include a funding plan listing all funding sources and amounts (including regional 60% TFCA funds and unsecured funds). Applicants shall include a project budget listing the total project cost by phase and cost type.
- 4. Schedule and Project Milestones:** Applicants shall include project schedule and milestones.
- 5. Project Data:** Applicants shall submit the requested project-related data necessary to calculate the estimated emissions reductions and cost-effectiveness.
- 6. Transportation Control Measures (TCM) and Mobile Source Measures (MSM):** Applicants shall list the TCMs and/or MSMs from the Air District's most recently approved strategy(ies) for state and national ozone standards that are applicable to the project.

## **VII. MONITORING REQUIREMENTS**

The Air District requires that emissions reduced as a result of each project be calculated twice. The first is an estimate of projected emissions reduction. Sponsors must provide data for this calculation in their application.

Sponsors must also conduct post-project evaluation and/or surveys (known as the monitoring requirements) as specified in the fund transfer agreement for the project.

Project sponsors shall provide estimates for the cost of collecting the data for the monitoring requirements that are required by the Air District. The cost of the monitoring requirements data collection efforts should not exceed 5% of the total project budget (including both TFCA and non-TFCA funds).

## **VIII. INSURANCE REQUIREMENTS**

Each Project Sponsor must maintain general liability insurance, workers compensation insurance and additional insurance as appropriate for specific projects, with coverage amounts specified in the project funding agreement, throughout the life of the project.

This section provides guidance on the insurance coverage and documentation typically required for TFCA Program Manager Fund projects. Note that the Air District reserves the right to specify different types or levels of insurance in the funding agreement. The typical funding agreement requires that each project sponsor provide documentation showing that the project sponsor meets the following requirements for each of its projects.

1. **Liability Insurance** with a limit of not less than \$1,000,000 per occurrence, of the type usual and customary to the business of the Project Sponsor, and to the operation of the vehicles, vessels, engines or equipment operated by the Project Sponsor.
2. **Property Insurance** in an amount of not less than the insurable value of Project Sponsor's vehicles, vessels, engines or equipment funded under the Agreement, and covering all risks of loss, damage or destruction of such vehicles, vessels, engines or equipment.
3. **Worker's Compensation Insurance** for construction projects including but not limited to bike/pedestrian paths, bike lanes, smart growth and vehicle infrastructure, as required by California law and employers insurance with a limit not less than \$1 million.

**Acceptability of Insurers:** Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A, VII. The Air District may, at its sole discretion, waive or alter this requirement or accept self-insurance in lieu of any required policy of insurance. Below is a table listing the types of insurance coverage generally required for each project type. The requirements may differ in specific cases.

| <b><u>County Program Manager Fund Contract Activity</u></b>  | <b><u>Insurance Required</u></b>  |
|--|---|
| Vehicle Purchase   | Automobile Liability and Automobile Physical Damage                               |
| Engine Repowers/Retrofits  | Automobile Liability and Automobile Physical Damage                               |
| Operation of shuttle from transit hubs to private business and other location  | Commercial General Liability, Automobile Liability and Automobile Physical Damage |
| Transit pass subsidy or commute incentives   | None  |
| Transit Marketing Program  | Commercial General Liability  |
| Guaranteed Ride Home Program   | None  |
| Bicycle facilities including bike paths, bike lanes (either striping and signs or construction of roadway Shoulders), bike routes, bike lockers, and bike racks. | Commercial General Liability, Automobile Liability and Worker's Compensation      |

Insurance Table, continued:

| <b><u>County Program Manager Fund Contract Activity</u></b> | <b><u>Insurance Required</u></b>   |
|---|--|
| Constructing a bike/pedestrian overpass                     | Commercial General Liability, Automobile Liability and Worker's Compensation |
| Signal Timing   | Commercial General Liability   |

#### **IX. FUNDING AGREEMENT, REPORTS AND AUDIT REQUIREMENTS**

Prior to receiving any reimbursement of funds, project sponsors must execute a fund transfer agreement with the Alameda CTC. The fund transfer agreement includes a description of the project/program to be funded and specifies the terms and conditions for the expenditure of funds, including all audit requirements.

A contract executed by both the Air District and the Alameda CTC constitutes final approval and obligation for the Air District to fund a project. Costs incurred before the execution of the funding agreement (Air District and Alameda CTC) will not be reimbursed. An executed funding agreement between the Alameda CTC and project sponsor is required before any reimbursements will be made. The funding agreement between the Alameda CTC and project sponsor is to be executed within six months from the date the funding agreement between the Air District and the Alameda CTC is executed. After the six month deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.

Project sponsors will be required to submit bi-annual progress reports to the Alameda CTC which provide project status and itemize the expenditure of funds for each project. Project sponsors are also required to submit a final project report, which includes monitoring requirements, upon completion of the project.

All projects will be subject to a performance audit including project monitoring requirements established by the Air District. Project sponsors will, for the duration of the project/program, and for three (3) years following completion, make available to the Air District or to an independent auditor, all records relating to expenses incurred in implementing the projects.

#### **X. TIMELY IMPLEMENTATION OF PROJECTS AND USE OF FUNDS**

The enabling legislation requires project sponsors to encumber and expend funds within two years, unless a time extension has been granted. To ensure the timely implementation of projects and use of funds, the following timelines will be imposed for each program year:

1. Within two months of receipt of funds from the Air District, the Alameda CTC will send out fund transfer agreements to each project sponsor
2. Project sponsors must execute a fund transfer agreement with the Alameda CTC within three months of receipt of an agreement from the Alameda CTC to ensure that the agreement is executed within six months from the execution of the funding agreement between the Air District and the Alameda CTC. The executed fund transfer agreement must contain an

expenditure plan for implementation of the project. After the deadline has passed, any funding associated with an unexecuted funding agreement may be considered unallocated and may be reprogrammed by the Air District.

3. Project sponsors must initiate implementation of a project within three months of the date of receipt of the executed fund transfer agreement from the Alameda CTC, unless an extended schedule has been approved in advance by the Alameda CTC.
4. Funds must be expended within two years from the date of the first receipt of funds by the Alameda CTC from the Air District. The Alameda CTC Board may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Additional schedule extension requests can only be granted with approval from the Air District).
5. Sponsors must submit requests for reimbursement at least once per fiscal year. Requests must be submitted within six (6) months after the end of the fiscal year, defined as the period from July 1 to June 30. All final requests for reimbursement must be submitted no later than the date the Final Project Report is submitted.
6. Sponsors must submit semi-annual progress reports within the period established by the Air District.
7. Sponsors must submit required Final Project Reports (project monitoring reports) within three months of project completion or within three months after the post-project evaluation period as established in the funding agreement.
8. An at risk report will be presented to Alameda CTC Committees throughout the year to advise sponsors of upcoming critical dates and deadlines.

Any sponsor that does not comply with any of the above requirements within the established time frames will be given written notice from the Alameda CTC that they have 60 days in which to comply. Failure to comply within 60 days will result in the reprogramming of the funds allocated to that project, and the project sponsor will not be permitted to apply for new projects until the sponsor has demonstrated to the Alameda CTC that steps have been taken to avoid future violations of this policy.

## **XI. REIMBURSEMENT OF FUNDS**

Upon execution of a fund transfer agreement, project sponsors may request reimbursement for documented expenses on an approved project. All project costs must be identified in the budget in the approved grant application and conform to the project scope included in attachment A of the TFCA funding agreement. Project sponsors must complete the "Request for Reimbursement of Funds" form attached to the fund transfer agreement for each reimbursement request. All complete requests for reimbursement will be paid within 30 days.

The Request for Reimbursement form must have an original signature by an authorized person, and should be sent to the attention of Alameda CTC's Financial Officer. The form must be accompanied by the following documentation:

1. **Direct Costs:** Copies of invoices that the project sponsor has paid, including copies of checks evidencing payment that are directly and solely related to implementation of the project. Travel

and training costs may be used only if the travel and training are directly related to the implementation of the funded project.

2. **Labor Charges:** Payroll records indicating pay rate, time sheets indicating time worked on project. Hourly labor charges are the sum of the salary paid to an employee plus the cost of fringe benefits provided, expressed on the basis of hours worked.
3. **Indirect Costs:** Indirect costs may be considered eligible for reimbursement with TFCA funds provided the project sponsor requests and justifies the reimbursement in the approved grant application. Sponsor will be required to have an Indirect Cost Rate proposal approved in advance by the Air District. The Air District relies on OMB Circular A-87, Cost Principles for State, Local and Indian Tribal Governments for determining appropriate Indirect Costs for TFCA projects. Sponsor may choose not to charge any indirect costs to a TFCA project. Indirect costs are the reasonable overhead costs incurred in providing a physical place of work and in performing general support services and oversight. Examples include rent, utilities, office supplies, computer, payroll, reproduction, mailroom support staff, and management oversight.
4. **Administrative Costs:** Administrative costs that are reimbursable to a project sponsor are limited to a maximum of 5% of the total TFCA funds received. Administrative project costs include cost associated with entering into a TFCA funding agreement and fulfilling monitoring, reporting and record-keeping requirements, including accounting, annual reporting, invoices and final reports. Administrative costs proposed for reimbursement by TFCA are to be identified in the approved grant application. Sponsor may choose not to charge any administrative costs to a TFCA project.



# TFCA FY 2012/13 Fund Estimate - April 2012

| Agency         | Population<br>(Estimate) | %<br>Population | Total % of<br>Funding | TFCA Funds<br>Available<br>This FY | FY 11/12<br>Rollover<br>Debits/<br>Credits | Adjusted<br>Program<br>Balances <sup>1</sup> |
|----------------|--------------------------|-----------------|-----------------------|------------------------------------|--|--|
| Alameda        | 74,081                   | 4.87%           | 4.86%                 | \$ 60,306                          | \$ (488,271)                               | \$ -   |
| Alameda County | 141,898                  | 9.33%           | 9.31%                 | \$ 115,513                         | \$ 18,290                                  | \$ 733                                       |
| Albany         | 18,622                   | 1.22%           | 1.22%                 | \$ 15,159                          | \$ (44,755)                                | \$ -   |
| Berkeley       | 114,046                  | 7.50%           | 7.48%                 | \$ 92,840                          | \$ 129,078                                 | \$ 114,967                                   |
| Dublin         | 46,743                   | 3.07%           | 3.07%                 | \$ 38,051                          | \$ 121,059                                 | \$ 115,276                                   |
| Emeryville     | 10,125                   | 0.67%           | 0.81%                 | \$ 10,000                          | \$ 19,075                                  | \$ 17,555                                    |
| Fremont        | 215,711                  | 14.18%          | 14.15%                | \$ 175,600                         | \$ 59,960                                  | \$ 33,271                                    |
| Hayward        | 145,839                  | 9.59%           | 9.56%                 | \$ 118,721                         | \$ (646,919)                               | \$ -   |
| Livermore      | 81,687                   | 5.37%           | 5.36%                 | \$ 66,498                          | \$ 250,397                                 | \$ 240,290                                   |
| Newark         | 42,764                   | 2.81%           | 2.80%                 | \$ 34,812                          | \$ 198,279                                 | \$ 192,988                                   |
| Oakland        | 392,932                  | 25.83%          | 25.77%                | \$ 319,868                         | \$ 215,238                                 | \$ 166,621                                   |
| Piedmont       | 10,726                   | 0.71%           | 0.81%                 | \$ 10,000                          | \$ 36,409                                  | \$ 34,889                                    |
| Pleasanton     | 70,643                   | 4.64%           | 4.63%                 | \$ 57,507                          | \$ (19,980)                                | \$ -   |
| San Leandro    | 85,490                   | 5.62%           | 5.61%                 | \$ 69,594                          | \$ 36,113                                  | \$ 25,536                                    |
| Union City     | 69,850                   | 4.59%           | 4.58%                 | \$ 56,862                          | \$ 105,414                                 | \$ 96,772                                    |
| <b>TOTAL:</b>  | <b>1,521,157</b>         | <b>100.00%</b>  | <b>100.00%</b>        | <b>\$ 1,241,331</b>                | <b>\$ (10,613)</b>                         |  |

FY 12/13 TFCA Funds (estimated) \$ 1,847,855

10/11 Interest Earned \$ 17,868

Programming Capacity \$ 1,865,722

Less 5% for Program Administration \$ 92,393

**Subtotal Programming Capacity \$ 1,773,330**

Credit from FY 10/11 Administration \$ 1,457

|   |                       | Guarantee<br>70% | Discretionary<br>30% |
|---|-----------------------|------------------|----------------------|
| <b>Total Adjusted Programming Capacity</b>                      | <b>\$ 1,774,787</b>   | \$ 1,242,351     | \$ 532,436           |
| Less City/County Funds to Air District<br>Drayage Truck Program | <b>\$ (1,430,000)</b> | \$ (1,430,000)   | \$ -                 |
| Remaining Programming Capacity                                  | <b>\$ 344,787</b>     | \$ (187,649)     | \$ 532,436           |
| Relinquishments   | <b>\$ 20,196</b>      | \$ 8,196         | \$ 12,000            |
| Rollover FY 11/12 debit/credit adjustment                       | <b>\$ -</b>           | \$ 14,111        | \$ (14,111)          |
| Subtotal Relinquishments &<br>debit/credit adjustments          | <b>\$ 20,196</b>      | \$ 22,307        | \$ (2,111)           |
| <b>Adjusted Total Available to Program</b>                      | <b>\$ 364,982</b>     | \$ (165,343)     | \$ 530,325           |

## Notes:

- Includes all TFCA programming actions through 4/12/12.
- Population estimates as of 1/01/11 from Dept. of Finance ([www.dof.ca.gov](http://www.dof.ca.gov)).

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**FY 2012/13 TFCA County Program Manager Fund  
Calculated Cost-effectiveness for Draft Program**

| Sponsor                               | Project Name  | Project Description   | Total Project Cost | TFCA \$ Requested | Calculated Cost-effectiveness <sup>1</sup><br>(\$/ton emissions reduced) |
|---------------------------------------|---|---|--------------------|-------------------|--|
| LAVTA                                 | Route 10 Service - BART to ACE to LLNL                      | Route 10 provide service between Dublin/Pleasanton BART, Livermore ACE and Lawrence Livermore Lab (LLNL). Route operates 7 days/week. TFCA request is for FY 12/13 operations.  | \$4,301,183        | \$100,000         | \$18,991   |
| LAVTA                                 | Route 54 ACE Shuttle Service                                | Local feeder bus service that provides service between the Altamont Commuter Express (ACE) Pleasanton Station, the Dublin/Pleasanton BART Station and major employment centers including Stoneridge Mall, Bernal Business Park and Hacienda Business Park. TFCA request is for FY 12/13 operations.   | \$149,198          | \$37,299          | \$21,768   |
| California State University, East Bay | CSUEB Second (Peak Hours) Shuttle - Increased Service Hours | The shuttle connects the Cal State University East Bay campus to the Hayward BART station. TFCA currently funds a second shuttle bus for peak hour service from 7am-10am and 3pm-7pm. TFCA request is for expansion of service hours for the second shuttle to include operations during 10am - 3pm, allowing for continuous operations from 7am - 7pm for FY12/13. | \$313,350          | \$56,350          | \$51,290   |
| LAVTA                                 | Route 53 ACE Shuttle Service                                | Local feeder bus service that provides service to the Altamont Commuter Express (ACE) Pleasanton Station and the West Dublin/Pleasanton BART Station, and the Stoneridge mall. TFCA request is for FY 12/13 operations.   | \$136,718          | \$34,180          | \$51,507   |
| City of Pleasanton                    | Pleasanton Trip Reduction Program                           | The project consists of a three-pronged approach to reducing trips including employer-based, residential-based and school-based programs. The project includes monitoring efforts through surveys. TFCA request is for FY 12/13 program operations.   | \$179,000          | \$57,507          | \$71,093   |
| City of Oakland                       | Broadway Shuttle: Fri and Sat Evening Extended Service      | The Free Broadway Shuttle operates between the Jack London Oakland Amtrak Station and Broadway at 27th Street at 11-16 minute frequencies Monday-Thursday 7am-7pm; Friday 7am-1am; and Saturday 6pm-1am. TFCA request is for FY 12/13 Friday and Saturday evening service operations (Friday 7pm-1am and Saturday 6pm-1am).   | \$166,148          | \$166,148         | \$423,073  |
|                                       |   | <b>Total TFCA Requested:</b>  |                    | <b>\$451,484</b>  |  |

**Notes:**

1) The maximum allowable TFCA cost is \$90,000 per ton of emission reduced.

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## FYE 2013 TFCA Program Manager Fund Worksheet

Version 1.0, updated 11/21/11

**Calculations Tab:** Complete areas shaded in yellow only.

**SAMPLE ENTRIES ARE SHOWN IN LIGHT BLUE**

| Cost Effectiveness Inputs |           |
|---------------------------|-----------|
| # Years Effectiveness:    | 1         |
| Total Project Cost:       | \$166,148 |
| TFCA Cost 40%:            | \$35,300  |
| TFCA Cost 60%:            |           |
| Total TFCA Cost:          | \$35,300  |

|                        |  |
|------------------------|--|
| Regional Fund Proj. #: |  |
|------------------------|--|

## Emission Reduction Calculations

| Step 1 - Emissions for Eliminated Trips |         |                   |         |                       |                       |   |                                |                       |
|---|---------|-------------------|---------|-----------------------|-----------------------|---|--------------------------------|-----------------------|
| A                                       | B       | C                 | D       | E                     | F                     | G   | H                              | I                     |
| # Trips/Day (1-way)                     | Days/Yr | Trip Length (way) | VMT     | ROG Emissions (gr/yr) | NOx Emissions (gr/yr) | Exhaust & Trip End PM10 Emissions (gr/yr) * | Other PM10 Emissions (gr/yr) * | CO2 Emissions (gr/yr) |
| 100                                     | 250     | 16                | 400,000 | 136,850               | 139,925               | 6,800                                       | 81,600                         | 174,299,497           |
| 200                                     | 104     | 14.60             | 303,303 | 105,778               | 106,937               | 5,185                                       | 61,874                         | 132,164,092           |
|   |         |                   |         | 0                     | 0                     | 0   | 0                              | 0                     |
|   |         | Total             | 303,303 | 105,778               | 106,937               | 5,185                                       | 61,874                         | 132,164,092           |

### Step 2 - Emissions for New Trips to Access Transit/Ridesharing

|    |     |       |        |        |        |     |       |            |
|----|-----|-------|--------|--------|--------|-----|-------|------------|
| 50 | 250 | 3     | 37,500 | 24,063 | 17,800 | 800 | 7,650 | 16,340,578 |
| 11 | 104 | 3.4   | 3,890  | 2,327  | 1,776  | 81  | 793   | 1,694,888  |
|    |     |       | 0      | 0      | 0      | 0   | 0     | 0          |
|    |     | Total | 3,890  | 2,327  | 1,776  | 81  | 793   | 1,694,888  |

**Step 3A - Emissions for Shuttle/Vanpool Vehicles up to GVW of 14,000 lbs.**

| A   | B             | C             | D                     | E                    | F                             | G                           | H   | I                                      | J                           | K                           | L                                    | M                                  | N                        |
|---|---------------|---------------|-----------------------|----------------------|-------------------------------|-----------------------------|---|--|-----------------------------|-----------------------------|--------------------------------------|------------------------------------|--------------------------|
| See Emission Factor Tab. ARB Table 2 or 7 |               |               |                       |                      |                               |                             |   |  |                             |                             |                                      |                                    |                          |
| # Vehicles,<br>Model Year                 | Emission Std. | Vehicle GVW   | ROG Factor<br>(gr/mi) | NOx Factor<br>(g/mi) | Exhaust PM10<br>Factor (g/mi) | Total PM10 Factor<br>(g/mi) | CO2 Factor<br>(g/mi) (See<br>CO2 Table for<br>LD and LHD) | Total Annual VMT<br>(sum all vehicles) | ROG<br>Emissions<br>(gr/yr) | NOx<br>Emissions<br>(gr/yr) | Exhaust PM10<br>Emissions<br>(gr/yr) | Other PM10<br>Emissions<br>(gr/yr) | CO2 Emissions<br>(gr/yr) |
| 2, 2005                                   | LEV           | 10,001-14,000 | 0.23                  | 0.40                 | 0.12                          | 0.33                        | 860   | 8000                                   | 1,840                       | 3,200                       | 960                                  | 1,680                              | 6,880,000                |
|   |               |               |                       |                      |                               |                             |   |  | 0                           | 0                           | 0                                    | 0                                  | 0                        |
|   |               |               |                       |                      |                               |                             |   |  | 0                           | 0                           | 0                                    | 0                                  | 0                        |
|   |               |               |                       |                      |                               |                             | Total   | 0                                      | 0                           | 0                           | 0                                    | 0                                  | 0                        |

### Step 3B - Emissions for Buses

| A   | B                                | C                                  | D                  | E                 | F                          | G                        | H                 | I                                   | J                     | K                     | L                              | M                            | N                     |
|---|----------------------------------|------------------------------------|--------------------|-------------------|----------------------------|--------------------------|-------------------|-------------------------------------|-----------------------|-----------------------|--------------------------------|------------------------------|-----------------------|
| See Emission Factors Tab. Emissions for Buses Table |                                  |                                    |                    |                   |                            |                          |                   |                                     |                       |                       |                                |                              |                       |
| # Vehicles  | Engine Year, Make, & Model       | Retrofit Device Name               | ROG Factor (gr/mi) | NOx Factor (g/mi) | Exhaust PM10 Factor (g/mi) | Other PM10 Factor (g/mi) | CO2 Factor (g/mi) | Total Annual VMT (sum all vehicles) | ROG Emissions (gr/yr) | NOx Emissions (gr/yr) | Exhaust PM10 Emissions (gr/yr) | Other PM10 Emissions (gr/yr) | CO2 Emissions (gr/yr) |
| 3   | 2008 Van Hool Diesel Cummins ISB | 2008 Fleetguard PM plus Nox device | 0.03               | 0.59              | 0.04                       | 0.205                    | 2440              | 9,547                               | 286                   | 5,633                 | 382                            | 1,957                        | 23,294,680            |
|   |                                  |                                    |                    |                   |                            |                          | Total             | 9,547                               | 286                   | 5,633                 | 382                            | 1,957                        | 23,294,680            |

## Cost Effectiveness Results

| COST EFFECTIVENESS MEASURES   |  |  | Annual          | Lifetime    |
|---|--|--|-----------------|-------------|
| 1. VMT Reduced  |  |  | 289,867         | Miles       |
| 2. Trips Reduced  |  |  | 19,630          | Trips       |
| 3. ROG Emissions Reduced  |  |  | 0.11            | Tons        |
| 4. NOx Emissions Reduced  |  |  | 0.11            | Tons        |
| 5. PM Emissions Reduced   |  |  | 0.07            | Tons        |
| 6. PM Weighted Emissions Reduced                                      |  |  | 0.17            | Tons        |
| 7. CO2 Emissions Reduced  |  |  | 118.1           | Tons        |
| 8. Emission Reductions (ROG, NOx & PM)                                |  |  | 0.29            | Tons        |
| 9. TFCFA Project Cost - Cost Effectiveness (ROG, NOx & PM)            |  |  | \$120,148       | /Ton        |
| 10. TFCFA Project Cost - Cost Effectiveness (ROG, NOx & Weighted PM). |  |  | <b>\$89,887</b> | <b>/Ton</b> |

**REQUIREMENTS.**

Getland - Streamflow Reduction FVE 10.xls

## Notes & Assumptions-12ALA

Provide all assumptions, rationales, and references for figures used in calculations.

### Step 1: Eliminated Trips

#### A. 1-way trips/day:

420 FY 11/12 annual average ridership (7/1/2011 - 6/2/2012)

67 An average 16% increase (an additional 67 riders per night) has been assumed for the projected increase in ridership for the second year (FY 12/13) of Fri and Sat eve service. Ridership for first 11 months of evening service has seen an average increase of 16%.

Q1 = 365/day

Q2 = 372/day (1.9% increase)

Q3 = 394/day (5.9% increase)

Q4 = 548/day (38% increase)

The annual average increase =  $(1.9\% + 5.9\% + 38\%)/3$ , or 16%.

The average 16% increase applied to the FY 11/12 average annual ridership =  $(420 \times 16\%) = 67.2$  more riders, or  $(420 + 67.2) = 487.2$  riders/day.

487 Projected daily average ridership for FY 12/13  $(420 + 67.2)$

#### Adjusted eliminated trips/day:

200

Adjustment:  $487 \times 41\% = 200$  (as an estimate of former SOV drivers).

Source for assumption: Per provided May '11 rider survey, 41% replied they would be more likely to drive to their destination if the shuttle were not available.

#### B. Days per year:

104 Actual service days (2 nights /week)

#### C. Average Trip Length:

14.6 Per May 2011 survey results, this is the average trip distance for the survey respondents who previously drove.

### Step 2: New Trips to Access Transit

#### A. New Trips per day:

11 5.4% of the 200 counted eliminated trips. Per May 2011 rider survey: 5.4% drive to access transit.

#### B. Days per year:

104 Actual service days per year

#### C. Average Trip Length:

3.43 Per May 2011 survey, 3.4 miles is the average trip distance of the riders that reported driving to shuttle.

### Step 3: Bus Annual VMT

Annual VMT:

Fri & Sat Evening  
(Four 1-way trips/hr for 6 hours x 3 buses)

| 1-way bus trips/day | days/yr | miles <sup>1</sup> | Annual VMT (evening) |
|---------------------|---------|--------------------|----------------------|
| 54                  | 104     | 1.7                | 9,547                |

#### Notes:

1) Evening service is longer than the 1.4 mile daytime service.



## Alameda CTC Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, May 31, 2012, 5:30 p.m., 1333 Broadway, Suite 300, Oakland

---

Attendance Key (A = Absent, P = Present)

Members:

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

P Preston Jordan  
A Glenn Kirby  
P Diana Rohini LaVigne  
P Tom Van Demark  
P Sara Zimmerman

Staff:

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

P Vivek Bhat, Senior Transportation Engineer  
P Vida LePol, Acumen Building Enterprise, Inc.

---

### 1. Welcome and Introductions

Midori Tabata, BPAC Chair, called the meeting to order at 5:31 p.m. The meeting began with introductions and a review of the meeting outcomes.

**Guests Present:** Shawn Fong, City of Fremont; Robert Prinz, East Bay Bicycle Coalition (EBBC); Bonnie Wehmann, EBBC; Jon Spangler, BART Bike Accessibility Task Force

### 2. Public Comment

There were no public comments.

Midori stated that Tom Van Demark is retiring from BPAC; therefore, this will be his last meeting. She thanked him for his services and dedication to BPAC. Tom said he has fun memories of BPAC, and it was great being part of BPAC since 2004.

### 3. Approval of May 31, 2011 Minutes

*Preston Jordan moved to approve the May 31, 2012 minutes as they appeared in the meeting packet, and Tom Van Demark seconded the motion. The motion carried unanimously (8-0).*

### 4. Approval of CDF Grant Project Amendment Request; Bicycle Safety Education Program and Tri-City Senior Walk Clubs

Vivek Bhat informed the committee that staff is recommending two of the currently operating Bicycle and Pedestrian Countywide Discretionary Fund (CDF) grant-funded programs receive a one-year extension and additional funding to continue operations at the current levels: the Bicycle Safety Education Program for up to \$100,000 and the Tri-City

Senior Walk Clubs for up to \$28,000. He stated there has not been a Cycle 5 call for projects in the last three years. Vivek stated that representatives from EBBC and Fremont are present, and they can address any questions committee members have.

The BPAC began by discussing the EBBC Bicycle Safety Education Program. Questions/input from the members and responses from Bonnie Wehmann and Robert Prinz, both of EBBC:

- Would like to see average class attendance reported in the future. Also, Alameda CTC should decide what the average class size target should be for EBBC to get funding, for the next cycle of funds.
- Why are there fewer average attendees per class proposed for the fourth year than in the previous years? Bonnie stated that the estimates are conservative, and that now that they are expanding classes outside of North County, where attendance is typically high, they expect the average class size to be lower.
- How does EBBC capture lessons gained in doing outreach for the Chinese and Spanish classes, and apply what works? Bonnie and Robert stated that promotion is difficult with only two EBBC staff, but they look for locations that have built-in audiences; they are also targeting schools because the classes fill up pretty fast. Posters were also translated into native languages. And, they are offering free helmets to anybody who attends a class.
- Are the 'how to ride a bike' classes open to all ages? Bonnie stated that a small number of adults do come to learn how to ride a bike, and that mostly kids attend the family cycling classes.

The BPAC next discussed the Tri-City Senior Walk Clubs Program, with Shawn Fong providing a brief overview of the program, after a BPAC member inquired if this was more of a health and fitness program, than transportation-related. Shawn stated that it is a 16-week program for older adults, and the clubs meet once a week at a site in Fremont, Newark, or Union City. She said the current model provides a safe and comprehensive way to engage seniors in fitness, healthy living, pedestrian safety, accessing public transit, and addressing community mobility issues. Shawn said the program, called "Walk This Way", includes walks to a farmers market or local grocery store. Many referrals are made to the Travel Training program, where participants learn about using public transit. During fiscal year (FY) 11-12, 304 people went through the entire travel training program. Out of the 304 participants, 102 people came from the Walk This Way program.

Questions/input from the members and responses from Shawn Fong:

- A member suggested that Shawn revise the progress report to focus on its transportation aspects, which appear to be many, but which are not apparent in the current report. Another member suggested that the report reflect how much more walking participants are doing (via the survey), after the program, as well as to report the percentages of participants that are referrals to travel training. Shawn said she will include this update in the next report.
- How many people did the program actually serve? This should be added to a future report. Shawn said there have been 17 sessions with an average of 20 participants each.



- What is the average age for the program? Shawn said it ranges from ages 58 to 94 years old.

*Diana Rohini LaVigne moved to approve staff's recommendations to provide additional CDF monies of up to \$100,000 for the Bicycle Safety Education Program and up to \$28,000 for the Tri-City Senior Walk Clubs Program. Tom Van Demark seconded the motion. The motion passed unanimously (8-0).*

## **5. Update on Cycle 5 of the CDF Grant Program**

Vivek gave a brief update to members on Cycle 5 of the Measure B Countywide Discretionary Fund (CDF) Grant Program. He stated that the program is in the draft stage and staff is working on the approach and the program schedule. There is a desire to combine the Measure B CDF funding with the Vehicle Registration Fee (VRF) funds as well as the OneBayArea Grant (OBAG) Program, which was approved on May 17, 2012, and possibly also the Transportation Fund for Clean Air (TFCA) funds. He said staff anticipates receiving BPAC input on the program guidelines in July. Staff plans to issue a call for projects in fall 2012, and award the final program in spring of 2013. He said \$2 million of Measure B funds may be available in Cycle 5, and \$1 million of VRF funds.

Question/input from the members and staff responses:

- Preston Jordan reminded staff that he would like to review the scoring data from the CDF Cycle 4 program. Rochelle replied that she will provide this.

## **6. Update from BART Bicycle Accessibility Task Force Appointee**

Jon Spangler, who was appointed by BPAC in 2011 for a two-year term to represent Alameda County on the BART Bicycle Advisory Task Force (BBATF), gave an update on the Task Force activities over the previous fiscal year. He stated that the BBATF bylaws seemed to be the main interest of the BPAC. He did initiate the development of bylaws, and the Task Force is drafting them, but there still is no consensus in the group that bylaws are needed. He updated members on the new BART bike parking available inside and outside of several BART stations, including the electronic bicycle lockers and bike stations. He also updated members on new BART car bike-related design considerations, and stated that BBATF is consulting with BART's police department in conjunction with their improved bike theft prevention and anti-theft efforts. He reported that the Task Force has had more visits from senior BART management than ever in its history.

Question/input from the members and staff responses:

- A member asked about the elimination of bicycle blackout periods on BART. Jon stated that eliminating the bike blackout periods is on the BBATF's agenda for June 4, and the task force will contribute to BART's decision on this topic. He said that BART may opt for a trial period before totally eliminating the blackout period.
- Will BART make it legal to take bikes on escalators? Jon said they are working on a study of this.

**7. Status of Countywide Pedestrian and Bicycle Plan Updates**

Rochelle Wheeler gave an update on the status of the Countywide Pedestrian Plan and Bicycle Plan updates. She said the current timeline is to release the draft Pedestrian and Bicycle Plans, with the implementation chapters, for public review and comments in late June, and to receive BPAC feedback on these draft plans at the July 12, 2012 meeting. Alameda CTC will incorporate all comments in August, and then in September, staff will bring the final drafts to BPAC to make a recommendation that the Commission adopt them in September.

**8. Update on Complete Streets: Alameda CTC Approach and MTC Requirements**

Rochelle said Alameda CTC sent invitations to BPAC members for the Complete Streets Workshop, which Alameda CTC will hold on June 19, 2012. She asked members to encourage staff from local jurisdictions to attend, because this will launch the Complete Street efforts for the coming fiscal year, and these staff will work to develop and implement Complete Streets policies. Representatives from AC Transit, BART, LAVTA and other transit agencies will also attend the workshop, in which attendees will hear a description of complete streets, plus review the state, regional and Alameda CTC requirements for complete streets, and discuss what the local jurisdictions need to implement complete streets. Rochelle said the BPAC's role in Complete Streets is still being determined. Also, the Metropolitan Transportation Commission (MTC) is planning training sessions for local agencies. MTC is also still requiring applicants to complete the Complete Streets checklist when submitting applications for funding, and the new OBAG rules require that the checklists be completed at the time the projects are submitted to Alameda CTC for funding.

Questions and input from the members, and staff responses:

- What do cities need to do to make their current general plans compliant with the state's Complete Streets Act? Staff stated that the state Office of Planning and Research has 40 pages of guidelines regarding the state requirements. Each city may need its attorney to make a determination of whether the general plan is already compliant or not based on reviewing the state requirements and the city's general plan.
- A member stated that he would like the BPAC to have a role in defining which projects receive funding, after reviewing the complete street checklists. Staff stated that the procedures are still being defined and that will be part of the conversation during the workshop. Staff will bring this information back for BPAC's input before going to the Commission.

**9. Organizational Meeting****A. BPAC Action Log FY 11-12**

Staff asked BPAC members to review the action logs for FY 11-12 on page 41 in the packet.

**B. Alameda CTC's Bike/Ped Work Program for FY 12-13**

Rochelle reported that work on the Countywide Bicycle and Pedestrian Plans will be a significant part of the Bike/Ped Work Program in the coming year, through their anticipated adoption in September. New efforts are Complete Streets policy

development and additional workshops that will be defined after the input at the June 19 workshop. Alameda CTC will also release the Cycle 5 CDF Call for Projects this year, and will be restarting the Pedestrian Bicycle Working Group, since the Bicycle and Pedestrian Plans Working Group will not need to meet after the plans are adopted. Continuing Bike/Ped Work Program efforts include the bicycle and pedestrian counts and reports, the Bike to Work Day campaign, support of the overall county bike/ped efforts, outreach efforts, webinars, and promoting walking.

**C. BPAC FY 12-13 Meeting Calendar**

Rochelle reviewed the FY 12-13 meeting calendar with the committee and informed members that they are still working on deciding on the meeting dates to meet the needs of the grant cycle, so these are tentative.

**D. Review BPAC Bylaws**

Rochelle explained that typically, BPAC reviews its bylaws at the organizational meeting, usually the last meeting of the fiscal year. She said this year's review is a standard yearly review, and BPAC members are welcome to suggest revisions as they see fit. Staff is suggesting only one change to the bylaws for this fiscal year: to add the current BPAC role of reviewing the MTC Complete Streets checklists, as noted in the draft bylaws in the packet.

Rochelle said that Alameda CTC would like to take input from BPAC, and the other community advisory committees, incorporate any changes, and try to keep the bylaws consistent between committees, as well as have the legal department review changes before bringing the BPAC bylaws back to BPAC for adoption at a future meeting.

Questions, suggestions and input from the members:

- Article 7.3 Brown Act: Either remove the last sentence or move it to be the second to last sentence under 5.1 Open and Public Meetings. Midori stated that everything under Article 7.3 has already been covered under 5.1.
- Article 5.4 Special Meetings: Consider moving the last sentence, beginning "Notice of such meetings shall be given to all members..." to Article 7.4 Meeting Notices.
- A member proposed to form a subcommittee to discuss changing the name of BPAC, and noted that a minimum of three members are needed, per the bylaws. Preston Jordan, Midori Tabata, and Sara Zimmerman volunteered to be on the subcommittee. Midori recommended that Preston chair the proposed subcommittee. Staff recommended consulting Legal on the name change since it is not in the current Transportation Expenditure Plan, before moving forward with a subcommittee.

*Preston Jordan moved to approve the recommendation to form a subcommittee to discuss an alternative name for BPAC. Sara Zimmerman seconded the motion. The motion passed unanimously (8-0).*

**E. Election of BPAC Officers for FY 12-13**

*Preston Jordan nominated Midori Tabata for chair and Ann Welsh for vice chair. Tom Van Demark seconded the motion. The motion passed unanimously (8-0).*

**10. Countywide Transportation Plan/Transportation Expenditure Plan Update, and Other Board Actions/Staff Reports**

Beth Walukas gave a brief update on the Countywide Transportation Plan (CWTP) and draft Transportation Expenditure Plan (TEP). She described the regional planning activities, and explained how the Countywide Bicycle and Pedestrian Plan updates, which are a subset of the CWTP, fit into that process. Beth reported that on May 24, 2012, the Steering Committee approved the final CWTP and forwarded it to the Commission for approval at its June 2012 meeting. She said all Alameda County local jurisdictions, AC Transit, BART, and the Board of Supervisors took action in support of the TEP. Alameda CTC recommended that on June 5, 2012, the Board of Supervisors place the TEP on the November 2012 ballot.

Questions/feedback from the members:

- Members would like to see an organizational chart of these regional/countywide plans and requirements, showing their relationship to each other (OneBayArea Grant, Plan Bay Area, Regional Housing Needs Assessment, etc).

**11. BPAC Members Reports**

Chair Tabata informed members that according to EBBC, Bike to Work Day participation was up 30 percent. She said the overall percentage in Oakland was also up 7 percent.

Midori stated that at the May Oakland BPAC meeting, a senior planner from the City made a report on the East Bay Greenway project funded through Measure B and a Tiger II grant (just south of Coliseum BART). Midori stated that the budget is constrained, so many project features had to be removed, and this project may be coming back for grant funding in the future, to fully construct all elements, including a bicycle lane.

Preston reported on the cycling project on Buchanan Street, where a new right turn lane is proposed at San Pablo, and there is not enough space for a bike lane, too. He would like input from any other members on how to require the city to re-design this intersection to better serve bicyclists.

**12. Meeting Adjournment**

The meeting adjourned at 8:04 p.m.

**Alameda County Transportation Commission  
Bicycle and Pedestrian Advisory Committee  
Roster and Attendance Fiscal Year 2012/2013**

| Suffix | Last Name             | First Name   | City        | Appointed By   | Term Began | Re-apptmt. | Term Expires | Mtgs Missed Since Jul '12* |
|--------|-----------------------|--------------|-------------|--|------------|------------|--------------|----------------------------|
| 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       | 0                          |
| 4      | Ms. Gigli             | Lucy         | Alameda     | Alameda County Supervisor Wilma Chan, District 3     | Jan-07     | Jan-09     | Jan-11       | 0                          |
| 5      | Mr. Johansen          | Jeremy       | San Leandro | Alameda County Mayors' Conference, D-3               | Sep-10     | Oct-11     | Oct-13       | 0                          |
| 6      | Mr. Jordan            | Preston      | Albany      | Alameda County Supervisor Keith Carson, District 5   | Oct-08     | Sep-10     | Sep-12       | 1                          |
| 7      | Mr. Kirby             | Glenn        | Hayward     | Alameda County Supervisor Richard Valle, District 2  | Oct-03     | Jan-10     | Jan-12       | 0                          |
| 8      | Ms. LaVigne           | Diana Rohini | Fremont     | Alameda County Mayors' Conference, D-2               | Jan-12     |            | Jan-14       | 0                          |
| 9      | Ms. Zimmerman         | Sara         | Berkeley    | Alameda County Mayors' Conference, D-5               | Feb-12     |            | Feb-14       | 0                          |
| 10     | Vacancy               |              |             | Alameda County Supervisor Nate Milley, District 4    |            |            |              |                            |
| 11     | Vacancy               |              |             | Transit Agency                                       |            |            |              |                            |

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**Alameda CTC Citizens Advisory Committee Meeting Minutes**  
**Thursday, April 19, 2012, 5:30 p.m., Dublin City Hall, 100 Civic Plaza, Dublin**

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Attendance Key (A = Absent, P = Present)

Members:

|                                    |                          |   |
|------------------------------------|--------------------------|---|
| <u>P</u> Cynthia Dorsey, Chair     | <u>P</u> Alton Jefferson | <u>P</u> Michelle Powell (Mike Dubinsky Attended) |
| <u>P</u> Barry Ferrier, Vice Chair | <u>A</u> Roop Jindal     |   |
| <u>P</u> Val Chinn                 | <u>A</u> Audrey LePell   | <u>A</u> John Repar                               |
| <u>P</u> Joseph Collier            | <u>P</u> Harpal Mann     |   |
| <u>P</u> Frances Hilliard          | <u>P</u> Mark Posson     |   |

Staff:

|  |  |
|--|--|
| <u>P</u> Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation | <u>P</u> Angie Ayers, Acumen Building Enterprise, Inc. |
| <u>P</u> Laurel Poeton, Assistant Transportation Planner                         |  |

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**1. Welcome and Introductions**

Chair Cynthia Dorsey called the meeting to order at 5:35 p.m. The meeting began with introductions.

**Guest(s) present:** Robert S. Allen; Councilmember Don Biddle, City of Dublin

**2. Public Comment**

There were no public comments.

**3. Approval of October 20, 2011 and January 19, 2012 Minutes**

*Harpal Mann moved to approve the October 20, 2011 and January 19, 2012 minutes. Barry Ferrier seconded the motion. The motion carried unanimously (9-0).*

**4. CAC Outreach Goals and Objectives**

Cynthia Dorsey led the discussion on CAC outreach goals and objectives. She asked members to review pages 9 and 10 in the agenda packet, and the following discussion took place.

- Committee members stated that public participation of the transportation forums is low and suggested if CAC members work with staff more closely to take presentation materials to the public, that may boost participation. Members agreed that the need to perform outreach to the public is great to educate voters about the transportation sales tax measure.
- Members made the following suggestions to assist in ensuring that transportation forums are widely publicized: Encourage city councils to publicize the transportation forums, post flyers in libraries, post flyers at various city agencies, and take

materials/flyers to rotary clubs, doctor offices, and other locations where the public may see them.

- Members requested that Alameda CTC make sure the website address is on all outreach materials. Additional suggestions: Make the website interesting to visitors by using flash animation, include pictures of projects and programs funded by Measure B, and show before-and-after photos of projects to create a visual experience.
- A member suggested CAC members try and place items of interest in city newsletters and/or create a webpage to inform people in the district of Alameda CTC activities.

Cynthia stated that Alameda CTC performed additional outreach by reaching out to Hacienda Business Park, which sent out 500 emails to inform people about the East County Transportation Forum. She also discussed the 10 vacancies on the CAC. She explained the Alameda CTC process to appoint people to the 22-member committee.

#### **5. Staff Overview of Outreach Materials and Website Report**

Laurel Poeton discussed the minibooklet, previously called the accordion card or the tri-fold card. She provided a mock up of the draft minibooklet and reviewed the content, which included:

- The cover pages (front and back), which include how to connect to the Alameda CTC
- Alameda CTC's Mission and Governance
- Best Value for Public Funds
- Community Benefit
  - Funding Programs
  - Safety, Health and Transit Choices
- Forward-thinking Solutions (and Innovative Projects)
- Environmental Sustainability
- Economic Vitality (and Planning for the Future)

Staff stated that Alameda CTC will use the minibooklet in outreach efforts, and CAC members will receive the draft minibooklet via email for review. Laurel requested Alameda CTC receive comments on the content and design/layout by April 30, 2012.

Laurel reported on the website analytics and the e-newsletter database and use. She noted website activity was still up, and approximately 40 percent of the visitors were new. Staff stated that the increase is likely due to the significant ongoing general agency outreach activities.

CAC members suggested Alameda CTC rearrange the website to make it "pop" to spark the interest of visitors so they will return to the website. Staff stated that the website is undergoing a dramatic shift, and it will have a different look and feel going forward. Staff also noted that the Alameda CTC has been in existence for 18 months, and the website home page and navigation will be reorganized slightly. The ACCMA and ACTIA websites will no longer link to the home page. The new website look will be completed by July 2012.



Laurel reviewed Table 2 key messages that Alameda CTC staff and the community advisory committees use for outreach to keep the community informed.

To reach out to the community, Cynthia suggested that CAC members contact their appointers, board members, and request them to include the transportation forum on their website. She also suggested that the members reach out to other committees about Measure B funded projects and programs and the transportation forums. Cynthia and Barry requested the CAC members bring ideas to the June 21, 2012, meeting about what each individual can do to perform outreach.

#### **6. CAC Member/Outreach Reports**

Tess Lengyel requested that the CAC review the resolution of appreciation for Hale Zukas and provide comments to staff by April 30, 2012.

#### **7. Staff Reports**

##### **A. Countywide Transportation Plan and Transportation Expenditure Plan**

Tess informed the committee that staff will give a presentation on the Countywide Transportation Plan and Transportation Expenditure Plan at the East County Transportation Forum. Laurel Poeton reviewed the contents in the TEP Outreach Toolkit. Tess mentioned that the toolkit is intended for the committee to have materials in their hands that explain the investments in transportation throughout the county.

##### *Public comment:*

Robert Allen was the BART Director for District 5 from 1974 to 1988. He provided a fact sheet titled *Let's Try 5-County BART* that provided a history of BART's bond issue to plan BART around the Bay.

#### **8. East County Transportation Forum and Open House**

The members adjourned to the East County Transportation Forum and open house at 6:38 p.m.

#### **9. Adjournment**

The forum adjourned at 8:45 p.m.

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**Alameda County Transportation Commission  
Citizen Advisory Committee**

**Roster and Attendance  
Fiscal Year 2012/2013**

|    | <b>Title</b> | <b>Last Name</b>   | <b>First Name</b> | <b>City</b> | <b>Appointed By</b>                                   | <b>Term Began</b> | <b>Re-apptmt.</b> | <b>Term Expires</b> | <b>Mtgs Missed Since July '12*</b> |
|----|--------------|--------------------|-------------------|-------------|---|-------------------|-------------------|---------------------|------------------------------------|
| 1  | Mr.          | Ferrier, Chair     | Barry             | Union City  | City of Union City<br>Mayor Mark Green                | Jan-04            | Apr-12            | Apr-14              | 0                                  |
| 2  | Ms.          | Dorsey, Vice-Chair | Cynthia           | Oakland     | Alameda County<br>Supervisor Keith Carson, D-5        | Feb-02            | Apr-12            | Apr-14              | 0                                  |
| 3  | Ms.          | Chinn              | Val               | Hayward     | City of Livermore<br>Mayor John Marchand              | Dec-99            | Jan-12            | Jan-14              | 0                                  |
| 4  | Mr.          | Collier            | Joseph            | San Leandro | City of San Leandro<br>Councilmember Joyce Starosciak | Dec-09            | Jan-12            | Jan-14              | 0                                  |
| 5  | Ms.          | Hilliard           | Frances           | Oakland     | City of Oakland<br>Councilmember Larry Ried           | Jun-02            | Feb-10            | Feb-12              | 0                                  |
| 6  | Mr.          | Jefferson          | Alton             | San Leandro | Alameda County<br>Supervisor Wilma Chan, D-3          | Sep-08            | Sep-10            | Sep-12              | 0                                  |
| 7  | Dr.          | Jindal             | Roop              | Hayward     | Alameda County<br>Supervisor Scott Haggerty, D-1      | Oct-03            | Jan-12            | Jan-14              | 0                                  |
| 8  | Mr.          | Dennis             | Jones             | Fremont     | BART<br>Director Tom Blalock                          | Apr-12            |                   | Apr-14              | 0                                  |
| 9  | Ms.          | LePell             | Audrey            | Hayward     | City of Hayward<br>Councilmember Olden Henson         | May-04            | Jan-12            | Jan-14              | 0                                  |
| 10 | Mr.          | Mann               | Harpal            | Union City  | Alameda County<br>Supervisor Richard Valle, D-2       | Mar-11            |                   | Mar-13              | 0                                  |

**Alameda County Transportation Commission  
Citizen Advisory Committee**

**Roster and Attendance  
Fiscal Year 2012/2013**

|    | <b>Title</b> | <b>Last Name</b> | <b>First Name</b> | <b>City</b> | <b>Appointed By</b>                                | <b>Term Began</b> | <b>Re-apptmt.</b> | <b>Term Expires</b> | <b>Mtgs Missed Since July '12*</b> |
|----|--------------|------------------|-------------------|-------------|--|-------------------|-------------------|---------------------|------------------------------------|
| 11 | Mr.          | Posson           | Mark              | Pleasanton  | City of Pleasanton<br>Mayor Jennifer Hosterman     | Jan-12            |                   | Jan-14              | 0                                  |
| 12 | Ms.          | Powell           | Michelle          | Fremont     | City of Fremont<br>Councilmember Suzanne Chan,     | Jan-12            |                   | Jan-14              | 0                                  |
| 13 |              | Vacancy          |                   |             | Alameda County<br>Supervisor Nate Miley, D-4       |                   |                   |                     |                                    |
| 14 |              | Vacancy          |                   |             | AC Transit<br>Director Greg Harper                 |                   |                   |                     |                                    |
| 15 |              | Vacancy          |                   |             | City of Alameda<br>Vice Mayor Rob Bonta            |                   |                   |                     |                                    |
| 16 |              | Vacancy          |                   |             | City of Albany<br>Mayor Farid Javandel             |                   |                   |                     |                                    |
| 17 |              | Vacancy          |                   |             | City of Berkeley<br>Councilmember Laurie Capitelli |                   |                   |                     |                                    |
| 18 |              | Vacancy          |                   |             | City of Dublin<br>Mayor Tim Sbranti                |                   |                   |                     |                                    |
| 19 |              | Vacancy          |                   |             | City of Emeryville<br>Councilmember Ruth Atkin     |                   |                   |                     |                                    |
| 20 |              | Vacancy          |                   |             | City of Newark<br>Councilmember Luis Freitas       |                   |                   |                     |                                    |
| 21 |              | Vacancy          |                   |             | City of Oakland<br>Councilmember Rebecca Kaplan    |                   |                   |                     |                                    |
| 22 |              | Vacancy          |                   |             | City of Piedmont<br>Mayor John Chiang              |                   |                   |                     |                                    |



**Alameda CTC Citizens Watchdog Committee Meeting Minutes**  
**Monday, June 11, 2012, 6:30 p.m., 1333 Broadway, Suite 300, Oakland**

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Attendance Key (A = Absent, P = Present)

**Members:**

|   |                          |                     |
|---|--------------------------|---------------------|
| <u>P</u> James Paxson, Chair            | <u>A</u> Roger Chavarin  | <u>P</u> Jo Ann Lew |
| <u>P</u> Harriette Saunders, Vice Chair | <u>P</u> Mike Dubinsky   | <u>P</u> Hale Zukas |
| <u>A</u> Pamela Belchamber              | <u>A</u> Arthur Geen     |                     |
| <u>P</u> Petra Brady                    | <u>P</u> James Haussener |                     |
|   | <u>A</u> Erik Jensen     |                     |

**Staff:**

|  |  |
|--|--|
| <u>P</u> Arthur L. Dao, Executive Director   | <u>P</u> Patricia Reavey, Director of Finance          |
| <u>P</u> Tess Lengyel, Deputy Director of Policy<br>Public Affairs and Legislation | <u>P</u> Angie Ayers, Acumen Building Enterprise, Inc. |

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**1. Welcome and Introductions**

James Paxson, CWC Chair, called the regular meeting to order at 6:35 p.m.

**2. Public Comment**

There were no public comments.

**3. Approval of January 9, 2012 and March 22, 2012 Minutes**

CWC members requested staff to distribute a summary of the meeting minutes within three weeks after each meeting to allow CWC members the opportunity to provide agenda item suggestions to the chair for upcoming CWC meetings. The following process and timelines were defined to give members a chance to provide agenda item suggestions:

- Three weeks after the meeting, Alameda CTC will distribute the CWC meeting summary notes to CWC member via email.
- Members will notify the chair, James Paxson, and vice chair, Harriette Saunders, of agenda item suggestions for the upcoming CWC meeting. Note that CWC members are requested to copy Tess Lengyel and Angie Ayers on the email as well.
- Three weeks prior to each CWC meeting the CWC chair, vice chair, and staff will hold an agenda review meeting and the suggestions from the members will be discussed at that time. Once the agenda review meeting date is set, CWC members will receive a reminder to submit any proposed agenda items for consideration to the chair by a set deadline.
- The full agenda packet containing the minutes will be mailed to CWC members one week before the meeting.

Staff will modify the CWC Bylaws to incorporate the agenda review meeting.

*Mike Dubinsky moved to approve the minutes. Harriette Saunders seconded the motion. The motion carried unanimously (7-0).*

#### **4. Election of Officers for FY 12-13 and Approval of CWC Bylaws**

Election of officers:

*James Haussener nominated James Paxson for chair and Harriette Saunders as vice chair. Jo Ann Lew seconded the motion. The motion passed unanimously (7-0).*

CWC Bylaws:

Tess Lengyel led the discussion on the CWC bylaws. She mentioned that the CWC reviews its bylaws annually at the organizational meeting and the review process is scheduled each year to allow staff and the CWC to update the bylaws to reflect current practices or to improve the way the committee functions. Members stated that Article 3.5 Attendance should include excusable absences for work-related travel. Staff informed the committee that as a practice, absences are not excused, and this policy is consistent across all community advisory committee bylaws. Staff explained that on a quarterly basis the Alameda CTC writes to the appointers and lets them know the status of their appointments.

Staff will modify the bylaws as follows:

- Include an article to reflect the agenda review meeting.
- In Article 3.5 Attendance, make clear who is responsible for removing a member from the committee.

The members requested that staff bring the bylaws back to the July CWC meeting for approval.

#### **5. Approval of Draft CWC Annual Report and Discussion of Publication Methods and Costs**

Draft CWC Annual Report:

Tess Lengyel stated that a CWC Annual Report Subcommittee was established during the March 12, 2012 meeting and included the following members:

- Mike Dubinsky
- James Paxson
- Harriette Saunders
- Hale Zukas

Tess explained that the subcommittee had two meetings to discuss the draft report outline and the content of the Annual Report. After approval of the report text by the subcommittee, staff provided the report in layout format and emailed it to subcommittee members. CWC Subcommittee members agreed that the full committee would review the Annual Report and provide comments on the layout format.

*Questions/feedback from members:*

- The chair informed the committee that the report will be reviewed for consistency so that it speaks as one voice, once all the comments are received.
- The *CWC Members* section should honor the longest-serving member(s). The members suggested to include a quote from that member(s). Staff mentioned that the chair includes a quote in the press release and that quote can be used in this section.
- A member requested that for any photos that feature bicyclists, it is important to make sure the bicyclists are wearing helmets. James Paxson stated that the two guys with the BikeMobile are not on a bicycle.
- A member requested that we show the cities that are using the BikeMobile program. Staff stated that the BikeMobile is a countywide program under the Safe Routes to Schools Program.
- All of the members agreed that the presentation of numbers throughout the report is creating more confusion and we need to review all of the numbers for clarification, accuracy, and to address rounding errors. The pages on the report that were specifically cited are: 46, 47 and 48.
- Under *Financials At-a-Glance* change FY10-12 to FY10-11.
- On page 47, the last sentence in the second paragraph should be a separate paragraph.
- Change the photo under the *Citizens Watchdog Committee Activities* to a photo showing the actual members of the committee.
- Change the word “reserve” to “fund balance” throughout the report.

As part of the CWC Annual Report discussion, a member requested that Alameda CTC present a document showing the 1998 revenue projections for the 2000 Measure B original sales tax revenue projection. The member also had concerns about the accuracy of some staff reports as well as the report made by the independent auditor.

*Summary of discussion and how the Annual Report will change:*

- Ensure the report is consistent throughout and speaks with one voice.
- Ensure that the figures presented in the report are accurate, can be verified, and relate to one another.
- Ensure the report only contains content that applies to the purpose of the CWC, the CWC activities, and the oversight function of the CWC.
- Change the photo under the *Citizens Watchdog Committee Activities* to a photo that contains actual CWC members.
- The CWC Annual Report Subcommittee will meet before the July 9, 2012 meeting to finalize the content of the modified CWC Annual Report to the public.
- James Haussener will be added to the subcommittee.

Publication Methods and Costs:

Tess suggested the members review the publication methods and costs document and bring their comments back to the July 9, 2012 meeting.

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

None

**7. Strategic Plan Review**

Due to time constraints, this item will be included in the July meeting.

**8. Staff Reports/Board Actions**

**A. Revised Sales Tax Projection Update for FY 11-12**

Due to time constraints, this item will be included in the July meeting.

**B. Update on Proposed Budget for FY 12-13**

Due to time constraints, this item will be included in the July meeting.

**C. Countywide Transportation Plan and Transportation Expenditure Plan Update**

Due to time constraints, this item will be included in the July meeting.

**D. General Items**

None

**9. Adjournment/Next Meeting**

The meeting adjourned at 8:40 p.m. The next meeting is July 9, 2012 at the Alameda CTC offices.



**Alameda County Transportation Commission**  
**Citizens Watchdog Committee**  
**Roster and Attendance**  
**Fiscal Year 2012-2013**

|    | Last                     | First        | City          | Appointed By                                 | Term Began | Re-apptmt. | Term Expires | Mtgs Missed Since July '12* |
|----|--------------------------|--------------|---------------|--|------------|------------|--------------|-----------------------------|
| 1  | Mr. Paxson, Chair        | James        | Pleasanton    | East Bay Economic Development Alliance       | Apr-01     |            | N/A          | 0                           |
| 2  | Ms. Saunders, Vice-Chair | Harriette    | Alameda       | Paratransit Advisory and Planning Committee  | Jul-09     |            | N/A          | 0                           |
| 3  | Ms. Belchamber           | Pamela       | Berkeley      | Alameda County Mayors' Conference, D-5       | Mar-09     | Apr-11     | Apr-13       | 1                           |
| 4  | Ms. Brady                | Petra Olivia | Oakland       | Alameda County Mayors' Conference, D-4       | Oct-11     |            | Oct-13       | 1                           |
| 5  | Mr. Dubinsky             | Peter "Mike" | Fremont       | Alameda County Supervisor Richard Valle, D-2 | Oct-10     |            | Oct-12       | 0                           |
| 6  | Mr. Geen                 | Arthur B.    | Oakland       | Alameda County Taxpayers Association         | Jan-01     |            | N/A          | 1                           |
| 7  | Mr. Haussener            | James        | Castro Valley | Alameda County Supervisor Nate Miley, D-4    | Feb-10     |            | Feb-12       | 0                           |
| 8  | Mr. Jensen               | Erik         | Oakland       | East Bay Bicycle Coalition                   | May-10     |            | N/A          | 1                           |
| 9  | Ms. Lew                  | Jo Ann       | Union City    | Alameda County Mayors' Conference, D-2       | Oct-07     | Oct-11     | Oct-13       | 0                           |
| 10 | Mr. Zukas                | Hale         | Berkeley      | Alameda County Supervisor Keith Carson, D-5  | Jun-09     | Apr-12     | Apr-14       | 0                           |
| 11 | Vacancy                  |              |               | Alameda County Mayors' Conference, D-1       |            |            |              |                             |
| 12 | Vacancy                  |              |               | Alameda County Mayors' Conference, D-3       |            |            |              |                             |
| 13 | Vacancy                  |              |               | Alameda Labor Council AFL-CIO                |            |            |              |                             |

**Alameda County Transportation Commission  
Citizens Watchdog Committee  
Roster and Attendance  
Fiscal Year 2012-2013**

|    |         |  |  |  |  |  |  |  |  |
|----|---------|--|--|--|--|--|--|--|--|
| 14 | Vacancy |  |  |  |  |  |  |  |  |
| 15 | Vacancy |  |  |  |  |  |  |  |  |
| 16 | Vacancy |  |  |  |  |  |  |  |  |
| 17 | Vacancy |  |  |  |  |  |  |  |  |



## Paratransit Advisory and Planning Committee Meeting Minutes Monday, May 21, 2012, at 1:00 p.m., 1333 Broadway, Suite 300, Oakland

Attendance Key (A = Absent, P = Present)

### Members:

|                                    |  |  |
|------------------------------------|--|--|
| <u>P</u> Sylvia Stadmire,<br>Chair | <u>A</u> Joyce Jacobson<br><u>P</u> Sandra Johnson-Simon | <u>P</u> Vanessa Proee<br><u>A</u> Carmen Rivera-Hendrickson |
| <u>P</u> Will Scott,<br>Vice-Chair | <u>P</u> Gaye Lenahan                                    | <u>A</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>P</u> Esther Waltz  |
| <u>A</u> Herb Clayton              | <u>P</u> Betty Mulholland                                | <u>P</u> Hale Zukas  |
| <u>A</u> Shawn Costello            | <u>P</u> Rev. Carolyn Orr                                |  |
| <u>P</u> Herb Hastings             | <u>P</u> Sharon Powers                                   |  |

### Staff:

|   |  |
|---|--|
| <u>A</u> Matt Todd, Manager of<br>Programming | Coordinator  |
| <u>P</u> Cathleen Sullivan,<br>Nelson/Nygaard | <u>P</u> Krystle Pasco, Paratransit<br>Coordination Team |
| <u>P</u> Naomi Armenta, Paratransit           | <u>P</u> Vida LePol, Acumen Building<br>Enterprise, Inc. |

## 1. Welcome and Introductions

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

**Guests Present:** Jennifer Cullen, Senior Support Program of the Tri-Valley; Kim Huffman, AC Transit; Kevin Laven, City of Emeryville; Hakeim McGee, City of Oakland; Joann Oliver, City of San Leandro; Laura Timothy, BART; Elaine Welch, Senior Helpline Services

## 2. Public Comments

There were no public comments.

### 3. Approval of May 21, 2012 Minutes

The members suggested correcting the minutes as follows:

- On page 3 under Recommendation on Gap Grant Extension, the first part of the first sentence of the second paragraph should read, “Naomi stated that if voters approve the transportation sales tax measure in November 2012”.

*Jonah Markowitz moved that PAPCO approve the April 23, 2012 minutes with the above correction. Sandra Johnson-Simon seconded the motion. The motion carried unanimously (16-0).*

### 4. Recommendation on CMMP – Volunteer Driver Program

Naomi Armenta discussed with PAPCO making a recommendation to the Alameda CTC Board to approve the Coordination and Mobility Management Planning (CMMP) Pilot Volunteer Driver Program with the addition of Piedmont and Alameda, and allocate \$100,000 of CMMP funding for the pilot.

She said in April 2012, PAPCO approved the CMMP Pilot Volunteer Driver Program in concept, and a budget of \$94,000. At that time, the committee asked Alameda CTC to add Piedmont to the pilot.

In May 2012, PAPCO members asked for more information about the Volunteer Driver Pilot Program. Naomi stated that in the new service parameters, Senior Helpline Services (SHS) would launch and operate a 12-month project to offer free, one-on-one, door-through-door, escorted rides for ambulatory seniors age 60 and older residing in Alameda, Albany, Berkeley, Emeryville, Oakland, and Piedmont, who are living at home and are unable to use other transportation modes. SHS will also discuss coordination with Senior Support Program of the Tri Valley (SSPTV). Naomi reviewed the projected expenses for fiscal year 2012-2013 (FY 12-13) and a comparison to funding for other Alameda County volunteer driver programs in detail with members.

*Jonah Markowitz moved to approve staff's recommendations to approve a CMMP Pilot Volunteer Driver Program with the addition of Piedmont and Alameda. Esther Waltz seconded the motion. The motion carried unanimously (16-0).*

## **5. Bylaws Subcommittee Membership**

Naomi stated that PAPCO reviews its bylaws annually and relies on a Bylaws Review Subcommittee to make recommendations to the full committee. She asked PAPCO members to sign up to participate in the Bylaws Review Subcommittee on Friday, June 8, 2012 from 1 to 3 p.m. at Alameda CTC.

The following PAPCO members volunteered:

- Sandra Johnson Simon
- Jonah Markowitz
- Betty Mulholland
- Rev. Carolyn M. Orr
- Sharon Powers
- Harriette Saunders
- Will Scott
- Sylvia Stadmire
- Esther Waltz

Naomi will send a confirmation email to all appointed members.

## **6. Base Program and MSL Funding Recommendation**

Sylvia reported that four different Program Plan Review Subcommittees met on May 4 and 7 and reviewed program plan applications. She said 17 PAPCO members participated and made an initial recommendation to fund \$9.3 million dollars and over 973,000 trips for FY 12-13. She said overall, members were impressed by the quality of the presentations. She thanked all members for their hard work and contributions to the subcommittee.

Naomi Armenta stated that staff requests PAPCO recommend to the Alameda CTC Board approval of \$25,000 in Minimum Service Level (MSL) funding for the City of Oakland and \$75,000 for the City of San Leandro. The funding will be allocated from Measure B Gap Grant funding. Naomi described the types of paratransit services both cities provide and the funding cuts they face due to the economic downturn. She said MSL grants were designed to help city-based programs meet Minimum Service Levels as defined by PAPCO in 2006. Cities are reimbursed for approved expenses after the end of the fiscal year. After FY 12-13, the MSL fund will be unnecessary because MSL's are being superseded by the Implementation Guidelines.

*Will Scott moved that PAPCO approve the MSL Funding recommendation. Esther Waltz seconded the motion. The motion carried with one abstention (15-0-1).*

Naomi stated that during the Program Plan Review Meetings, participants requested a “grandfathering” policy for programs. Staff drafted an interim policy stating “For City-based Door-to-Door Service and Taxi Subsidy Service, Cities may offer “grandfathered” eligibility to program registrants below a newly established eligibility age (70-80), who have used the program regularly in FY 11/12, and so long as it does not impinge on the City’s ability to meet the Implementation Guidelines.” Programs will need to indicate to staff that they intend to implement this policy. In the future, the committee could adopt this policy into the Implementation Guidelines for the program plans.

Questions/feedback from the members:

- Will the “grandfathering” mean a reduction of funding to the two cities?  
Staff said they will have to do the grandfathering within their budget.

*Jonah Markowitz moved that PAPCO approve staff’s recommendation to adopt the interim grandfathering policy. Sharon Powers seconded the motion. The motion carried unanimously (16-0).*

Naomi reviewed the Program Plan subcommittee recommendation on page 31 of the agenda packet with committee members and asked if they would like to discuss any of the programs in detail. PAPCO requested further discussion of Hayward and LAVTA.

*William Scott moved that PAPCO approve the Subcommittee’s Base Funding recommendation for every program except Hayward and LAVTA. Harriette Saunders seconded the motion. The motion carried unanimously (16-0).*

Naomi explained that some members had concerns with LAVTA’s presentation, and wanted LAVTA to do quarterly reporting to continue to update the committee on customer service issues since the ALC transition.

*Hale Zukas moved that PAPCO approve staff’s recommendation of conditional funding to LAVTA with quarterly reporting. Jonah Markowitz seconded the motion. The motion carried with three opposed and one abstention (12-3-1).*

*Jonah Markowitz moved that PAPCO recommend conditional funding for the City of Hayward with a monthly written report and a correction to the budget. Sandra Johnson-Simon seconded the motion. The motion carried unanimously (16-0).*

## **7. Report from East Bay Paratransit**

Mark Weinstein, the general manager of Veolia (the consultant group that oversees the operations for East Bay Paratransit (EBP) on behalf of AC Transit and BART), gave the broker's report on East Bay Paratransit. He reported that EBP's average on-time performance this fiscal year is 93 percent. He said EBP has more than 350 drivers who provide service that many people depend on. EBP is transporting on average of 1.83 passengers per hour, averaging over 62,000 riders a month, and transporting over 2,600 people a weekday. He reported that the biggest challenge EBP faces is client "dumping" from social service agencies due to funding reductions. Mark also reported that the City of Hayward is transitioning riders to EBP.

He said the next big change at EBP will be the implementation of an Interactive Voice Response (IVR) system, which will provide riders with a computer-generated call saying the vehicle is 5 to 10 minutes away. He said EBP is also planning to implement a call-backs feature, the night before service, for riders on standby. Riders presently call at 7 p.m. the night before service to get their pick up window.

On April 20, 2012, East Bay Paratransit opened a satellite certification location in Fremont. Mark thanked Shawn Fong for her assistance in setting up the satellite location.

Questions/feedback from the members:

- How can we get our complaints addressed by EBP? Mark stated that EBP accept complaints in writing or on the phone.
- Is the ride free to in-person assessments and interviews? Yes, rides to the interviews are free.

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

### **Implementation**

Sandra Johnson-Simon reported that she attended an Alzheimer's forum at the West Oakland Senior Center, a celebration for older American women, and the Oakland Community Action Partnership Annual Walk in the Park on May 19 at Lake Merritt.

Herb Hastings reported that there is construction improving access to the fairgrounds.

Harriette Saunders reported that she attended the Alameda Mothers' Day Festival, and it was well attended. She encouraged members to support the local artist in their areas. She also stated that the CWC Annual Report to the Public is in process.

Sylvia reported that she attended the Oakland Old American festival last Friday, attended the Albany City fair this month, and was in Sacramento on May 5 through May 7 to campaign for the Old Food Stamp Bill. Sylvia said a person with a walker was unable to go down an accessible walkway at one door of the building. She said she went to the governor's office and filed a complaint to make every door in the old state building accessible to people with disabilities. She is awaiting the result from her complaint.

Will Scott reported that he attended the April and May Board of Directors hearings for the acquisition of BART trains.

## **9. Committee Reports**

- A. East Bay Paratransit Service Review Advisory Committee (SRAC) – Rev. Carolyn Orr said the next meeting is scheduled for June 6.
- B. Citizens Watchdog Committee (CWC) – Harriette Saunders reported that the next meeting is scheduled for June 11<sup>th</sup>, from 6:30 p.m. to 8:30 p.m. and the CWC will nominate officers. There will be a Public Hearing on July 9, at Alameda CTC.

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

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



## 11. Staff Updates

### A. Mobility Management

Naomi encouraged the committee to review the item from “Partnership for Mobility Management” on page 49 in the packet.

### B. Krystle Pasco reported on the following upcoming outreach events:

- 5/24/12 – Senior Injury Prevention Conference at the Waterfront Hotel in Jack London Square
- 6/16/12 – Afghan Community Health Fair at the Fremont Senior Center in Fremont
- 6/21/12 – Senior Day at the Alameda County Fair at the Alameda County Fairgrounds in Pleasanton
- 6/28/12 – Senior Day at the Alameda County Fair at the Alameda County Fairgrounds in Pleasanton
- 7/05/12 – Senior Day at the Alameda County Fair at the Alameda County Fairgrounds in Pleasanton
- 7/12/12 – South County Transportation Forum at Union City Hall from 6:30 to 8:30 p.m.

### C. Cathleen Sullivan gave a progress update on planning for the ninth Annual Mobility Workshop. She said the keynote speaker has been 99 percent confirmed. There will be a vehicle show and tell, and then the lunch hour. Someone will talk about vehicle types. There will also be an opportunity for people to give a feedback on what type of things are important to them in a vehicle. Cathleen said the agenda is being finalized, and she encouraged everyone to save July 16<sup>th</sup>, 2012 in their calendars.

### D. Tess Lengyel reported that five city councils have approved the Transportation Expenditure Plan (TEP): Emeryville, Fremont, Hayward, Livermore, and Union City. Staff will bring both the final TEP and the final draft of the Countywide Transportation Plan to the Commission in May 2012 for approval so that Alameda CTC can request that at the June 2012 Board of Supervisors meeting, the Board of Supervisors place the TEP on the November 6, 2012 ballot. The latest version is on the Alameda CTC website. 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.

Tess distributed the TEP Outreach Toolkit and informed the group that the purpose of the toolkit is to serve as a reference guide to help PAPCO

members share information about Alameda CTC and the 2012 TEP. She said the toolkit also contains materials that will help members successfully engage stakeholders in learning about the TEP.

## **12. Draft Agenda Items for June 25, 2012 PAPCO**

- A. Approve Bylaws
- B. Elect Officers for FY 12-13 (Chair, Vice Chair, SRAC, CWC)
- C. Input on Draft Countywide Pedestrian and Bike Plan
- D. Quarterly Report from Hayward
- E. Annual Mobility Workshop Update

## **13. Adjournment**

The meeting adjourned at 2:50 p.m.

**Alameda County Transportation Commission  
Paratransit Advisory and Planning Committee  
Roster and Attendance  
Fiscal Year 2012/2013**

|    | <b>Title</b> | <b>Last</b>       | <b>First</b> | <b>City</b> | <b>Appointed By</b>                                | <b>Term Began</b> | <b>Re-<br/>apptmt.</b> | <b>Term Expires</b> | <b>Mtgs Missed<br/>Since July-12</b> |
|----|--------------|-------------------|--------------|-------------|--|-------------------|------------------------|---------------------|--------------------------------------|
| 1  | Ms.          | Stadmire, Chair   | Sylvia J.    | Oakland     | Alameda County<br>Supervisor Wilma Chan, D-3       | Sep-07            | Feb-10                 | Feb-12              | 0                                    |
| 2  | Mr.          | Scott, Vice Chair | Will         | Berkeley    | Alameda County<br>Supervisor Keith Carson, D-5     | Mar-10            | Apr-12                 | Apr-14              | 0                                    |
| 3  | Ms.          | Aysoy             | Aydan        | Berkeley    | City of Berkeley<br>Councilmember Laurie Capitelli | Jul-09            | Jan-12                 | Jan-14              | 0                                    |
| 4  | Mr.          | Bunn              | Larry        | Union City  | Union City Transit<br>Wilson Lee, Transit Manager  | Jun-06            | Jan-12                 | Jan-14              | 0                                    |
| 5  | Mr.          | Clayton           | Herb         | Hayward     | City of Newark<br>Councilmember Luis Freitas       | Sep-03            | Jan-12                 | Jan-14              | 0                                    |
| 6  | Mr.          | Costello          | Shawn        | Dublin      | City of Dublin<br>Mayor Tim Sabranti               | Sep-08            | Apr-12                 | Apr-14              | 0                                    |
| 7  | Mr.          | Hastings          | Herb         | Dublin      | Alameda County<br>Supervisor Scott Haggerty, D-1   | Mar-07            | Jan-12                 | Jan-14              | 0                                    |
| 8  | Ms.          | Jacobson          | Joyce        | Emeryville  | City of Emeryville<br>Councilmember Ruth Atkin     | Mar-07            | Jan-12                 | Jan-14              | 0                                    |
| 9  | Ms.          | Johnson-Simon     | Sandra       | San Leandro | BART<br>Director Tom Blalock                       | Sep-10            | Jan-12                 | Jan-14              | 0                                    |
| 10 | Ms.          | Lenahan           | Gaye         | Piedmont    | City of Piedmont<br>Mayor John Chiang              | May-11            | Jan-12                 | Jan-14              |                                      |
| 11 | Ms.          | Lewis             | Jane         | Dublin      | City of Livermore<br>Mayor John Marchand           | Sep-09            | Jan-12                 | Jan-14              | 0                                    |
| 12 | Mr.          | Markowitz         | Jonah        | Berkeley    | City of Albany<br>Mayor Farid Javandel             | Dec-04            | Mar-09                 | Mar-11              | 0                                    |

**Alameda County Transportation Commission  
Paratransit Advisory and Planning Committee  
Roster and Attendance  
Fiscal Year 2012/2013**

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



## Memorandum

**DATE:** July 16, 2012  
**TO:** Alameda County Transportation Commission  
**FROM:** Planning, Policy and Legislation Committee  
**SUBJECT:** Legislative Update

### Recommendations

This is an information item only.

### Summary

#### *State Update*

Budget: Governor Brown signed the 2012-13 balanced budget on July 26, 2012. The budget closed a \$15.7 billion deficit and includes a reserve of nearly \$1 billion. The closure of the deficit included cutting over \$8 billion in health and human services and other areas of the government, and anticipation of \$5.6 billion from voter approval of the Governor's initiative, the *Schools and Local Public Safety Protection Act*, as well as some other anticipated revenues. If the Governor's initiative passes in November 2012, it will institute temporary increases on high-income earners, raising income taxes by up to three percent on the wealthiest Californians for seven years, and will increase the state sales tax by one-quarter of one cent for four years.

If the initiative does not pass, almost \$6 billion in additional cuts to education and public safety will be triggered, including all levels of education in California as well as police, fire, flood control and other public safety.

Transportation is largely held in-tact in this budget, with no budget reductions, with the exception of a line item veto of the Project Initiation Document oversight funding for Caltrans. Over the past few years, the Self-Help Counties have been trying to create a legislative fix to the lack of funding for Caltrans oversight for PIDs, which are documents that must be approved by Caltrans for projects to be allowed to be included in the State Transportation Improvement Program. The Governor's line item veto stated, "*I am reducing this item by \$4,545,000 and 23.0 positions to reserve state funds to fund state projects and not to subsidize the development and review of project initiation documents for locally funded projects on the state highway system. I am sustaining \$3,890,000 and 28.0 positions to complete work on projects where local agencies executed cooperative agreements with Caltrans to provide reimbursements. I am also vetoing Provision 3 because the requirements contained in this provision to expend Capital Outlay Support funds on state staff, external contracts, and operating expenses and*

*equipment create unnecessary cost pressures and limit Caltrans' flexibility to utilize the most cost-effective portfolio of resources to meet its workload needs. Caltrans needs the flexibility to choose a staffing mix that allows it to complete the workload without resulting in unnecessary costs associated with hiring additional state staff and incur training expenses for short-term workload.”*

AB 1780 (Bonilla) is still working its way through the legislative process and would change the policy statute to direct the Department to pay for their staff to review initial documents prepared by local agencies. It will be heard on August 6<sup>th</sup> in Senate Appropriations.

The state budget in general was friendly to transportation needs with slight increases for transit; however, a certain portion of the funds that were included in the gas tax swap of March 2010, were not subject to transfer of funds for streets and roads, STIP and SHOPP and were taken in permanently in the final budget act. As reported by CSAC, the State is able to sweep this share of new HUTA due to an unintended consequence resulting from the swap.

- Existing law directs a specified percentage of old HUTA revenues attributable to off-highway vehicles (OHV) to special funds including the Off-Highway Vehicle Trust Fund, the Harbors and Watercraft Revolving Fund, and the Department of Agriculture Account.
- This provision of law applies to the base 18-cent HUTA, but was not intended to apply to the new HUTA which replaces Prop 42 revenues.
- The Controller’s office has been applying this statute and taking a share of new HUTA since the enactment of the swap in FY 2010-11. This money was intended to flow through the new HUTA formula: 12 percent to the SHOPP, 44 percent to the STIP and 44 percent to cities and counties for local streets and road

As a result of these HUTA funds going to the general fund, the revenue loss represents over \$100 million annually statewide, and approximately \$3 million in the first year and almost \$1.5 million thereafter for Alameda County. Staff will bring a recommendation for the upcoming legislative program to work on a fix for this to restore these funds for transportation. For additional detail on the State budget, including the HUTA losses by county and city, please see Attachments A – A2.

Other important state actions related to the budget include the approval of the new California Transportation Agency, which consolidates all the transportation agencies into one and moves Business and Housing, from the former Business Transportation and Housing Agency, to the Business, Consumer Services, and Housing Agency. State law requires that Housing and Community Development (HCD), Caltrans, and the CTC are to coordinate state housing and transportation policies and programs as they transition into the new structures which are to be operative in 2013. Prior to going to summer recess, the State Legislature also passed appropriations bills just under \$7 billion to move forward with high speed rail in California.

### **Federal Update**

On Friday, June 29, 2012, both the House and Senate approved a two-year surface

transportation bill and the president signed the bill on July 6, 2012, ensuring on-gong collection of the federal gas tax and implementation of surface transportation programs in the United States. The bill provides funding for a full two-year period through fiscal years 2013 and 2014, with a September 2014 expiration. There is no overall funding augmentation in the bill, only inflationary increases, and significant policy changes. The following is an overview summary of the bill and Attachments B1 and B2 include additional information.

- The bill will fund programs at current levels (plus inflation) through FY2014, providing 27 months of funding certainty.
- The two-year bill reauthorizes and fully funds the Highway Trust Fund (HTF), and collapses 60 programs into four main categories. Funding for the HTF is from a fund transfer from the General Fund, which will be paid back over the next ten years through funds from pension laws changes.
- Funding for transit remains fairly constant; however, program consolidation and modifications to some programs were included in the bill.
- In the first year, TIFIA loans are funded at \$750 million, and in the second year, it increases to \$1 billion.
- Transportation Enhancements funds were renamed to Transportation Alternatives and provide a new 50/50 allocation to states: 50% based on population for local share allocations and 50 percent goes to the states for their determination on how to use the funds. States can use these funds for other purposes if it has a backlog of funds for TA uses that exceeds 100% of the annual TA allocation.
- Significant changes were approved for environmental streamlining and categorical exclusions.
- Keystone XL and coal ash were left out of the final bill.
- The final package of funding includes the highway bill and a student loan rate provision, which will stop student loan rates from doubling on July 1, for a total of a \$27.1 billion bill.

### **Fiscal Impact**

No direct fiscal impact on Alameda CTC.

### **Attachments**

Attachment A - A2: State Update

Attachments B1 and B2: Federal Updates

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June 29, 2012

TO: Art Dao, Executive Director  
Alameda County Transportation Commission

FR: Steve Wallauch  
Platinum Advisors

**RE: Legislative Update**

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**Legislative Process:** July 6, marks the beginning of Summer Recess. There were rumors of the Legislature cutting out a couple days early on July 3 to begin their Summer Recess, but it now appears they will remain in session until July 6. The to-do list is ambitious. Leadership wants to send the Governor the Mortgage Reform package, the Pension Reform Package, approve the Governor's Reorganization Plan, and the High Speed Rail funding plan, as well as boot the water bond off the November ballot. Session will reconvene on August 6 for the final three weeks of session.

**Budget:** With a few hours to spare before the bill took effect without his signature, the Governor signed the 2012-13 budget on June 27<sup>th</sup>. The next morning he signed all 26 of the budget trailer bills sent to his office. The budget closes the \$15.7 billion deficit with \$8 billion in cuts, assumes \$6 billion in new tax revenue that is pending on the November ballot, and \$2.5 billion in transfers and loan deferrals. The budget also includes a \$1 billion reserve, and nearly \$6 billion in trigger cuts that will take effect automatically on January 1, 2013 if the November tax initiative fails. Governor Brown also used his veto pen to strike \$195.7 million from the budget.

The two most controversial trailer bill measures were the RDA trailer bill and the bill to transition Healthy Families recipients to Medi-Cal, but both of the bills passed. The RDA teapot became a tempest when several Democratic members of the Senate Budget Committee made it clear that they would not vote for the trailer bill. Following the Committee meeting, the disgruntled Senators meet in the Pro Tem's Office with the Governor's staff. Their questions were answered and the Administration made it clear that it was this bill or find another \$2 billion in cuts. The next morning a more cohesive Budget Committee met again asked the Pro Tem's RDA point person, Steve Shea, questions, and the RDA bill was approved with no changes. The Department of Finance is betting the changes in the RDA bill will result in offsetting state spending by \$1.5 billion.

Overall transportation funding was relatively unscathed.

**State Transit Assistance:** The estimate for State Transit Assistance funding for next year remains pegged at \$420 million, which is about \$20 million higher than actual STA receipts this year.

**Project Initiation Documents:** The Governor used his blue pencil to veto \$4.5 million and 23 positions from Caltrans' budget. This money was intended to cover the Department's cost of reviewing and approving PIDs performed by local agencies. This veto will once again lead to delays in completing the PID process.

**Gas Tax Swap Funds:** A last minute addition to a budget trailer bill, SB 1006, contained a provision to remove the sunset date on the transfer of gas tax swap funds to the general fund. This will result in the loss of \$312 million this year, and \$128 million annually. There was an agreement with the Legislature to take these funds for only 3 years, at which point the funds would flow to the Highway Users Tax Account for distribution to the STIP, SHOPP, and Local Streets & Roads. However, the Governor objected to the sunset, and the Legislature complied.

**High Speed Rail Authority:** The Legislature restored funding for High Speed Rail Authority staff and administrative costs, but appropriating \$7 billion dollars for capital project is unresolved. Senate and Assembly leadership are committed to sending the Governor the appropriation bill before they leave on Summer Recess.

The Governor's HSR funding request includes the following elements:

- *Initial Operating Segment Construction* -- \$5.8 billion appropriation to begin the construction of the Initial Operating Section. Of the \$5.8 billion, \$3.2 billion is Federal Funds and \$2.6 billion is Proposition 1A funding.
- *"Bookend" Projects* -- \$1.1 billion appropriation will provide \$600 million for the electrification of the Caltrain corridor and \$500 million for projects in the Los Angeles basin.
- *"Connectivity" Funds* -- \$819 million appropriation for Proposition 1A Connectivity projects as approved by the CTC.
- *Reporting Requirements* -- Includes language to specify certain oversight and reporting requirements including a programmatic updates.
- *Two-Track Approach for Blended Segment* -- Includes both budget bill and trailer bill provisions that stipulate that construction along the "blended" segment of the High Speed Rail corridor will be using a two-track alignment, as proposed in the High Speed Rail Authority Business Plan.

While approval of the Governor's plan is on track in the Assembly, it is a much more questionable task in the Senate. This trailer bill requires 21 votes for passage in the Senate, and it is safe to assume that the Republican members will not be voting in favor. Dem Senators

DeSaulnier, Simitian, Lownethal, and Yee have expressed concerns or outright opposition to the Governor's plan. In addition, Dem Senators Negrete-McLeod and Correa have also expressed reservations. When push comes to shove; however, the Senate will likely get to 21 votes.

Senator DeSaulnier and the others have also been pushing "Plan B." Plan B is an effort to divert money from the Central Valley segment to projects at the end points of the corridor. The reasoning being these projects, such as building the extension to Transbay and redesigning Union Station, will result near term benefits in job creation and mobility improvements. However, diverting federal funds away from the Central Valley segment would require federal approval and the support of the Governor.

**ReOrg Plan:** The Governor's Reorganization Plan #2 is scheduled to take effect on July 2 if the Legislature does not act to reject the plan. Included in this plan is the creation of the Transportation Agency. This new agency will heighten the focus of transportation issues within the Administration and improve the coordination between the transportation related departments. The following departments will be housed within the Transportation Agency:

- Department of Transportation
- Department of Motor Vehicles
- California Highway Patrol
- Board of Pilot Commissioners
- Office of Traffic Safety
- High Speed Rail Authority
- California Transportation Commission (CTC)

In addition, Assemblywoman Buchanan, who is the chair of the Assembly Select Committee that reviewed the reorganization plan, has gutted and amended AB 1458. This bill was amended to address the issue of maintaining the autonomy of the California Transportation Commission. Concerns were expressed by the Little Hoover Commission and during legislative hearings on the reorganization plan about the need to protect the independence of the CTC.

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## Assembly Bill 1466 Analysis--Permanent Loss of Transportation Funds

|                               | Original Amount |      | Reduced Amount |      | Estimated Loss |      |
|-------------------------------|-----------------|------|----------------|------|----------------|------|
|                               | 1               | 2    | 1              | 2    | 1              | 2    |
| Local Streets & Roads Funding | 2013            | 2014 | 2013           | 2014 | 2013           | 2014 |

**Statewide Detail**

|   |  |  |  |  |   |   |
|---|--|--|--|--|---|---|
| Subventions: Counties (Sec. 2104)<br><u>75% vehicle registration</u><br><u>25% is based on county roads</u>   | \$285,670,843<br>\$214,253,132<br>\$71,417,711 | \$280,611,619<br>\$210,458,714<br>\$70,152,905 | \$260,262,518<br>\$195,196,888<br>\$65,065,629 | \$263,045,369<br>\$197,284,027<br>\$65,761,342 | (\$25,408,325)<br>(\$19,056,244)<br>(\$6,352,081) | (\$17,566,249)<br>(\$13,174,687)<br>(\$4,391,562) |
| Subventions: Counties (Sec. 2105)<br><u>75% vehicle registration</u><br><u>25% is based on county roads</u>   | \$150,093,798<br>\$112,570,348<br>\$37,523,449 | \$147,435,640<br>\$110,576,730<br>\$36,858,910 | \$136,744,056<br>\$102,558,042<br>\$34,186,014 | \$138,206,189<br>\$103,654,642<br>\$34,551,547 | (\$13,349,742)<br>(\$10,012,306)<br>(\$3,337,435) | (\$9,229,451)<br>(\$6,922,088)<br>(\$2,307,363)   |
| Subventions: Cities (Sec. 2105b)<br><u>Based on population in State</u>   | \$150,093,798                                  | \$147,435,640                                  | \$136,744,056                                  | \$138,206,189                                  | (\$13,349,742)                                    | (\$9,229,451)                                     |
| Subventions: Cities & Counties (Sec. 2106)<br><u>2106 Counties-21.42%</u><br><u>Based on vehicle registration</u><br><u>2106 Cities - 78.58%</u><br><u>Based on % of population in County</u> | \$118,712,168<br>\$25,428,146<br>\$93,189,052  | \$116,609,779<br>\$24,977,815<br>\$91,538,676  | \$108,153,592<br>\$23,166,499<br>\$84,900,570  | \$109,310,022<br>\$23,414,207<br>\$85,808,368  | (\$10,558,576)<br>(\$2,261,647)<br>(\$8,288,482)  | (\$7,299,756)<br>(\$1,563,608)<br>(\$5,730,309)   |
| Subventions: Cities (Sec. 2107)<br><u>Based on Population Share of State</u>  | \$206,128,482                                  | \$202,477,951                                  | \$187,794,866                                  | \$189,802,859                                  | (\$18,333,616)                                    | (\$12,675,092)                                    |
| <b>Total Statewide Funding</b>  | <b>\$910,699,089</b>                           | <b>\$894,570,629</b>                           | <b>\$829,699,089</b>                           | <b>\$838,570,629</b>                           | <b>(\$81,000,000)</b>                             | <b>(\$56,000,000)</b>                             |

**Bay Area Summary**

| Total Bay Area Subvention Summary<br>by County |                      |                      |                      |                      |                       |                      |
|--|----------------------|----------------------|----------------------|----------------------|-----------------------|----------------------|
| Alameda  | \$34,408,509         | \$24,740,434         | \$31,348,125         | \$23,191,686         | (\$3,060,384)         | (\$1,548,748)        |
| Contra Costa                                   | \$24,331,769         | \$23,900,854         | \$22,167,637         | \$22,404,664         | (\$2,164,132)         | (\$1,496,190)        |
| Marin  | \$6,264,360          | \$6,153,419          | \$5,707,191          | \$5,768,216          | (\$557,169)           | (\$385,203)          |
| Napa   | \$3,950,220          | \$3,880,262          | \$3,598,877          | \$3,637,358          | (\$351,343)           | (\$242,904)          |
| San Francisco                                  | \$17,704,094         | \$17,390,555         | \$16,129,445         | \$16,301,909         | (\$1,574,649)         | (\$1,088,646)        |
| San Mateo                                      | \$18,005,915         | \$17,687,031         | \$16,404,421         | \$16,579,825         | (\$1,601,494)         | (\$1,107,206)        |
| Santa Clara                                    | \$42,683,450         | \$41,927,527         | \$38,887,070         | \$39,302,870         | (\$3,796,380)         | (\$2,624,658)        |
| Solano   | \$10,847,595         | \$10,655,484         | \$9,882,781          | \$9,988,452          | (\$964,814)           | (\$667,032)          |
| Sonoma   | \$13,039,662         | \$12,808,730         | \$11,879,880         | \$12,006,905         | (\$1,159,782)         | (\$801,825)          |
| <b>Bay Area Total</b>                          | <b>\$171,235,576</b> | <b>\$159,144,297</b> | <b>\$156,005,428</b> | <b>\$149,181,885</b> | <b>(\$15,230,148)</b> | <b>(\$9,962,411)</b> |

Summary for county and city funds included on the following pages.

|  | <i>Original Amount</i> |             | <i>Reduced Amount</i> |             | <i>Estimated Loss</i> |             |
|--|------------------------|-------------|-----------------------|-------------|-----------------------|-------------|
|  | <i>1</i>               | <i>2</i>    | <i>1</i>              | <i>2</i>    | <i>1</i>              | <i>2</i>    |
| <b>Local Streets &amp; Roads Funding</b> | <b>2013</b>            | <b>2014</b> | <b>2013</b>           | <b>2014</b> | <b>2013</b>           | <b>2014</b> |

#### **County Detail**

| <b>Funds Given Directly to Counties</b> |                     |                     |                     |                     |                      |                      |
|---|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|
| <b>Alameda</b>                          | \$14,768,931        | \$14,507,374        | \$13,455,343        | \$13,599,214        | (\$1,313,588)        | (\$908,160)          |
| <b>Contra Costa</b>                     | \$11,526,282        | \$11,322,152        | \$10,501,104        | \$10,613,387        | (\$1,025,178)        | (\$708,765)          |
| <b>Marin</b>                            | \$3,424,988         | \$3,364,331         | \$3,120,360         | \$3,153,725         | (\$304,628)          | (\$210,607)          |
| <b>Napa</b>                             | \$2,305,700         | \$2,264,866         | \$2,100,625         | \$2,123,086         | (\$205,075)          | (\$141,780)          |
| <b>San Francisco</b>                    | \$6,755,254         | \$6,635,619         | \$6,154,424         | \$6,220,230         | (\$600,830)          | (\$415,389)          |
| <b>San Mateo</b>                        | \$8,297,523         | \$8,150,574         | \$7,559,519         | \$7,640,349         | (\$738,004)          | (\$510,225)          |
| <b>Santa Clara</b>                      | \$18,222,938        | \$17,900,211        | \$16,602,142        | \$16,779,660        | (\$1,620,797)        | (\$1,120,551)        |
| <b>Solano</b>                           | \$5,189,509         | \$5,097,603         | \$4,727,940         | \$4,778,493         | (\$461,569)          | (\$319,109)          |
| <b>Sonoma</b>                           | \$7,806,554         | \$7,668,300         | \$7,112,218         | \$7,188,266         | (\$694,336)          | (\$480,035)          |
| <b>Bay Area Counties Total</b>          | <b>\$78,297,680</b> | <b>\$76,911,030</b> | <b>\$71,333,676</b> | <b>\$72,096,410</b> | <b>(\$6,964,004)</b> | <b>(\$4,814,620)</b> |

#### **City Detail**

| <b>Funds Given Directly to Cities</b> |                     |                     |                     |                     |                      |                    |
|---------------------------------------|---------------------|---------------------|---------------------|---------------------|----------------------|--------------------|
| Alameda                               | \$1,034,654         | \$539,099           | \$942,629           | \$505,352           | (\$92,025)           | (\$33,748)         |
| Albany                                | \$233,538           | \$121,683           | \$212,766           | \$114,066           | (\$20,771)           | (\$7,617)          |
| Berkeley                              | \$1,483,454         | \$772,943           | \$1,351,512         | \$724,557           | (\$131,942)          | (\$48,386)         |
| Dublin                                | \$669,852           | \$349,021           | \$610,273           | \$327,173           | (\$59,578)           | (\$21,849)         |
| Emeryville                            | \$140,320           | \$73,113            | \$127,840           | \$68,536            | (\$12,480)           | (\$4,577)          |
| Fremont                               | \$2,992,840         | \$1,559,398         | \$2,726,649         | \$1,461,779         | (\$266,191)          | (\$97,618)         |
| Hayward                               | \$2,100,674         | \$1,094,541         | \$1,913,834         | \$1,026,023         | (\$186,840)          | (\$68,518)         |
| Livermore                             | \$1,170,529         | \$609,896           | \$1,066,419         | \$571,716           | (\$104,110)          | (\$38,179)         |
| Newark                                | \$608,919           | \$317,273           | \$554,760           | \$297,411           | (\$54,159)           | (\$19,861)         |
| Oakland                               | \$5,908,982         | \$3,078,832         | \$5,383,421         | \$2,886,098         | (\$525,561)          | (\$192,734)        |
| Piedmont                              | \$154,521           | \$80,512            | \$140,778           | \$75,472            | (\$13,744)           | (\$5,040)          |
| Pleasanton                            | \$970,195           | \$505,513           | \$883,903           | \$473,868           | (\$86,292)           | (\$31,645)         |
| San Leandro                           | \$1,141,318         | \$594,675           | \$1,039,806         | \$557,449           | (\$101,512)          | (\$37,227)         |
| Union City                            | \$1,029,783         | \$536,561           | \$938,192           | \$502,973           | (\$91,592)           | (\$33,589)         |
| <b>Alameda</b>                        | <b>\$19,639,578</b> | <b>\$10,233,060</b> | <b>\$17,892,782</b> | <b>\$9,592,472</b>  | <b>(\$1,746,796)</b> | <b>(\$640,588)</b> |
| Antioch                               | \$1,452,754         | \$1,427,026         | \$1,323,542         | \$1,337,694         | (\$129,212)          | (\$89,332)         |
| Brentwood                             | \$745,216           | \$732,018           | \$678,935           | \$686,194           | (\$66,281)           | (\$45,824)         |
| Clayton                               | \$155,625           | \$152,869           | \$141,783           | \$143,299           | (\$13,842)           | (\$9,570)          |
| Concord                               | \$1,786,860         | \$1,755,215         | \$1,627,932         | \$1,645,339         | (\$158,928)          | (\$109,876)        |
| Danville                              | \$618,609           | \$607,654           | \$563,589           | \$569,615           | (\$55,021)           | (\$38,039)         |
| El Cerrito                            | \$335,980           | \$330,030           | \$306,097           | \$309,370           | (\$29,883)           | (\$20,660)         |
| Hercules                              | \$350,560           | \$344,352           | \$319,381           | \$322,796           | (\$31,180)           | (\$21,556)         |
| Lafayette                             | \$345,577           | \$339,457           | \$314,841           | \$318,207           | (\$30,737)           | (\$21,250)         |
| Martinez                              | \$520,496           | \$511,278           | \$474,201           | \$479,272           | (\$46,294)           | (\$32,006)         |
| Moraga                                | \$231,861           | \$227,755           | \$211,239           | \$213,498           | (\$20,622)           | (\$14,257)         |
| Oakley                                | \$506,058           | \$497,095           | \$461,047           | \$465,977           | (\$45,010)           | (\$31,118)         |
| Orinda                                | \$253,639           | \$249,147           | \$231,080           | \$233,551           | (\$22,559)           | (\$15,597)         |
| Pinole                                | \$277,618           | \$272,701           | \$252,925           | \$255,630           | (\$24,692)           | (\$17,071)         |
| Pittsburg                             | \$922,321           | \$905,986           | \$840,287           | \$849,272           | (\$82,034)           | (\$56,715)         |
| Pleasant Hill                         | \$480,475           | \$471,966           | \$437,740           | \$442,421           | (\$42,735)           | (\$29,545)         |
| Richmond                              | \$1,499,603         | \$1,473,045         | \$1,366,224         | \$1,380,833         | (\$133,379)          | (\$92,212)         |
| San Pablo                             | \$456,156           | \$448,077           | \$415,584           | \$420,028           | (\$40,572)           | (\$28,050)         |
| San Ramon                             | \$920,802           | \$904,494           | \$838,903           | \$847,873           | (\$81,899)           | (\$56,621)         |
| Walnut Creek                          | \$945,277           | \$928,536           | \$861,201           | \$870,410           | (\$84,075)           | (\$58,126)         |
| <b>Contra Costa</b>                   | <b>\$12,805,487</b> | <b>\$12,578,702</b> | <b>\$11,666,533</b> | <b>\$11,791,277</b> | <b>(\$1,138,954)</b> | <b>(\$787,425)</b> |
| Belvedere                             | \$32,509            | \$31,933            | \$29,618            | \$29,934            | (\$2,891)            | (\$1,999)          |
| Corte Madera                          | \$146,717           | \$144,119           | \$133,668           | \$135,097           | (\$13,049)           | (\$9,022)          |
| Fairfax                               | \$111,981           | \$109,998           | \$102,021           | \$103,112           | (\$9,960)            | (\$6,886)          |
| Larkspur                              | \$185,310           | \$182,028           | \$168,828           | \$170,633           | (\$16,482)           | (\$11,395)         |
| Mill Valley                           | \$211,407           | \$207,663           | \$192,604           | \$194,663           | (\$18,803)           | (\$13,000)         |
| Novato                                | \$797,513           | \$783,389           | \$726,580           | \$734,349           | (\$70,933)           | (\$49,040)         |
| Ross                                  | \$36,201            | \$35,560            | \$32,981            | \$33,334            | (\$3,220)            | (\$2,226)          |
| San Anselmo                           | \$190,481           | \$187,108           | \$173,539           | \$175,395           | (\$16,942)           | (\$11,713)         |
| San Rafael                            | \$879,197           | \$863,627           | \$800,999           | \$809,564           | (\$78,198)           | (\$54,063)         |
| Sausalito                             | \$113,535           | \$111,525           | \$103,437           | \$104,543           | (\$10,098)           | (\$6,981)          |
| Tiburon                               | \$134,521           | \$132,138           | \$122,556           | \$123,866           | (\$11,965)           | (\$8,272)          |
| <b>Marin</b>                          | <b>\$2,839,373</b>  | <b>\$2,789,087</b>  | <b>\$2,586,831</b>  | <b>\$2,614,491</b>  | <b>(\$252,541)</b>   | <b>(\$174,596)</b> |
| American Canyon                       | \$251,099           | \$246,652           | \$228,765           | \$231,211           | (\$22,333)           | (\$15,440)         |
| Calistoga                             | \$80,090            | \$78,672            | \$72,967            | \$73,747            | (\$7,123)            | (\$4,925)          |
| Napa                                  | \$1,175,120         | \$1,154,308         | \$1,070,601         | \$1,082,049         | (\$104,518)          | (\$72,260)         |
| St Helena                             | \$89,635            | \$88,048            | \$81,663            | \$82,536            | (\$7,972)            | (\$5,512)          |
| Yountville                            | \$48,576            | \$47,716            | \$44,256            | \$44,729            | (\$4,320)            | (\$2,987)          |
| <b>Napa</b>                           | <b>\$1,644,520</b>  | <b>\$1,615,396</b>  | <b>\$1,498,252</b>  | <b>\$1,514,272</b>  | <b>(\$146,268)</b>   | <b>(\$101,124)</b> |

|  | <b>Original Amount</b> |                     | <b>Reduced Amount</b> |                     | <b>Estimated Loss</b> |                      |
|--|------------------------|---------------------|-----------------------|---------------------|-----------------------|----------------------|
|  | <b>1</b>               | <b>2</b>            | <b>1</b>              | <b>2</b>            | <b>1</b>              | <b>2</b>             |
| <b>Local Streets &amp; Roads Funding</b> | <b>2013</b>            | <b>2014</b>         | <b>2013</b>           | <b>2014</b>         | <b>2013</b>           | <b>2014</b>          |
| San Francisco                            | \$10,948,840           | \$10,754,936        | \$9,975,021           | \$10,081,679        | (\$973,819)           | (\$673,258)          |
| <b>San Francisco</b>                     | <b>\$10,948,840</b>    | <b>\$10,754,936</b> | <b>\$9,975,021</b>    | <b>\$10,081,679</b> | <b>(\$973,819)</b>    | <b>(\$673,258)</b>   |
| Atherton                                 | \$106,744              | \$104,854           | \$97,250              | \$98,290            | (\$9,494)             | (\$6,564)            |
| Belmont                                  | \$374,565              | \$367,931           | \$341,250             | \$344,899           | (\$33,315)            | (\$23,032)           |
| Brisbane                                 | \$56,424               | \$55,425            | \$51,406              | \$51,955            | (\$5,019)             | (\$3,470)            |
| Burlingame                               | \$414,626              | \$407,283           | \$377,748             | \$381,787           | (\$36,878)            | (\$25,496)           |
| Colma                                    | \$23,132               | \$22,722            | \$21,075              | \$21,300            | (\$2,057)             | (\$1,422)            |
| Daly City                                | \$1,531,538            | \$1,504,414         | \$1,395,319           | \$1,410,238         | (\$136,219)           | (\$94,176)           |
| East Palo Alto                           | \$473,721              | \$465,331           | \$431,587             | \$436,201           | (\$42,134)            | (\$29,130)           |
| Foster City                              | \$434,084              | \$426,396           | \$395,475             | \$399,704           | (\$38,609)            | (\$26,692)           |
| Half Moon Bay                            | \$188,943              | \$185,597           | \$172,138             | \$173,978           | (\$16,805)            | (\$11,618)           |
| Hillsborough                             | \$163,027              | \$160,140           | \$148,527             | \$150,115           | (\$14,500)            | (\$10,025)           |
| Menlo Park                               | \$454,800              | \$446,745           | \$414,349             | \$418,779           | (\$40,451)            | (\$27,966)           |
| Millbrae                                 | \$310,425              | \$304,928           | \$282,815             | \$285,839           | (\$27,610)            | (\$19,088)           |
| Pacifica                                 | \$571,322              | \$561,204           | \$520,507             | \$526,073           | (\$50,815)            | (\$35,131)           |
| Portola Valley                           | \$66,768               | \$65,586            | \$60,829              | \$61,480            | (\$5,939)             | (\$4,106)            |
| Redwood City                             | \$1,110,228            | \$1,090,566         | \$1,011,482           | \$1,022,297         | (\$98,747)            | (\$68,269)           |
| San Bruno                                | \$625,909              | \$614,825           | \$570,239             | \$576,337           | (\$55,670)            | (\$38,488)           |
| San Carlos                               | \$411,983              | \$404,687           | \$375,340             | \$379,354           | (\$36,643)            | (\$25,333)           |
| San Mateo                                | \$1,378,247            | \$1,353,838         | \$1,255,662           | \$1,269,088         | (\$122,585)           | (\$84,750)           |
| South San Francisco                      | \$930,824              | \$914,339           | \$848,034             | \$857,101           | (\$82,790)            | (\$57,237)           |
| Woodside                                 | \$81,082               | \$79,647            | \$73,871              | \$74,661            | (\$7,212)             | (\$4,986)            |
| <b>San Mateo</b>                         | <b>\$9,708,393</b>     | <b>\$9,536,457</b>  | <b>\$8,844,902</b>    | <b>\$8,939,476</b>  | <b>(\$863,490)</b>    | <b>(\$596,981)</b>   |
| Campbell                                 | \$558,654              | \$548,760           | \$508,966             | \$514,408           | (\$49,688)            | (\$34,352)           |
| Cupertino                                | \$771,547              | \$757,883           | \$702,923             | \$710,439           | (\$68,623)            | (\$47,443)           |
| Gilroy                                   | \$711,334              | \$698,736           | \$648,066             | \$654,995           | (\$63,268)            | (\$43,741)           |
| Los Altos                                | \$394,626              | \$387,637           | \$359,527             | \$363,371           | (\$35,099)            | (\$24,266)           |
| Los Altos Hills                          | \$123,626              | \$121,436           | \$112,630             | \$113,834           | (\$10,996)            | (\$7,602)            |
| Los Gatos                                | \$421,137              | \$413,679           | \$383,680             | \$387,782           | (\$37,457)            | (\$25,896)           |
| Milpitas                                 | \$978,287              | \$960,962           | \$891,276             | \$900,806           | (\$87,011)            | (\$60,156)           |
| Monte Sereno                             | \$50,123               | \$49,235            | \$45,665              | \$46,153            | (\$4,458)             | (\$3,082)            |
| Morgan Hill                              | \$550,259              | \$540,514           | \$501,318             | \$506,678           | (\$48,942)            | (\$33,836)           |
| Mountain View                            | \$1,036,190            | \$1,017,839         | \$944,028             | \$954,122           | (\$92,161)            | (\$63,717)           |
| Palo Alto                                | \$894,284              | \$878,446           | \$814,744             | \$823,455           | (\$79,540)            | (\$54,991)           |
| San Jose                                 | \$13,987,992           | \$13,740,265        | \$12,743,863          | \$12,880,126        | (\$1,244,129)         | (\$860,139)          |
| Santa Clara                              | \$1,624,690            | \$1,595,917         | \$1,480,186           | \$1,496,013         | (\$144,504)           | (\$99,904)           |
| Saratoga                                 | \$437,476              | \$429,728           | \$398,565             | \$402,827           | (\$38,910)            | (\$26,901)           |
| Sunnyvale                                | \$1,920,288            | \$1,886,279         | \$1,749,492           | \$1,768,198         | (\$170,795)           | (\$118,081)          |
| <b>Santa Clara</b>                       | <b>\$24,460,512</b>    | <b>\$24,027,316</b> | <b>\$22,284,929</b>   | <b>\$22,523,210</b> | <b>(\$2,175,583)</b>  | <b>(\$1,504,107)</b> |
| Benicia                                  | \$389,806              | \$382,903           | \$355,136             | \$358,933           | (\$34,670)            | (\$23,970)           |
| Dixon                                    | \$244,340              | \$240,013           | \$222,608             | \$224,988           | (\$21,732)            | (\$15,025)           |
| Fairfield                                | \$1,470,551            | \$1,444,508         | \$1,339,756           | \$1,354,082         | (\$130,795)           | (\$90,426)           |
| Rio Vista                                | \$115,529              | \$113,483           | \$105,253             | \$106,379           | (\$10,275)            | (\$7,104)            |
| Suisun City                              | \$401,964              | \$394,845           | \$366,212             | \$370,128           | (\$35,752)            | (\$24,717)           |
| Vacaville                                | \$1,350,498            | \$1,326,580         | \$1,230,381           | \$1,243,537         | (\$120,117)           | (\$83,044)           |
| Vallejo                                  | \$1,685,398            | \$1,655,550         | \$1,535,494           | \$1,551,913         | (\$149,904)           | (\$103,637)          |
| <b>Solano</b>                            | <b>\$5,658,086</b>     | <b>\$5,557,882</b>  | <b>\$5,154,841</b>    | <b>\$5,209,959</b>  | <b>(\$503,245)</b>    | <b>(\$347,923)</b>   |
| Cloverdale                               | \$133,607              | \$131,241           | \$121,724             | \$123,025           | (\$11,883)            | (\$8,216)            |
| Cotati                                   | \$115,661              | \$113,612           | \$105,374             | \$106,500           | (\$10,287)            | (\$7,112)            |
| Healdsburg                               | \$184,584              | \$181,315           | \$168,166             | \$169,965           | (\$16,417)            | (\$11,350)           |
| Petaluma                                 | \$903,519              | \$887,517           | \$823,157             | \$831,959           | (\$80,361)            | (\$55,558)           |
| Rohnert Park                             | \$671,408              | \$659,517           | \$611,691             | \$618,232           | (\$59,717)            | (\$41,286)           |
| Santa Rosa                               | \$2,528,509            | \$2,483,729         | \$2,303,617           | \$2,328,248         | (\$224,892)           | (\$155,481)          |
| Sebastopol                               | \$122,886              | \$120,709           | \$111,956             | \$113,153           | (\$10,930)            | (\$7,556)            |
| Sonoma                                   | \$155,916              | \$153,155           | \$142,049             | \$143,567           | (\$13,868)            | (\$9,587)            |
| Windsor                                  | \$417,019              | \$409,634           | \$379,928             | \$383,991           | (\$37,091)            | (\$25,643)           |
| <b>Sonoma</b>                            | <b>\$5,233,108</b>     | <b>\$5,140,430</b>  | <b>\$4,767,662</b>    | <b>\$4,818,640</b>  | <b>(\$465,447)</b>    | <b>(\$321,790)</b>   |
| <b>Bay Area Cities Total</b>             | <b>\$92,937,896</b>    | <b>\$82,233,267</b> | <b>\$84,671,753</b>   | <b>\$77,085,476</b> | <b>(\$8,266,144)</b>  | <b>(\$5,147,791)</b> |

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## Assembly Bill 1466 Analysis--Permanent Loss of Transportation Funds

|                                |       | <b>Original Amount</b> |                      | <b>Reduced Amount</b> |                      | <b>Estimated Loss</b> |                       |
|--------------------------------|-------|------------------------|----------------------|-----------------------|----------------------|-----------------------|-----------------------|
|                                |       | <b>1</b>               | <b>2</b>             | <b>1</b>              | <b>2</b>             | <b>1</b>              | <b>2</b>              |
| <b>STIP Funding</b>            |       | <b>2013</b>            | <b>2014</b>          | <b>2013</b>           | <b>2014</b>          | <b>2013</b>           | <b>2014</b>           |
| <b>Total Statewide Funding</b> |       | <b>\$833,758,433</b>   | <b>\$854,874,477</b> | <b>\$752,758,433</b>  | <b>\$798,874,477</b> | <b>(\$81,000,000)</b> | <b>(\$56,000,000)</b> |
| Statewide RTIP                 | 75.0% | \$625,318,825          | \$641,155,857        | \$564,568,825         | \$599,155,857        | (\$60,750,000)        | (\$42,000,000)        |
| Statewide ITIP                 | 25.0% | \$208,439,608          | \$213,718,619        | \$188,189,608         | \$199,718,619        | (\$20,250,000)        | (\$14,000,000)        |
| <b>Total Bay Area Funding</b>  | 0.158 | <b>\$131,733,832</b>   | <b>\$135,070,167</b> | <b>\$118,935,832</b>  | <b>\$126,222,167</b> | <b>(\$12,798,000)</b> | <b>(\$8,848,000)</b>  |
| Bay Area RTIP                  | 17.0% | \$106,304,200          | \$108,996,496        | \$95,976,700          | \$101,856,496        | (\$10,327,500)        | (\$7,140,000)         |
| Bay Area ITIP**                | 12.2% | \$25,429,632           | \$26,073,672         | \$22,959,132          | \$24,365,672         | (\$2,470,500)         | (\$1,708,000)         |

\*\*Bay Area ITIP is based on past Bay Area ITIP performance/programming

| <b>Total Bay Area RTIP Revenue<br/>By County</b> |               |                      |                      |                     |                      |                       |                      |
|--|---------------|----------------------|----------------------|---------------------|----------------------|-----------------------|----------------------|
| <b>Alameda</b>                                   | 21%           | \$21,896,230         | \$22,450,782         | \$19,769,002        | \$20,980,105         | (\$2,127,228)         | (\$1,470,676)        |
| <b>Contra Costa</b>                              | 13%           | \$13,937,341         | \$14,290,322         | \$12,583,322        | \$13,354,211         | (\$1,354,019)         | (\$936,112)          |
| <b>Marin</b>                                     | 4%            | \$4,318,630          | \$4,428,005          | \$3,899,073         | \$4,137,941          | (\$419,557)           | (\$290,064)          |
| <b>Napa</b>                                      | 2%            | \$2,571,225          | \$2,636,345          | \$2,321,430         | \$2,463,647          | (\$249,796)           | (\$172,698)          |
| <b>San Francisco</b>                             | 11%           | \$11,472,808         | \$11,763,372         | \$10,358,219        | \$10,992,792         | (\$1,114,588)         | (\$770,580)          |
| <b>San Mateo</b>                                 | 11%           | \$11,711,093         | \$12,007,692         | \$10,573,355        | \$11,221,107         | (\$1,137,738)         | (\$786,584)          |
| <b>Santa Clara</b>                               | 24%           | \$25,694,878         | \$26,345,635         | \$23,198,609        | \$24,619,819         | (\$2,496,269)         | (\$1,725,815)        |
| <b>Solano</b>                                    | 6%            | \$6,651,354          | \$6,819,808          | \$6,005,172         | \$6,373,065          | (\$646,182)           | (\$446,743)          |
| <b>Sonoma</b>                                    | 8%            | \$8,050,642          | \$8,254,535          | \$7,268,519         | \$7,713,808          | (\$782,123)           | (\$540,727)          |
| <b>Bay Area RTIP Subtotal</b>                    | <b>100.0%</b> | <b>\$106,304,200</b> | <b>\$108,996,496</b> | <b>\$95,976,700</b> | <b>\$101,856,496</b> | <b>(\$10,327,500)</b> | <b>(\$7,140,000)</b> |
| <b>Bay Area ITIP Subtotal</b>                    | <b>100.0%</b> | <b>\$25,429,632</b>  | <b>\$26,073,672</b>  | <b>\$22,959,132</b> | <b>\$24,365,672</b>  | <b>(\$2,470,500)</b>  | <b>(\$1,708,000)</b> |

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**H.R. 4348, THE “MOVING AHEAD FOR PROGRESS IN THE 21<sup>ST</sup> CENTURY ACT”**  
**CONFERENCE REPORT**  
**SUMMARY OF PROVISIONS WITHIN THE JURISDICTION OF**  
**THE COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**  
*Prepared by the Committee on Transportation and Infrastructure Democratic Staff*  
*June 29, 2012*

**DIVISION A – FEDERAL AID HIGHWAYS AND HIGHWAY SAFETY**

**Highways Provisions**

- Authorizes \$40.56 billion for FY 2013 and \$40.625 billion for FY 2014 for Federal-aid highway programs, of which \$40.038 billion and \$40.595 billion are provided out of the Highway Trust Fund.
- *Federal-aid Highway Program*: Restructures highway programs by eliminating or consolidating approximately 60 programs, and structures the Highway Program around four core formula programs:
  - National Highway Performance Program: Provides \$22.25 billion in FY 2013 and \$22.4 billion in FY 2014 to improve the condition and performance of the National Highway System. This program consolidates the existing Interstate Maintenance and National Highway System formula programs, and aspects of the Highway Bridge program that cover bridges on the Federal-aid system.
  - Surface Transportation Program: Provides \$10.2 billion in FY 2013 and FY \$10.3 billion in 2014 to assist states and local governments to improve the condition and performance of Federal-aid highways and bridges on any public road. This program would continue to provide broad eligibility and would be suballocated within the state to local governments based on population. It also includes expanded eligibility for bridges off the Federal-aid system (which are currently eligible under the Highway Bridge program).
  - Highway Safety Improvement Program (HSIP): Provides \$2.44 billion in FY 2013 and \$2.46 billion in FY 2014 annually to support projects that improve the safety of road infrastructure. Continues to set-aside \$225 million in HSIP funds for highway-railway grade crossings. Eliminates set-aside for high-risk rural roads, but continues eligibility for these activities under HSIP.
  - Congestion Mitigation and Air Quality program (CMAQ): Provides \$2.26 billion in FY 2013 and \$2.28 billion for CMAQ program. Drops S. 1813 provision providing CMAQ funds be suballocated.

- *Distribution of Federal-aid Highway Funds:* Eliminates all formula factors for individual highway programs. Instead, distributes highway formula funds to states based on each state's share of total highway funds distributed in FY 2012. These amounts would include both apportioned formula and allocated (discretionary or earmarked) amounts.
- *Equity Bonus Program:* Eliminates Equity Bonus program, which was designed to ensure that each state receives a minimum return of highway funds based on its share of gas tax payments into the HTF. The agreement ensures that every state would be guaranteed a minimum return of 95 percent of its payments into the HTF. Currently, every state receives more back in Federal aid highway program funding than it contributes to the trust fund.
- *Transportation Alternatives:* Provides that 2 percent of amounts apportioned to states be set-aside for a new Transportation Alternatives (TA) program. This funding would be used to carry out transportation enhancements (TE) activities, the Safe Route to School program, the recreational trails program, and to plan, design and construct "boulevards, main streets, and other roadways." Under this consolidated program, funding for these activities would be reduced by approximately \$300 million annually.

Requires that 50 percent of a state's TA allocation to be suballocated within the state based on population. The remaining 50 percent of TA funds can be used for projects in any area of the State. Metropolitan areas with populations above 200,000 would be given project selection authority over its portion of the suballocated amounts.

The conference report changes the definition of TA by consolidates and remove activities (like transportation museums), and expands the definition to include environmental mitigation activities.

The conference report also allows states to transfer up to 50 percent of the amount of TA funds that are not suballocated within the states to other programs, and allows states to transfer funding out of the TA set-aside to CMAQ if the state has a backlog of TA funds exceeding 100 percent of its annual TA set-aside.

- *National Freight Program:* The National Freight Program included in S. 1813 is dropped from the final agreement. Instead, the agreement establishes a national freight policy, which requires the designation of a primary freight network of up to 30,000 miles. The agreement also requires the development of a national freight strategic plan, and encourages states to develop state freight plans. To incentivize states to invest in freight projects, the conference report increases the Federal share for freight mobility projects identified on state freight plans. The federal share would increase from 80 percent to 90 percent for non-Interstate projects, and from 90 to 95 percent for projects on the Interstate system.
- *Buy America:* Strengthens Buy America requirements that apply to Federal highway and bridge projects by prohibiting the segmentation of such projects to avoid Buy America requirements.

- *Veterans' Preference*: Includes veterans preference language for Federal-aid highway construction projects
- *TIFIA*: Increases annual funding available for Federal credit assistance under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program from \$122 million to \$750 million in FY 2013 and \$1 billion in FY 2014. Removes all evaluation criteria for projects seeking credit assistance, and provides funds for eligible projects on a first-come, first-served basis. In addition to providing project-by-project credit assistance, MAP-21 allows credit assistance to be provided for a program of projects through a master credit agreement.
- *Tolling and Public-Private Partnerships*: Expands ability of states to place tolls on any Federal-aid facility (including the Interstate) for new capacity. In the case of new capacity being added to existing facilities, the number of new tolled lanes cannot exceed the number of free lanes. Removes the provision from S. 1813 that reduced highway formula funds for states that sell or lease toll facilities to private companies.
- *Federal Lands and Tribal Transportation*: Restructures the Federal Lands Highway Program into a new Federal Lands and Tribal Transportation program. The new program would have three major components:
  - Federal Lands Transportation ó Provides \$300 million in funding annually for Federal lands transportation facilities owned by the National Parks Service (NPS), the Forest Service, Fish and Wildlife Service (FWS), the Army Corps of Engineers, and the Bureau of Land Management. \$260 million annually would be reserved for the NPS and FWS; the remaining \$40 million would be awarded on a competitive basis.
  - Federal Lands Access ó Provides \$250 million annually to be allocated among states by formula based on amount of public land, number of visitors, miles of Federal roads, and number of Federally owned bridges.
  - Tribal Transportation ó Includes a new controversial funding formula. Does not include a proposal to extend self-governance for tribes to the Department of Transportation.
- *Puerto Rico and Territorial Program*: Provides \$190 million annually for a new program combining the Puerto Rico and Territorial Highway programs. Of this amount, Puerto Rico would receive 75 percent of the funding (\$150 million), and the remaining 25 percent (\$40 million) would be set-aside for the territories.
- *Projects of National and Regional Significance (PNRS)*: Authorizes \$500 million from the General Fund in FY 2013 for high-cost surface transportation projects that provide significant national and regional economic benefits and increase global competitiveness.
- *Ferry Boat and Terminal Facilities*: Provides \$67 million in both FY 2012 and FY 2013 for the Ferry Boat and Ferry Terminal Facilities program. The set-asides in current law are eliminated and the funds are distributed by formula.

- *Appalachian Development Highway System (ADHS) Program*: Eliminates the ADHS program, but continues eligibility under the new Transportation Mobility Program and increase Federal share on ADHS corridor projects to 100 percent.
- *Surface Transportation Research*: Provides \$400 annually for transportation research and education, and would authorize 35 competitive grants to be provided annually for University Transportation Centers.
- *Transportation Planning*: The conference agreement is largely consistent with existing law.

### **Environmental Streamlining Provisions**

While the provisions in the conference report are a significant improvement over the drastic provisions that were included in H.R. 7 and H.R. 4348, there are still some provisions in this section that are of concern and could actually have the unintended effect of slowing project delivery instead of accelerating it.

- *Advance Acquisition of Real Property Interests*: Allows States to acquire real property interests before the completion of the NEPA review process required for the project. Stipulates that the acquisition cannot limit the choice of reasonable alternatives analyzed or prevent the lead agency from making an impartial decision, and is likely it will influence the outcome of the NEPA analysis.
- *Letting of Contracts*: Allows States to be reimbursed for pre-construction and design contracts let before the NEPA analysis has been completed. Again, it seems highly likely this will influence the outcome of the NEPA analysis.
- *Innovative Project Delivery Methods*: Allows up to 100 percent Federal cost share for projects that use innovative technologies that increase the efficiency of construction and improve the safety and extend the life of highways and bridges.
- *Rulemaking Regarding Efficient Environmental Reviews for Project Decision-making*: Requires the Secretary to promulgate a rulemaking to allow for the use of programmatic approaches to conduct environmental reviews. Allows the Secretary to designate a single modal administration to serve as the lead Federal agency in a multimodal project.
- *Accelerated Decision-making*: Sets deadlines for decisions by lead agency and other Federal agencies with responsibilities for environmental review. Escalates dispute resolution for environmental reviews to Agency heads, Governors, CEQ, and finally President. Includes provision providing an "out" for other Federal agencies who do not receive needed information, but DOT can disagree and elevate dispute.

Requires financial penalties for agencies that do not complete other environmental reviews by certain deadlines, thereby further impacting the budgets and resources of agencies that they are pressing to speed up reviews. Allows rescission to be avoided only if lead agency

(DOT) certifies that agency in question has not received info or new info required additional analysis. Fines can be up to 7 percent of agency office budget for the fiscal year.

- *Assistance to affected Federal and State agencies:* Requires MOUs in cases where DOT funds dedicated staff at other agencies.
- *Limitations on Claims:* Shortens the statute of limitations for filing a challenge to a project from 180 days to 150 after the Record of Decision. This time frame was already reduced from six years to six months in the last reauthorization, SAFETEA-LU.
- *Accelerating Completion of Complex Projects:* Requires DOT to establish schedules for the completion of all reviews for a project within 4 years after the Notice of Intent (NOI) was issued. Does not provide any waiver for this deadline for situations where project scope is changed. Links failure to complete to the financial penalties provision.
- *Integration of Planning and Environmental Review:* Allows planning products to be adopted by the lead Federal agency and used by other Federal agencies in their environmental reviews under certain conditions.
- *Development of Programmatic Mitigation Plans:* Allows states or Metropolitan Planning Organizations (MPOs) to develop programmatic mitigation plans to address the potential impact of future transportation projects.
- *State Assumption of Responsibility for Categorical Exclusions:* Amends current program to stipulate that a state, as a condition of assuming responsibility for determining categorical exclusions, is not required to forego project delivery methods that are otherwise permissible for highway projects.
- *Surface Transportation Project Delivery Program:* Makes permanent the current pilot program that lets DOT delegate NEPA review authority to five states. Expands the option to all states and to include rail, public transit and multimodal projects. Continues to prevent delegation of Clean Air Act determinations.
- *Application of Categorical Exclusions (CE) for Multimodal Projects:* Allows lead agency to use CEs of cooperating agencies and modes.
- *Categorical Exclusions in Emergencies:* In the case of an emergency declared by State in concurrence with the Secretary or a disaster under the Stafford Act, the Secretary shall promulgate a rulemaking to treat repairs or reconstruction as an activity that is CE of repair is in same capacity, and design and commenced within 2 years after the damage occurred.
- *Rulemaking Regarding Categorical Exclusions for Projects within the Rights of Way:* Within 180 days the Secretary shall designate any project within an existing operational right of way as a CE. Operational right of way is defined as all real property interests acquired for the construction, operation, or mitigation of a project including the location of the roadway, bridges, interchanges, culverts, drainage, traffic control, landscaping and signage, and any

rest areas with direct access to a controlled access highway. Activities that are CE do not have public participation in the development of the project.

- *Categorical Exclusions for Projects with Limited Federal Assistance:* Designates projects with less than \$5 million in Federal funds or with a total estimated cost of less than \$30 million with no more than 15 percent of Federal funds as a CE, regardless of potential impact. Again, there will be no public involvement in the development of these projects.
- *Programmatic Agreements and Additional Categorical Exclusions:* Requires DOT to survey the use of CEs, solicit new ideas for CEs and move several types of CEs from the documented list to the undocumented list. Also encourage more programmatic agreements for environmental reviews and allows DOT to delegate CE qualification determinations to the States.
- *Accelerated Decision-making of Environmental Reviews:* Allows for errata sheets to be used to modify a final EIS and promotes the use of a combined final EIS and Record of Decision.
- *Memoranda of Agency Agreements for Early Coordination:* Includes a Sense of the Congress to use early coordination and MOUs.
- *Environmental Procedures Initiative:* Requires DOT to establish an initiative to review and develop consistent procedures for environmental review and permitting of formula funded projects.
- *Review of State environmental Reviews and Approvals for the Purpose of Eliminating Duplication of Environmental Reviews:* Requires a Government Accountability Office (GAO) study to assess whether States have laws that are comparable to Federal environmental review laws.
- *Review of Federal Projects and Program Delivery:* Requires a DOT study of the completion times of CEs, Environmental Assessments and Environmental Impact Statements in the pre-2005 time period, 2005 to present, and after the date of enactment of this Act. GAO and IG studies also required.



### **Gulf Coast Restoration – RESTORE Act**

- Establishes a Gulf Coast Restoration Trust Fund and credits to the Trust Fund amounts equal to 80 percent of all administrative and civil penalties paid by a responsible party in connection with the Deepwater Horizon oil spill pursuant to Section 311 of the Clean Water Act (33 U.S.C. 1321). The amounts in the fund and the interest earned shall be available without further appropriation solely for the purposes and eligible activities of this subtitle.
- Establishes a mechanism to govern the allocation of penalties deposited in the Gulf Coast Restoration Trust Fund and to establish the conditions under which funds would be expended in the five Gulf Coast States (Alabama, Florida, Louisiana, Mississippi, and Texas) to restore and protect the natural resources, ecosystems, fisheries, marine and wildlife habitats, coastal wetlands, and economy of the Gulf Coast.

### **Harbor Maintenance Trust Fund Provisions**

- *Sense of Congress Regarding Utilize of Harbor Maintenance Trust Fund (HMTF) Collections:* Provide a sense of Congress that the Administration fully utilization of HMTF collections for operation and maintenance activities at navigation channels in the United States. Includes a provision that Congress ensure that ðother programs, projects, and activities of the [Corps] Civil Works Program í are not adversely affectedð by activities funded through the HMTF, for budgetary purposes. Requires the President to include, as part of his annual budget submission, an assessment of the percentage of eligible channels that would be maintained with the Corpsðbudget request, as well as an assessment of the amount needed to reach 95 percent availability of navigation channels over a 3 year period.

## DIVISION B—PUBLIC TRANSPORTATION

- Authorizes \$10.584 billion for FY 13 and \$10.701 billion for FY 14 for transit, of which \$8.478 billion and \$8.595 billion are out of the Mass Transit Account of the Highway Trust Fund.
- *Public Transportation Formula Programs:* Authorizes the following public transportation formula programs:
  - *Urbanized Area Formula:* Provides \$4.398 billion in FY 2013 and \$4.459 billion in FY 2014.
  - *Elderly and Disabled Formula Grants:* Provides \$254.8 million for FY 2013 and \$258.3 billion for FY 2014 for a program that consolidates the existing Elderly and Disabled and New Freedom programs into a single program. Eliminates the Job Access and Reverse Commute program (JARC) but requires funding for these activities under the urban and rural formula programs.
  - *Rural Area Formula Grants:* Provides \$599.5 million in FY 2013 and \$607.8 million for FY 2014 for the Rural Area Formula grants. Creates two new programs within the Rural program:
    - Public Transportation on Indian Reservations—\$30 million (\$5 million to be distributed competitively each year, and \$25 million as formula grants to tribes).
    - Appalachian Development Public Transportation Program—\$20 million.
  - *Bus and Bus Facilities Formula Grants:* Provides \$422 million in FY 2013 and \$427.8 million in FY 2014 for program, which converts the existing competitive Bus and Bus Facilities program into a formula program (\$65 million of program funds are distributed evenly among states and territories with each getting a fixed amount; the rest distributed according to population and the bus factors).
  - *State of Good Repair Grants* (former Rail Modernization program): Provides \$2.136 billion in FY 2013 and \$2.166 billion in FY 2014.
  - *High Density Formula Grants:* Provides \$518.7 million in FY 2013 and \$525.9 million in FY 2014.
- *Limited Transit Operating Assistance:* Allows transit systems operating fewer than 100 buses in peak service to use a portion of their Section 5307 grant funds for operating expenses. Does not include the Senate-passed provision to allow all transit systems in areas over 200,000 in population to use a portion of their 5307 funds for operating assistance during times of high unemployment.
- *New Starts:* Streamlines the New Starts program; makes core capacity projects eligible for funding; and retains existing eligibility for Bus Rapid Transit projects. However, allows

FTA to provide up to three BRT projects each year that meet the criteria of fixed guideway bus projects to receive an 80 percent Federal share under New Starts.

- *Rail Modernization:* Replaces the existing Rail Modernization program with a program to move all systems towards a state of good repair. Eliminates funding tiers and earmarks and replaces these with a new structure that focuses on the age of the system, revenue vehicle miles and directional route miles. Sets aside 2.85 percent of program funds for a High-Intensity Motorbus program to fund bus systems that operate primarily in HOV lanes.
- *Public Transportation Safety:* Strengthens transit safety; requires public transportation agencies to establish comprehensive safety plans; provides FTA with a regulatory and enforcement role over transit safety but retains the existing State Safety Oversight structure; authorizes FTA to withhold small amount of funds or direct all funds for SSOs that are not meeting established requirements.
- *Buy America Provision:* Requires FTA to issue an annual report to Congress on any transit waivers of Buy America granted. Removes anti-segmentation language as included in the Senate-passed bill.
- *Veterans Preference:* Includes veterans preference language for transit construction projects.
- *Privatization:* Includes several privatization provisions that were contained in H.R. 7, including provisions requiring FTA to:
  - better coordinate public and private sector-provided public transportation services and promote more effective utilization of private sector expertise, financing, and operational capacity to deliver costly and complex new fixed guideway capital projects;
  - provide technical assistance to recipients of Federal transit grant assistance on practices and methods to best utilize private providers of public transportation;
  - identify best practices, if requested by a New Starts project sponsor, for public-private partnerships models, develop standard public-private partnership transaction model contracts;
  - perform financial assessments that include the calculation of public and private benefits of a proposed public-private partnership transaction.
  - identify any regulations or practices that impede greater use of public-private partnerships and private investment in public transportation capital projects and develop and implement approaches similar to Special Experimental Program 15 (SEP-15) for highways.
  - conduct a study on the effects of contracting out public transit services on cost, availability and level of service, efficiency, and quality of service. The study must specifically look at the extent of unionization among privately contracted employees and the impact to wages and benefits of employees when publicly provided public transportation services are contracted out to a private for-profit entity; and

- publish policy guidance regarding how to best document compliance by recipients of Federal assistance with the requirements regarding private enterprise participation in transit planning.

## **DIVISION C—TRANSPORTATION SAFETY AND SURFACE TRANSPORTATION POLICY**

### **NHTSA Provisions**

- *Funding:* Subtitle A authorizes \$747 million for FY 2013 and \$756 million for FY 2014 for the National Highway Traffic Safety Administration, for the following programs:
  - \$243 million per year for the section 402 Highway Safety grants to States;
  - \$130 million for FY 2013 and \$139 million for FY 2014 for Highway Safety Research and Development;
  - \$306 million per year for National Priority Safety grants to States, of which
    - \$46 million per year for Occupant Protection grants;
    - \$43 million per year for State Traffic Safety Information System Improvement grants;
    - \$139 million per year for Impaired Driving grants;
    - \$40 million per year for Distracted Driving grants;
    - \$6 million per year for Motorcyclist Safety grants; and
    - \$23 million for Graduated Driver Licensing grants;
  - \$5 million per year for the National Driver Register;
  - \$37 million per year for the High Visibility Enforcement program; and
  - \$25.6 million for FY 2013 and \$25.9 million for FY 2014 for administrative expenses.
- *Highway Safety Plan:* Requires States to develop and submit a highway safety plan to the Secretary as a condition of receiving section 402 grants. Plans must be approved by the Secretary and must include quantifiable annual performance measures. Prohibits States from using NHTSA grant funds to purchase, operate, or maintain red light cameras or speed cameras.
- *Highway Safety Research:* Establishes a new \$2.5 million cooperative research and evaluation program, jointly managed by NHTSA and the Governor's Highway Safety Association, to evaluate priority highway safety countermeasures. Also authorizes NHTSA to carry out research on in-vehicle technology to detect and prevent alcohol-impaired driving. The Secretary may use funds from the National Priority Safety grants program to conduct such research.
- *National Priority Safety Grants:* Combines several existing incentive grant programs into a National Priority Safety grant program and sets aside funding within the program for specific grants to prioritize certain State activities.
  - *Occupant Protection Grants:* Makes grants available to States that adopt and implement effective occupant protection programs. States with a seat belt use rate of higher than 90 percent are eligible to flex up to 75 percent of these grant funds to fund any activity eligible under section 402. States with a seat belt use rate of lower than 90 percent must meet additional criteria to qualify for grant funds and are not eligible to flex any funding.

- State Traffic Safety Information System Improvement Grants: Makes grants available to States to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State safety data.
- Impaired Driving Countermeasures Grants: Makes grants available to States to reduce driving under the influence of alcohol and/or alcohol. States with an average impaired driving fatality rate of 0.60 or higher must meet additional criteria to be eligible for grant funds and are more restricted in how they must expend funding. States with a rate between 0.30 and 0.60 have more flexibility, and States with a rate below 0.30 are automatically eligible for funding and have the most flexibility. In addition, any State that adopts and enforces a mandatory alcohol-ignition interlock law for individuals convicted of driving under the influence of drugs or alcohol are eligible for an additional incentive grant under this section.
- Distracted Driving Grants: Makes grants available to States that have laws in place prohibiting drivers from texting while driving or prohibiting cell phone use by drivers.
- Motorcyclist Safety: Makes grants available to States that adopt and implement effective programs to reduce the number of crashes involving motorcyclists.
- Graduated Driver's Licensing Program Grants: Makes grants available to States that have laws in place to require drivers younger than 21 to comply with a 2-stage licensing process that meets Federal requirements before receiving an unrestricted driver's license.
- *Vehicle Provisions:* Authorizes NHTSA to conduct motor vehicle safety research and development and contains several provisions to improve transparency and accountability related to motor vehicle defects and recalls. Requires several rulemakings on child safety standards, including side impact crash protection, child seat anchor (or latch) systems, and reminders for unattended children left in rear seating positions.
- *Drops Event Data Recorders:* Does not require that event data recorders be installed in personal vehicles, as proposed in the Senate-passed bill.
- *Visibility of Agricultural Equipment:* Requires NHTSA to issue a rule within two years to improve the daytime and nighttime visibility of agricultural equipment operating on a public road.

## **FMCSA Provisions**

- *Safety Grants*: Retains current law structure and funding levels for motor carrier safety grants to States and authorizes the following programs and amounts for each of FY 2013 and 2014:
  - Motor Carrier Safety Assistance Program (MCSAP) grants: \$212 million
  - Commercial Driver's License Program Improvement grants: \$30 million
  - Border Enforcement grants: \$32 million
  - Performance and Registration Information Systems Management grants: \$5 million
  - Commercial Vehicle Information Systems and Networks Deployment: \$25 million
  - Safety Data Improvement Grants: \$3 million
  - New Entrant Audits: \$32 million
- *Motor Carrier Oversight*: Tightens registration requirements for new carriers, including requiring a carrier to pass a written proficiency examination prior to being granted registration. Requires new trucking companies to undergo a safety audit within 12 months of operation (down from 18 months under current law) and new motorcoach companies to undergo a safety audit within 120 days of operation. Requires motor carriers, brokers, and freight forwarders to update their registration within 30 days of a change in the carrier's information. Requires bus companies to update their registration information quarterly for the first two years of operation.
- *Reincarnated Carriers*: Includes several provisions to strengthen FMCSA's oversight of carriers seeking operating authority from the agency, to ensure that carriers are not able to "reincarnate" as new carriers to mask safety violations or evade penalties or shut down orders.
- *Financial Responsibility*: Requires DOT to review and issue a report on the appropriateness of minimum financial responsibility requirements within 6 months of enactment and every 4 years thereafter.
- *Penalties and Enforcement*: Increases maximum penalties for carriers operating without a registration, for failure to respond to a subpoena, for denial of access to records, for violation of out of service orders, and for evasion of regulations. Authorizes new enforcement authority to revoke registration if a carrier poses an imminent hazard, to place a carrier's entire fleet out of service, and to respond to patterns of violations by motor carriers and their officers.
- *Vehicle Safety*: Requires FMCSA to conduct an analysis of the need for crashworthiness standards for commercial motor vehicles. Includes several provisions to strengthen oversight of foreign motor carriers and drivers operating in the U.S. Requires a study of accidents that occur in rental trucks.
- *Hours of Service and Electronic On-Board Recorders (EOBRs)*: Requires FMCSA to complete a field study by March 31, 2013 of the efficacy of the agency's "restart" provision in the most recent hours of service rule. Requires, within one year, FMCSA to issue a rule mandating electronic logging devices on commercial motor vehicles involved in interstate

commerce. The requirements shall apply to vehicles two years after the date that regulations are published. Establishes the performance measures and requirements such devices must meet, and certification criteria, in order to be minimally compliant.

- *Driver Safety*: Requires FMCSA to establish a national registry of medical examiners within one year and makes other improvements to oversight of driver medical qualifications; requires employers to periodically verify the CDL status of employees; requires FMCSA to issue final regulations on driver training, including mandatory behind-the-wheel training within one year; and requires FMCSA to set up a national clearinghouse for drug and alcohol testing results for commercial drivers.
- *CDLs for Veterans*: Requires DOT and DOD to jointly study how to facilitate the acquisition of commercial driver's licenses by members and former members of the Armed Forces and to develop accelerated licensing procedures for veterans who have documented driving experience that makes use of the accelerated procedures appropriate.
- *Agricultural Exemptions*: Expands an existing hours of service exemption for drivers transporting agricultural commodities to apply up to a 150 mile radius (from 100 miles under current law), apply even if a vehicle crosses state lines, and to apply to trips between wholesale distribution points and retail distribution points. Creates a new exemption from all Federal motor carrier safety regulations (CDL requirements, drug and alcohol testing, hours of service, and vehicle inspection, repair, and maintenance requirements) for vehicles operated by farm or ranch owners, operators, their family members, or their employees. Vehicles weighing less than 26,000 pounds are completely exempted, and those weighing more than 26,000 pounds are exempt up to a 150 air mile radius from the farm or ranch.
- *Broker and Freight Forwarder Oversight*: Requires FMCSA to determine that a broker or freight forwarder is qualified by experience to act and is fit, willing, and able to provide the service and to comply with applicable regulations of the Secretary; requires a broker or freight forwarder to employ an individual who has at least 3 years of experience or appropriate training; and prohibits a freight forwarder or broker from providing transportation as a motor carrier unless registered separately as a motor carrier. Raises the surety bond requirement to \$75,000 (to be reviewed every 4 years by FMCSA to ensure this amount continues to be adequate); establishes rules for when and how the surety bond is to be paid out, particularly in cases of financial insolvency; requires freight forwarder and broker insurance; and requires FMCSA to suspend a broker or freight forwarder's registration if the available financial security falls below the amount required.

Prohibits a person acting as a broker from providing interstate brokerage services unless that person is registered under and in compliance with the new broker and freight forwarder requirements; prescribes civil penalties up to \$10,000 for violators of the requirements; establishes a private right of action for injured parties; and extends liability to any corporate entity and individual officers.

- *Truck Size and Weight*: Requires FMCSA to complete a comprehensive truck size and weight study within 2 years. The study must evaluate accident risk and frequency, impact to



infrastructure including bridges, safety impacts, and freight diversion to other modes and must look at each State that currently allows vehicles in excess of Federal size and weight laws to operate, as well as the potential impacts of heavier and longer alternative truck configurations. FMCSA must also compile a list of allowable weights in excess of Federal limits on each route of the National Highway System authorized under State law or a State grandfather right.

### **Motorcoach Provisions**

- NHTSA must issue the following regulations increasing motorcoach safety standards:
  - Within one year, requiring seat belts on motorcoaches;
  - Within two years, establishing roof strength and crush resistance standards;
  - Within two years, consider requiring anti-ejection safety countermeasures and rollover crash avoidance; and
  - Within three years, consider requiring tire pressure monitoring systems and consider issuing a rule to upgrade performance standards for tires.
- Any regulations NHTSA prescribes with respect to the above areas shall apply to all newly-manufactured motorcoaches three years after the publication of the final rule. The conference report does not authorize or mandate retrofit of existing buses with respect to any of the above standards. Instead, the conference report permits NHTSA to assess the feasibility, benefits, and costs with respect to applying such standards to existing buses.
- *Research and Testing:* NHTSA must conduct research and testing on the causes of and methods to prevent motorcoach fires, on interior impact protection, on compartmentalization safety countermeasures, and collision avoidance systems. NHTSA is directed to issue motor vehicle safety standards in each of these areas within two years of completion of the research and testing.
- *Motorcoach Safety Fitness Rating:* FMCSA must assign a safety fitness rating to each motorcoach company within three years of enactment, and must establish requirements to improve the accessibility to the public of safety rating information for motorcoach companies. FMCSA must also review and assess the requirements for a passenger endorsement on a driver's CDL within two years. FMCSA must also complete a rulemaking to consider requiring States to establish annual inspection programs for buses.

### **Hazardous Materials Provisions**

- *Hazmat Training for Emergency Responders:* Requires operations-level training for fire fighters that respond to accidents and incidents involving hazardous materials. Current law requires only basic, general awareness training.
- *Hazmat Train-the-Trainer Program:* Current law authorizes \$4 million annually in grants for labor organizations to train hazmat workers to become hazmat instructors. The conference report reauthorizes the training grant program but allows any national nonprofit organization to apply for the grants.

- *Increases Civil Penalties for Hazmat Transportation Violations:* Increases the maximum civil penalties for hazmat transportation violations and authorizes new penalties on individuals who obstruct investigations. Also prohibits carriers from transporting hazmat, and shippers from offering hazmat for transportation, if they fail to pay a civil penalty assessed by the Secretary or fail to arrange and abide by an acceptable payment plan for the penalty.
- *Hazmat Special Permits:* Requires the development of clear and consistent procedures and criteria for evaluating applications for special permits and approvals, and requires the Secretary to conduct a review and analysis of special permits that have been in continuous effect for a 10-year period to determine which special permits may be converted into the hazmat regulations.

### **Rail Provisions**

The Conference Report does not include any provisions on rail. It also does not include provisions to assist minority and women-owned businesses in receiving rail contracts. Nor does it extend Buy America coverage to Federal Railroad Administration's grant and loan programs. The Conference Report also does not reauthorize the now-expired Rail Line Relocation Program.

## DIVISION F — MISCELLANEOUS

### **Maritime Provisions**

- *Repeal of Transportation Requirement for USAID Food Aid Shipments:* The provision would reduce the percentage of USAID foreign food aid shipped on U.S. vessels from 75 percent to 50 percent, and repeals the Maritime Administration cargo freight differential reimbursement authority.

This provision 66 which was not included in either the House or Senate-passed bills 66 will result in the loss of vessels and hundreds of irreplaceable jobs. It is opposed by the Maritime Administration, USA Maritime (which includes virtually all of the U.S.-flag vessel owners), and all of the maritime labor organizations and trade associations engaged in the U.S.-foreign trade.

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# Conference Report on HR 4348, MAP-21 (Transportation Bill)

## Summary of Key Issues for California

### Representative Napolitano's Office

#### Funding for California

##### Highway Funding for California

| <u>FY11 – current law</u> | <u>Conf. Rep. FY12</u> | <u>Conf. Rep. FY13</u> | <u>Conf. Rep. FY14</u> |
|---------------------------|------------------------|------------------------|------------------------|
| \$3,808,733,995           | \$3,543,739,939        | \$3,543,739,939        | \$3,574,110,167        |

##### Transit Funding for California

| <u>FY11 – current law</u> | <u>FY12 – current law</u> | <u>Conf. Rep. FY13</u> | <u>Conf. Rep. FY14</u> |
|---------------------------|---------------------------|------------------------|------------------------|
| \$ 1,205,085,711          | \$1,138,515,059           | \$1,231,130,409        | \$1,248,470,329        |

\*The Conference Report changes the bus and bus facilities program from a discretionary program to a formula program. The FY11 amount includes how much California got for the Bus Program in discretionary awards. The FY12 number includes the average that CA usually gets (\$90 million) in Bus program funds since those funds have not been awarded yet. The Conf. Rep. FY13 and FY14 numbers include how much CA will get in the new formula Bus program.

\*\* These numbers exclude all other discretionary transit programs such as New Starts. California generally does very well in the New Starts program.

#### Donor State Issue

- The Conference Report provides that every state must receive a minimum return of 95% of what they pay into the highway trust fund. This is an increase over the last bill which provided a 92.5% minimum return.
- **This issue is somewhat irrelevant** since every state now receives more than 100% of what they pay into the highway trust fund. This is because the highway trust fund is no longer able to pay for the full cost of the federal aid highway program and Congress has to add general fund revenue to back fill it.

#### NEPA-CEQA Environmental Streamlining Program

- The Conference Report makes permanent the current pilot program that lets DOT delegate NEPA authority to states that have equal or stronger environmental review laws. This authority is expanded in the bill to all states and includes rail, public transit, and multi-modal projects – not just highways as the current program does.
- California is the only current participant in this program.

#### TIFIA Loan Programs

- The Conference Report includes \$750 million in FY 2013 for TIFIA and \$1 billion in FY 2014 for TIFIA. This is a major increase over \$120 million in current funding.
- The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides low-cost loans to states and localities to implement transportation projects.
- Many California cities and transportation agencies are strong supporters of this program as it will allow them to quickly construct projects that are funded by a long term local revenue stream. This can cut down on the overall project cost by reducing inflationary costs.

- Los Angeles Metro is a strong supporter of this provision because it will help them implement Measure R Transit projects in 10 years instead of the proposed 30 years.

### **Projects of Regional and National Significance program**

- The Conference Agreement authorizes \$500 million from the general fund for the projects of regional and national significance program **for FY 2013 only.**
- **The program will most likely not be funded** as the THUD Appropriations bill for FY13 is on the House floor this week and it includes no money for this program. For this program to be funded, the Senate would need to add money in their appropriations bill.
- California is a major supporter of projects of regional and national significance program as over 45% of the nation's imports are transported through our state, and much of that moves onto the rest of the nation.
- This makes California strategically important for the movement of goods across the country and a prime recipient of funding through the current Projects of National and Regional Significance program.

### **National Freight Program**

- Because our state is a major importer and manufacturer of products that move through our state and to the rest of the nation, a major priority of Caltrans was that this bill creates a National Freight Program.
- The Conference Report establishes a national freight policy, which requires the designation of a primary freight network of up to 30,000 miles. The agreement also requires the development of a national freight strategic plan, and encourages states to develop state freight plans.
- To incentivize states to invest in freight projects, the conference report increases the Federal share for freight mobility projects identified on state freight plans. The federal share would increase from 80 percent to 90 percent for non-Interstate projects, and from 90 to 95 percent for projects on the Interstate system.

### **Truck Size and Weight Issue**

- The Conference Report requires the Federal Motor Carrier Safety Administration complete a study within 2 years regarding the potential impacts of increasing the size and weight of trucks.
- CHP was very concerned that the bill may include provisions allowing bigger trucks on the highway system, but the conference report only includes a study.

### **Buy America**

- The bill includes none of the new buy America provisions that Democrats and many California offices were requesting.
- The bill does include a new Buy America provision that would prohibit the future segmentation of highway projects to avoid Buy America requirements for parts of a whole project. This is in response to what Caltrans did when they built the new Bay Bridge project.

### **Transit Privatization**

The bill does not include the most egregious privatization provisions that were included in HR. 7 but it does include some privatization provisions that will draw concern from transportation unions.

**The conference report:**

- Requires FTA to “better coordinate public and private sector-provided public transportation services” and “promote more effective utilization of private sector expertise, financing, and operational capacity to deliver costly and complex new fixed guideway capital projects;
- Requires FTA to provide technical assistance to recipients of Federal transit grant assistance on practices and methods to best utilize private providers of public transportation;
- Requires FTA, if requested by a New Starts project sponsor, to identify best practices for public-private partnerships models, develop standard public-private partnership transaction model contracts; and perform financial assessments that include the calculation of public and private benefits of a proposed public-private partnership transaction.
- Requires FTA to identify any regulations or practices that impede greater use of public-private partnerships and private investment in public transportation capital projects and develop and implement approaches similar to SEP-15 for highways.
- Requires FTA to conduct a study on the effects of contracting out public transit services on cost, availability and level of service, efficiency, and quality of service. The study must specifically look at “the extent of unionization among privately contracted employees” and “the impact to wages and benefits of employees when publicly provided public transportation services are contracted out to a private for-profit entity”
- Requires FTA to publish policy guidance regarding how to best document compliance by recipients of Federal assistance with the requirements regarding private enterprise participation in transit planning.

**Controversial Environmental Provisions**

- The conference agreement includes multiple environmental streamlining provisions that will be a concern to the environmental community.
- **The biggest concern is Sec. 1306 Accelerated Decisionmaking.** This section sets deadlines for decisions by the Federal agency with responsibilities for environmental review. **The section requires financial penalties for the agency if it does not complete environmental reviews by certain deadlines,** thereby further impacting the budgets and resources of agencies that they are pressing to speed up reviews. Fines can be up to 7% of agency office budget for the fiscal year.
- This is unprecedented and will likely drive agencies to simply deny permits to avoid fines. It will also deplete the resources of agencies that are already not able to review permits fast enough and will drive all resources toward transportation projects at the expense of other projects that also need review such as water projects, mining projects, and other infrastructure projects.

**Provisions Not in the Conference Report**

**Positive Train Control not in the Conference Report**

- The Conference Report does not include any changes to the current federal mandate that requires railroads to implement Positive Train Control (PTC) on passenger rail lines and lines carrying dangerous toxic-by-inhalation hazardous materials by Dec. 31<sup>st</sup>, 2015.
- These deadlines are important as a response to the Metrolink Train Disaster of 2008.
- There were proposals in the House and Senate bills that would have delayed and weakened implementation but those proposals are not included.

**High Speed Rail**

- The Conference Report does not include any provisions regarding high speed rail.

**Privatizing Engineering Provision not in the Conference Report**

- There was a very controversial provision in HR 7 that would have privatized public engineering services that was strongly opposed by Caltrans Engineers.
- This provision is not in the conference report.

**Transit operations flexibility not in the Conference Report**

- Many California transit agencies and transit unions wanted language in the bill that allows transit agencies to use some federal transit funds that are currently dedicated to capital improvements for operations.
- The transit operations flexibility provisions that were in the Senate bill were not included in the conference report.





## **Memorandum**

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

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

**SUBJECT: Review of Countywide Bicycle and Pedestrian Plans**

### **Recommendation**

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

Staff took the draft plans to Alameda CTC committees in June and July for comment, including PPLC, PAPCO, ACTAC, BPAC and the Bicycle and Pedestrian Plans Working Group, a technical group providing input on these plan updates. The input of these groups, and staff responses, are summarized at the end of this staff report. Staff will revise the draft plans based on the received comments, and return to the committees in September with final draft plans for the Alameda CTC Board to consider for adoption. In addition to comments made at the meeting, Board members may submit written comments on the draft plans to Rochelle Wheeler using the attached comment sheet (Attachment C; also posted on the Alameda CTC web address listed above), or by email ([rwheeler@alamedaCTC.org](mailto:rwheeler@alamedaCTC.org)), by **Friday, July 27, 2012**, at 5:00 p.m.

### **Summary**

The Draft Countywide Bicycle and Pedestrian Plans were released for public review and comment on June 25, 2012, and are posted on the Alameda CTC website ([www.AlamedaCTC.org](http://www.AlamedaCTC.org)). Together, these plans lay out the vision and steps for making Alameda County a safe and convenient place for walking and bicycling. The executive summaries for both plans (Attachments A and B) provide a concise summary of each plan, including its purpose; the recommended countywide priorities for capital projects, programs and plans; total costs to implement the plan; and expected revenues for the 28-year plan life.

### **Background**

The Alameda CTC's predecessor agencies approved the first Countywide Pedestrian Plan, and the first update to the Countywide Bicycle Plan, in 2006. Since then, the priorities identified in these plans have been used to guide bicycle and pedestrian grant fund programming and the Alameda CTC bicycle and pedestrian program.

In June 2010, the agency launched a planning process to update both the Pedestrian and Bicycle Plans, focused on updating the existing conditions; reviewing how Alameda CTC policies and practices can be enhanced to address walking and bicycling; re-evaluating the Bicycle Plan priority

capital projects and bringing more focus to improving bike access to transit; and establishing capital project priorities for the Pedestrian Plan. One over-arching goal was to make the two plans consistent, as appropriate, and parallel in their layout.

The draft Countywide Bicycle and Pedestrian Plans, which have been updated to meet the above objectives, each consist of six chapters and an executive summary. Because of the close coordination of these plans, one joint Appendices was developed. The full plans are posted online, and the tables of contents and executives summaries are attached (Attachments A and B).

### *Countywide Priorities*

One of the primary purposes of both plans is to establish a set of countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. These projects, programs and plans, which have been made consistent between the plans as appropriate, will be used, along with additional scoring criteria, to guide countywide discretionary funding decisions. Each plan describes a priority system or network, which is a subset of the pedestrian vision system or the bicycle vision network, and on which limited countywide funding will be focused.

The countywide pedestrian vision system totals 3,200 miles of pedestrian facilities spread throughout the entire county. The system has five components:

- access to transit,
- access within central business districts,
- access to activity centers,
- access to Communities of Concern, and
- a network of inter-jurisdictional trails.

The bicycle vision network consists of 775 miles of bikeways, of which, approximately 374 miles (48%) have been built while 401 miles (52%) are still to be constructed. The network, like the pedestrian vision system, includes all parts of the county and has five components, focused on:

- an inter-jurisdictional network that provides connections between jurisdictions (this is largely the vision network from the 2006 Bicycle Plan),
- access to transit,
- access to central business districts,
- an inter-jurisdictional trail network, and
- access to Communities of Concern.

Both plans also include a largely overlapping and robust set of programs to promote and support walking and bicycling, and the creation and updating of local pedestrian and bicycle master plans.

### *Costs and Revenue*

As stand-alone plans, the cost to implement all components of the Bicycle Plan between 2012 and 2040 totals \$945 million, while the cost for the Pedestrian Plan is \$2.8 billion. The revenue anticipated over the next 28 years for the Bicycle Plan is \$324 million; for the Pedestrian Plan, it is approximately \$500 million. Together, the two plans include some duplicating costs for the multi-use trails. If these costs are split evenly between the two plans, the total, non-duplicating cost, to implement both the Pedestrian and Bicycle Plans is approximately \$3.1 billion and the expected revenue is \$820 million. These costs are higher than those in the previous Bicycle and Pedestrian

Plans for several reasons, but mainly because they are more comprehensive and have been expanded as follows:

- **Bicycle Plan:**
  - For construction costs, expanded vision network from 549 miles to 775 miles with a significant part of this mileage increase due to adding more routes to connect to transit.
  - More comprehensive maintenance costs.
  - Expanded number of educational/promotional programs and included the full program costs.
  - Inclusion of local master plans, which were not included in the 2006 plan.
- **Pedestrian Plan:**
  - For construction costs, expanded pedestrian vision system to include one central business district (CBD) per jurisdiction and added the communities of concern category.
  - Inclusion of maintenance costs for the first time.
  - Expanded number of educational/promotional programs and included the full program costs.

Combined Bicycle and Pedestrian Plans non-duplicating costs and revenue, 2012–2040

In millions; rounded to nearest \$100,000

|                                     | <i>Bicycle Plan</i> | <i>Pedestrian Plan</i> | <i>Total (non-duplicating) costs</i> |
|-------------------------------------|---------------------|------------------------|--------------------------------------|
| Costs                               | \$ 617.2            | \$2,463.4              | \$3,080.6                            |
| Construction of capital projects    |                     |                        |                                      |
| • Shared costs for multi-use trails | \$ 265.9            | \$ 265.9               | \$ 531.8                             |
| • Remaining Plan construction costs | \$ 158.1            | \$1,470.8              | \$1,628.9                            |
| Maintenance of capital projects     |                     |                        |                                      |
| • Shared costs for multi-use trails | \$ 59.9             | \$ 59.9                | \$ 119.8                             |
| • Remaining Plan maintenance costs  | \$ 56.3             | \$ 585.5               | \$ 641.8                             |
| Programs implementation             | \$ 71.6             | \$ 75.9                | \$ 147.5                             |
| Local master plans                  | \$ 5.4              | \$ 5.4                 | \$ 10.8                              |
| Revenue                             | \$ 324.3            | \$ 495.7               | \$ 820.0                             |

#### *Input to date*

During the two year plan development process, the Countywide Bicycle and Pedestrian Advisory Committee (BPAC) and the Bicycle Pedestrian Plans Working Group (PWG) were the primary two groups to review and give input on the plans. Both groups reviewed almost every chapter of the plan in its initial draft form. In addition, ACTAC and the Paratransit Advisory Committee (PAPCO) provided input on selected chapters and elements of the plans.

The PWG, whose initial membership structure was recommended by ACTAC, includes a primary and alternate member from each county planning area, as appointed by ACTAC, in addition to representatives of transit agencies, advocacy organizations, the public health department, PAPCO, along with staff from the Bay Trail, Caltrans, East Bay Regional Parks District, and MTC. In addition, at the recommendation of the PWG itself, the group includes those who regularly attended the PWG meetings and also represent a public agency, non-profit, advocacy group, or other interested and applicable committee.

The majority of the BPAC and PWG meetings during the planning process focused on developing the countywide priorities for capital projects. This topic was also brought to the ACTAC and PPLC for input in June 2011, and was also the focus of four the PWG's nine meetings. In addition to these meetings, during this critical stage, Alameda CTC staff met, by planning area, with agency staff and also attended four local BPAC meetings around the county, to gather input from them and the public. In addition, during the entire planning process, staff have maintained and updated a mailing list of interested people, and kept this group informed of opportunities for public input and posted information on the agency's website. The list of interested members of the public and local BPACs has been notified of the draft plans availability.

### Committee input on Draft Plans in June and July

To date, the full draft plans have been brought to five Alameda CTC committees and working groups for comment. The comments from these groups are summarized below.

#### *PPLC comments and staff responses*

Members requested information regarding the following:

- *County distribution of bicycle vision network and pedestrian vision system by planning area*

Table 1: Pedestrian vision system and bicycle vision network by planning area (*Note: bike/ped mileages are rounded; road mile percentages are the same as those used for Measure B pass-through fund distribution calculations*)

|                | % of county population | % of county road miles | Bicycle Vision Network |     | Ped Vision System |     |
|----------------|------------------------|------------------------|------------------------|-----|-------------------|-----|
|                |                        |                        | miles                  | %   | miles             | %   |
| <b>North</b>   | 42%                    | 36%                    | 250                    | 32% | 1350              | 42% |
| <b>Central</b> | 25%                    | 20%                    | 130                    | 17% | 530               | 17% |
| <b>South</b>   | 21%                    | 21%                    | 165                    | 21% | 830               | 26% |
| <b>East</b>    | 12%                    | 22%                    | 230                    | 30% | 490               | 15% |
|                |                        |                        | 775                    |     | 3200              |     |

Both the bicycle network and pedestrian system are built on local bicycle and/or pedestrian master plans and the previous countywide bicycle and pedestrian plans. Since some areas do not have local master plans, these areas may have fewer countywide

facilities in the vision network and system. Just over 70% of the bikeway network is the same as the network in the 2006 plan, and most of the pedestrian system is also the same as the previous plan. In some areas, there are many parallel trail and on-street bikeway facilities, especially east county, which reflects what was included in previous countywide bicycle and pedestrian plans. The goal for the countywide discretionary bicycle/pedestrian funding is to provide geographic equity by planning area, which will be monitored over time through the biennial capital improvement planning process. Additionally, the countywide plans are updated regularly, and changes to the networks are made during those times to reflect local plans.

- *How recreational riding is included in bicycle vision network*  
The network blends both utilitarian transportation-focused trips and recreational trips, in an effort to balance vehicle trip reduction and improved public health. While it does emphasize linkages to destinations such as downtowns, colleges and transit, it also acknowledges recreational trips by including many trails which provide both utilitarian and recreational opportunities, and also by including many long distance routes, such as across the east bay hills, which are often used for recreational riding.
- *Specific bikeway alignments, including Bay Trail*  
Except for some added links to transit and central business districts which are being reviewed by local agencies in the draft plans, the bikeway alignments of the countywide vision network are based on those included in local bicycle/pedestrian master plans or the documents that established the trails, including the alignments for the three major countywide trails – the Bay Trail, Iron Horse Trail and East Bay Greenway. As stated in the plan (p.60), it is understood that over time, alignments may need to be modified to reflect changing local plans and conditions more closely. These changes would then be incorporated into the countywide bicycle plan. A specific question was asked about the Bay Trail designation on Union City Boulevard, in Union City. This on-street alignment is shown as a proposed Class III bikeway with sidewalks. According to Bay Trail staff, a preferred trail facility closer to the bayfront is still being negotiated. The on-street facility is therefore not the preferred long-term facility, but rather a way to provide access through this area where no trail currently exists. A proposed conceptual alignment for the Bay Trail closer to the bay will be added to the bikeway map.
- *The need for inter-jurisdictional bikeway connections, especially in east county*  
The proposed bikeway network includes the “inter-jurisdictional network” which is the network from the 2001 and 2006 bicycle plans which had a focus on developing and improving corridors between jurisdictions. This network includes cross-county routes across the east bay hills, as well as connections between the east county cities. As well, part of the priority network is making key connections between jurisdictions, in particular overcoming barriers such as freeways.
- *How Communities of Concern were used in the plans*  
One goal of the plans was to implement the bicycle and pedestrian projects and programs included in the Community-Based Transportation Plans (CBTPs), which were developed to improve access transportation for low-income households. The Alameda CTC

developed the CBTPs using Metropolitan Transportation Commission's (MTC's) Communities of Concern areas. As the Communities of Concern areas and CBTPs are updated, these updated areas and projects will be incorporated into the plans.

- *Overall growth in the bicycle vision network*

One of the goals of this update to the Countywide Bicycle Plan was to improve the access to transit connections, by identifying and including a finer network of bikeways that connect to transit. This, and the inclusion of the full networks of the three major countywide trails (Bay Trail, East Bay Greenway and Iron Horse Trail), have resulted in network that is approximately 40% larger than the 2006 plan network. At the same time, there is a priority network, which is the more limited subset of the vision network which will be eligible for future countywide discretionary funding.

- *Collision data and how it has been incorporated into the development of the countywide priorities*

The collision data in the plan is critical, and has been and will be used to determine countywide priorities, as follows:

- Programming countywide discretionary bicycle and pedestrian funds using safety as one scoring criteria. All eligible capital projects will be evaluated using scoring criteria, which will include safety by reviewing collision data for each project and weighting those projects that improve less safe conditions more heavily.
- Through four programs that directly address bicyclist safety. Two programs are underway and are proposed to be expanded: Safe Routes to Schools, which targets teaching children about safe bicycling (and walking), and also bicycle safety education classes which teach adults and teenagers safe riding skills. Two other programs (multi-modal traffic school, which targets motorists, and a countywide safety advertising campaign which targets all roadway users) were included in the plan and proposed to be implemented in the medium-term, but will be moved up for near-term implementation, given the Committee comments.
- Through sharing collision data with appropriate agencies and working towards ensuring that the county as a whole is focused on reducing collisions, especially in areas with a high number and/or rate of collisions.
- Implementing the next step included in the plans to conduct a detailed countywide collision analysis between now and the next plan update. This will also support providing more current data, and will be reported in the Performance Report which is updated annually.

- *Types of features included in the pedestrian maintenance cost calculations*

The maintenance calculations in the draft Pedestrian Plan are based on an average per mile cost, which is a percentage of total construction costs. These construction costs include pedestrian-level lighting, curb cuts, new traffic signals, and many other features considered to be effective at improving pedestrian safety and access. Project elements eligible for countywide funding are not limited to those elements included in the cost estimates for maintenance, and elements that are funded will depend on the type of projects submitted but could include lighting, including LED and solar lighting.

- *Perspectives of youth in the development of the plans, and youth membership on the BPAC*

The BPAC over the years has had two members who were high school students. Currently, one of these students continues to serve on the committee, although he is now in college. Additionally, Safe Routes to Schools programs are included in the plans, which address both capital, and safety and educational programs at schools.

- *Local maps showing the best and safest places to ride are needed now, as the full network is implemented over time.*

Alameda CTC could provide assistance to local agencies in developing useful bikeway maps. This will be added to the programs section of both the draft bicycle and pedestrian plans.

- *Timeliness of data used in the existing conditions chapters, and consideration of updating the data, and collecting our own countywide data*

Alameda CTC relies on existing data sources to report trends in the Countywide Bicycle and Pedestrian Plans, which are updated every four years, as well as in the Performance Report, which is updated annually. Collecting our own data would be costly and duplicative of other efforts and require additional staff and consultant resources not currently budgeted. Between now and the next update of the plans, staff will assess the benefits and disadvantages of collecting our own data internally and report back to the Board. In the meantime, more recent data can be provided through the annual update of the Performance Report where feasible.

#### *Summary of PAPCO, ACTAC, PWG and BPAC comments*

- Educate motorists, bicyclists and bus drivers regarding rules of the road.
- Make the “next steps” section (which addresses actions Alameda CTC will undertake in the next four to five years to implement the plans) more action-oriented, including who and by when activities will be done.
- Establish quantitative goals for the plans, such as for mode share.
- Provide technical assistance and best practices on designing bicycle and pedestrian facilities.
- Include more trails in south county.
- Limit the priorities further. They are good, but seem very broad.
- In the “Evaluation of plans, policies and practices” chapters, add more that Alameda CTC can do to improve existing local policies and practices, such as bus driver training and local bicycle parking policies.
- Further address safety data in the plans.

#### *Draft and Final Plans review process*

The Draft Plans were released on Monday, June 25<sup>th</sup>, and are available for public review and comment through Friday, July 27<sup>th</sup>. During this five week period, a number of Alameda CTC Committees, and the Board, will have the opportunity to provide input on the plans at their meetings, as follows:

June 25, 2012 Paratransit Advisory and Planning Committee (PAPCO)

July 3, 2012 Alameda County Technical Advisory Committee (ACTAC)

July 9, 2012 Planning, Policy, and Legislation Committee (PPLC)

July 11, 2012 Bicycle and Pedestrian Plans Working Group (PWG)

July 12, 2012 Bicycle and Pedestrian Advisory Committee (BPAC)

July 26, 2012 Alameda CTC Board

In August, all comments will be considered and incorporated, as appropriate, into the final draft plans. Both plans will then be presented to the Board and its Committees for their input and consideration for adoption and incorporation, by reference, into the Countywide Transportation Plan.

**Fiscal Impacts**

None

**Attachments:**

Attachment A: Draft Countywide Bicycle Plan: Table of Contents and Executive Summary

Attachment B: Draft Countywide Pedestrian Plan: Table of Contents and Executive Summary

Attachment C: Comment Sheet



# ALAMEDA COUNTYWIDE BICYCLE PLAN



Draft

June 25, 2012

Submitted by the Eisen | Letunic team



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## Appendices

See document entitled “Appendices to the Alameda Countywide Pedestrian and Bicycle Plans”

# EXECUTIVE SUMMARY

## Background and plan purpose

Bicycling is a key component of vibrant, livable, healthy communities, and an integral part of a complete transportation system. Alameda County's first Countywide Bicycle Plan was published in 2001 by the Alameda County Congestion Management Agency, one of the two predecessor agencies to the Alameda County Transportation Commission (Alameda CTC). It was updated in 2006, concurrent with the development of the first Alameda Countywide Pedestrian Plan, by the Alameda County Transportation Improvement Authority, the other Alameda CTC predecessor agency. From 2010 to 2012—as these two agencies merged to form Alameda CTC—both plans were updated, this time in very close coordination. Alameda CTC has updated this plan to identify and prioritize bicycle projects, programs and planning efforts of countywide significance. The plan provides the background, direction and tools needed to increase the number of cyclists and bicycling trips in Alameda County while improving bicycling safety.

## Key findings

The chapters on “Existing Conditions” and “Evaluation of Plans, Policies and Practices” contain a wealth of data, statistics, findings and other

information about the state of bicycling in Alameda County. Below are some of the key findings:

- In 2000 (the latest year for which such data is available), approximately 593,000 bike trips were made every week in Alameda County, or almost 85,000 trips daily. This represented 2% of all trips.
- The bike mode share in Alameda County (2%) is double that of the Bay Area (1%). The number of bike commuters in Alameda County increased by 21% from 2000 to 2006–2008 (compared to an increase of only 2% for all commuters).
- The most common purposes for bike trips in Alameda County are social/recreational (34%), work (19%) and shopping (19%).
- From 2001 to 2008, there was an annual average of 3 bicycle fatalities in Alameda County and 538 bicyclists injured seriously.
- Over the past eight years, bicyclists have made up 2.6% of all traffic fatalities in Alameda County; this is roughly consistent with the county's bike mode share (2%).
- Since 2006, four cities have updated their bicycle or bicycle/pedestrian plan; two cities adopted their first plan, as did the County (for the unincorporated areas). Only one city—Piedmont—remains without a bicycle plan.



- Local jurisdictions estimated the cost of their capital bicycle and pedestrian project needs to be \$520 million; of this, \$219 million, or more than 40%, was from the county's largest city, Oakland.
- The jurisdictions' annual maintenance expenditure for bicycle and pedestrian facilities is \$6.7 million. The annual funding gap is much larger, \$17.2 million; this likely indicates substantial deferred maintenance due to insufficient funds.
- The major obstacles to improving the bicycling environment that were most commonly cited by local agency staff were inadequate funding, shortage or absence of trained staff and implementation conflicts with other public agencies.
- Four policy areas have emerged or advanced in recent years that will likely contribute significantly to improving the policy landscape for bicycling: complete streets, climate action, smart growth and active transportation.
- A number of policies and practices exist at all levels of government that could be modified to better integrate bicycling into the transportation system.

## Plan vision, goals and strategies

The plan articulates a vision statement of what bicycling in Alameda County could be like by 2040, with the investments proposed in the plan:

*Alameda County is a community that inspires people of all ages and abilities to bicycle for everyday transportation, recreation and health, with an extensive network of safe, convenient and interconnected facilities linked to transit and other major destinations.*

In addition, the plan establishes five goals to guide the actions and decisions of Alameda CTC in implementing the plan and a set of more than 40 specific, detailed and implementable strategies designed to attain the plan's goals. Together, the goals and strategies generally define the roles and responsibilities of Alameda CTC in implementing the Bicycle Plan. The five goals are:

### 1 Infrastructure and design

Create and maintain a safe, convenient, well-designed and continuous countywide bicycle network, with finer-

grained connections around transit and other major activity centers.

### 2 Safety, education and enforcement

Improve bicycle safety through engineering, education and enforcement, with the aim of reducing the number of bicycle injuries and fatalities, even as the number of people bicycling increases.

### 3 Encouragement

Support programs that encourage people to bicycle for everyday transportation and health, including as a way to replace car trips, with the aim of raising the percentage of trips made by bicycling.

### 4 Planning

Integrate bicycling needs into transportation planning activities, and support local planning efforts to encourage and increase bicycling.

### 5 Funding and implementation

Maximize the capacity for implementation of bicycle projects, programs and plans.

Lastly, the plan establishes performance measures to be used to monitor progress toward attaining the plan goals:

- Percentage of all trips and commute trips made by bicycling
- Number of bicycle injuries and fatalities
- Number of bicyclists counted in countywide bicycle counts
- Miles of local and countywide bicycle network built
- Number of local jurisdictions with up-to-date bicycle master plans

## Countywide priorities

The Countywide Bicycle Plan establishes countywide capital projects, programs and plans that are intended to implement the plan's vision and goals. They include a "vision network" of countywide bicycle facilities (see Table E.1), a set of priority programs to promote and support bicycling (see Table E.2), and the creation and updating of local bicycle master plans. Because

funding is limited, the plan also creates a more constrained “priority network” of capital projects on which to focus capital funding, and proposes to stagger the implementation of the programs.

Table E.1 | Vision network mileage

| Planning area | Built      | Unbuilt    | Total      |
|---------------|------------|------------|------------|
| North         | 107        | 143        | 249        |
| Central       | 61         | 68         | 129        |
| South         | 118        | 49         | 168        |
| East          | 89         | 141        | 230        |
| <i>Total</i>  | <i>374</i> | <i>401</i> | <i>775</i> |

Table E.2 | Priority programs

|   |
|---|
| Encouragement and promotion                         |
| 1. Countywide bicycling promotion                   |
| 2. Individualized travel marketing                  |
| 3. Programs in community-based transportation plans |
| Safety, education and enforcement                   |
| 4. Safe routes to schools                           |
| 5. Bicycle safety education                         |
| 6. Multi-modal traffic school                       |
| 7. Countywide safety advertising campaign           |
| Technical support and information sharing           |
| 8. Technical tools and assistance                   |
| 9. Agency staff training and information sharing    |
| 10. Multi-agency project coordination               |
| 11. Collaborative research                          |
| Infrastructure support                              |
| 12. Bike sharing                                    |

The vision network consists of 775 miles of bikeways that provide connections between jurisdictions, access to transit, access to central business districts, an inter-jurisdictional trail network and access to “communities of concern” (communities with large concentrations of low-income populations and inadequate access to transportation). Of the total

mileage, approximately 374 miles (48%) has been built while 401 miles (52%) is still to be constructed.

As detailed in the “Implementation” chapter, the estimated cost to implement the Countywide Bicycle Plan is approximately \$945 million (see Table E.3). This includes the costs to construct and maintain the bicycle network, to implement the bicycling programs and also to develop and update the bicycle master plans of local agencies. In the next 28 years, Alameda County jurisdictions and agencies can expect approximately \$325 million in funding for bicycle projects and programs included in this plan. The difference between estimated costs and projected revenue for projects in this plan—the funding gap—is \$620 million. Put another way, the projected revenue for countywide projects is only 34% of the estimated costs. Changing any of the assumptions for the estimates will change the figures somewhat but will not change the fact that the cost greatly exceeds projected revenue. To begin to address this funding gap, Alameda CTC, through its planning and funding processes, will need to prioritize projects and project types so that the most critical needs are funded first.



Compared to the 2006 Countywide Bicycle Plan vision network which was 549 miles, this 2012 network is 40% larger, which is one of the main reasons that the plan costs and funding gap are significantly higher. This considerable growth in the size of the network is mainly due to making bicycling access to transit a higher priority, which resulted in adding new bikeways to access all major transit stops and stations, and also incorporating the full mileage of the three major countywide trails. Other reasons why total plan costs have increased include using a more detailed methodology for calculating maintenance costs and a large increase in the number of programs. At the same

time as the plan costs went up, revenue projections also increased three-fold.

Table E.3 | Costs and revenue, 2012–2040  
In millions; rounded to nearest \$100,000

|                                    |          |
|------------------------------------|----------|
| Costs*                             | \$ 943.3 |
| • Construction of capital projects | \$ 689.9 |
| • Maintenance of capital projects  | \$ 176.3 |
| • Programs implementation          | \$ 71.6  |
| • Local master plans               | \$ 5.4   |
| Revenue                            | \$ 324.3 |
| Funding gap (costs minus revenue)  | \$ 619.0 |

\* Include some shared costs with the Countywide Pedestrian Plan.

Next Steps

The plan’s “Implementation” chapter describes 14 priority activities that Alameda CTC will undertake in the first five years of the plan’s life (2012–2016). These activities will begin to make the plan a reality in the near term and set the stage for implementing the plan’s medium- and long-term efforts. The activities, which are listed in Table E.4, fall into three categories: funding, technical assistance and countywide initiatives.

Table E.4 | Next steps

|   |
|---|
| Funding   |
| 1. Dedicate funding and staff time to implement the Countywide Bicycle Plan |
| 2. Fund the development and updating of local bicycle master plans          |
| 3. Coordinate funding with supportive land use decisions                    |
| 4. Seek additional funding for bikeway maintenance                          |
| Technical assistance  |
| 5. Help local jurisdictions revise their design standards                   |
| 6. Help local jurisdictions overcome CEQA-related obstacles                 |
| 7. Help local jurisdictions develop Complete Streets policies               |

|   |
|---|
| Countywide initiatives  |
| 8. Continue or begin implementing the near-term priority programs                               |
| 9. Adopt an internal Complete Streets policy  |
| 10. Explore modifications to the countywide travel demand model                                 |
| 11. Explore revisions to the Congestion Management Program to enhance bicycle safety and access |
| 12. Maximize opportunities for linking bicycling and public health initiatives                  |
| 13. Monitor implementation of the Countywide Bicycle Plan                                       |
| 14. Conduct research to inform future plan updates and countywide planning                      |

Plan organization

The Countywide Bicycle Plan consists of six chapters:

Chapter 1: Introduction

Describes the plan purpose, explains the relationship of the plan to the Countywide Pedestrian Plan and the Countywide Transportation Plan, and describes in more detail each of the plan chapters.

Chapter 2: Existing conditions

Describes the current state of bicycling in Alameda County, with data and statistics on the number of bicyclists and bicycle trips. It also includes sections on bicycle safety; local planning efforts, support programs and advocacy efforts; and implementation of the 2006 plan.

Chapter 3: Evaluation of plans, policies and practices

Summarizes the key plans, policies and practices at all levels of government that affect bicycling (and walking) in Alameda County and evaluates how they promote or hinder nonmotorized transportation, with a focus on the role of Alameda CTC, as the plan’s implementing agency. It also discusses practical challenges encountered by agencies in implementing their plans, policies and projects, and suggests ways to overcome those challenges.

Chapter 4: Vision and goals

Establishes a desired vision of bicycling in Alameda County in the year 2040; a set of goals, or broad

statements of purpose meant to enable the vision to be realized; and under each goal, more specific and detailed strategies for attaining that goal.

### Chapter 5: Countywide priorities

Establishes the bicycle capital projects, programs and plans needed to implement the plan's vision. This chapter also defines the kinds of improvements in each category that will be eligible for funding, and establishes general priorities among them. The capital projects make up a "vision" countywide network of bicycle facilities focused on the following areas: cross-county corridors, access to transit, access to central business districts, inter-jurisdictional trails and access to communities of concern.

### Chapter 6: Implementation

Estimates the cost to deliver the bicycle projects, programs and plans of countywide significance, the revenue expected to be available in Alameda County for these efforts through the plan's 28-year horizon, and the near term actions needed to begin plan implementation.

## Plan development and adoption

---

The Alameda Countywide Bicycle Plan was developed by Alameda CTC in collaboration with several advisory groups, including Alameda CTC's standing Bicycle and Pedestrian Advisory Committee and an ad hoc technical committee convened for this project, the Bicycle and Pedestrian Plans Working Group. The plan was also reviewed and commented on by Alameda CTC's Alameda County Technical Advisory Committee (ACTAC) and the Paratransit Advisory and Planning Committee (PAPCO).

Alameda CTC gathered public input primarily by bringing the proposed countywide priorities to local Bicycle and Pedestrian Advisory Committees in all parts of the county for input, and keeping interested people informed about the planning process. This plan update was developed concurrently with the Alameda Countywide Pedestrian Plan update. Alameda CTC adopted both plans, incorporating them by reference into the Countywide Transportation Plan, and will use them as a guide for planning and funding bicycle and pedestrian projects throughout the County. The plan will continue to be periodically updated, every four to five years.



# ALAMEDA COUNTYWIDE PEDESTRIAN PLAN



Draft

June 25, 2012

Submitted by the Eisen | Letunic team

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## Appendices

See document entitled "Appendices to the Alameda Countywide Pedestrian and Bicycle Plans"

# EXECUTIVE SUMMARY

## Background and plan purpose

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Everyone walks (or uses a mobility device) each day, whether to school, to visit a neighbor, for exercise, for errands, or to catch a bus. Walking is an essential component of vibrant, livable, healthy communities, and an integral part of a complete transportation system. The Alameda County Transportation Improvement Authority, one of the two predecessor agencies to the Alameda County Transportation Commission (Alameda CTC), published the first Alameda Countywide Pedestrian Plan in 2006. Concurrently, the first update to the Alameda Countywide Bicycle Plan, was developed by the Alameda County Congestion Management Agency, the other Alameda CTC predecessor agency. From 2010 to 2012—as these two agencies merged to form Alameda CTC—both plans were updated, this time in very close coordination. Alameda CTC has updated this plan to identify and prioritize pedestrian projects, programs and planning efforts of countywide significance. The plans provides the background, direction and tools needed to increase the number of pedestrians and walking trips in Alameda County while improving pedestrian safety.

## Key findings

---

The chapters on “Existing Conditions” and “Evaluation of Plans, Policies and Practices” contain a wealth of data, statistics, findings and other information about the state of walking in Alameda County. Below are some of the key findings:

- In Alameda County, as in the Bay Area as a whole, walking is the second most common means of transportation, after driving, representing 11% of all trips.
- In 2000, approximately 3.3 million trips were made primarily on foot every week in the county. This translates to more than 470,000 daily walk trips, or one trip for every three county residents.
- The number of pedestrian commuters increased by 14% from 2000 to 2006–2008 and the walk mode share for commute trips rose from 3.2% to 3.6%.
- From 2000 to 2008, there was an annual average of 25 pedestrian fatalities in Alameda County and 710 pedestrians injured seriously or visibly.



- Pedestrians made up 24% of all traffic fatalities in Alameda County; this is more than twice the county's walk mode share (11%).
- Since 2006, four cities have developed pedestrian master plans (either stand-alone or combined with a bicycle plan). Another four cities remain without such a plan.
- Local jurisdictions estimated the cost of their capital pedestrian and bicycle project needs to be \$520 million; of this, \$219 million, or more than 40%, was from the county's largest city, Oakland.
- The jurisdictions' annual maintenance expenditure for pedestrian and bicycle facilities is \$6.7 million. The annual funding gap is much larger, \$17.2 million; this likely indicates substantial deferred maintenance due to insufficient funds.



- The major obstacles to improving the walking environment that were most commonly cited by local agency staff were inadequate funding, shortage or absence of trained staff and implementation conflicts with other public agencies.
- Four policy areas have emerged or advanced in recent years that will likely contribute significantly to improving the policy landscape for walking: complete streets, climate action, smart growth and active transportation.
- A number of policies and practices exist at all levels of government that could be modified to better integrate walking into the transportation system.

## Plan vision, goals and strategies

The plan articulates a vision statement of what walking in Alameda County could be like by 2040, with the investments proposed in the plan:

Alameda County is a community that inspires people of all ages and abilities to walk for everyday transportation, recreation and health. A system of safe, attractive and widely accessible walking routes and districts is created by interconnected pedestrian networks, strong connections to transit and pedestrian-friendly development patterns.

In addition, the plan establishes five goals to guide the actions and decisions of Alameda CTC in implementing the plan and a set of more than 40 specific, detailed and implementable strategies designed to attain the plan's goals. Together, the goals and strategies generally define the roles and responsibilities of Alameda CTC in implementing the Pedestrian Plan. The five goals are:

### 1 Infrastructure and design

Create and maintain a safe, convenient, well-designed and inter-connected pedestrian system, with an emphasis on routes that serve transit and other major activity centers and destinations.

### 2 Safety, education and enforcement

Improve pedestrian safety and security through engineering, education and enforcement, with the aim of reducing the number of pedestrian injuries and fatalities, even as the number of people walking increases.

### 3 Encouragement

Support programs that encourage people to walk for everyday transportation and health, including as a way to replace car trips, with the aim of raising the number and percentage of trips made by walking.

### 4 Planning

Integrate pedestrian needs into transportation planning activities, and support local planning efforts to encourage and increase walking.

### 5 Funding and implementation

Maximize the capacity for implementation of pedestrian projects, programs and plans.

Lastly, the plan establishes performance measures to be used to monitor progress toward attaining the plan goals:

- Percentage of all trips and commute trips made by walking
- Number of pedestrian injuries and fatalities
- Number of pedestrians counted in countywide pedestrian counts
- Number of completed countywide pedestrian projects
- Number of local jurisdictions with up-to-date pedestrian master plans

Countywide priorities

The Countywide Pedestrian Plan establishes countywide capital projects, programs and plans that are intended to implement the plan’s vision and goals. They include a “vision system” of pedestrian facilities throughout the county, a set of priority programs to promote and support walking (see Table E.1), and the creation and updating of local pedestrian master plans. Because funding is limited, the plan also creates a more constrained “priority system” of capital projects on which to focus capital funding, and proposes to stagger the implementation of the programs.

The countywide vision system totals 3,183 miles of pedestrian facilities. The system has five components: projects that provide or facilitate access (i) to transit, (ii) within central business districts, (iii) to activity centers, (iv) to “communities of concern” (communities with large concentrations of low-income populations and inadequate access to transportation); and, (v) a network of inter-jurisdictional trails.

Table E.1 | Priority programs

|   |
|---|
| Encouragement and promotion                         |
| 1. Countywide walking promotion                     |
| 2. Individualized travel marketing                  |
| 3. Programs in community-based transportation plans |
| Safety, education and enforcement                   |
| 4. Safe routes to schools                           |
| 5. Safe routes for seniors                          |
| 6. Multi-modal traffic school                       |
| 7. Countywide safety advertising campaign           |
| Technical support and information sharing           |

|  |
|--|
| 8. Technical tools and assistance                |
| 9. Agency staff training and information sharing |
| 10. Multi-agency project coordination            |
| 11. Collaborative research                       |

As detailed in the “Implementation” chapter, the estimated cost to implement the Countywide Pedestrian Plan is approximately \$2.8 billion. This includes the costs to construct and maintain the pedestrian system, to implement the pedestrian programs and also to develop and update the pedestrian master plans of local agencies. In the next 28 years, Alameda County jurisdictions and agencies can expect approximately \$500 million in funding for pedestrian projects and programs. The difference between estimated costs and projected revenue for projects in this plan—the funding gap—is \$2.3 billion. Put another way, the projected revenue for countywide projects is only 18% of the estimated costs. Changing any of the assumptions for the estimates will change the figures somewhat but will not change the fact that the cost greatly exceeds projected revenue. To begin to address this funding gap, Alameda CTC, through its planning and funding processes, will need to prioritize projects and project types so that the most critical needs are funded first.

Table E.2 | Costs and revenue, 2012–2040  
In millions, rounded to nearest \$100,000; 2012 dollars

|                                    |            |
|------------------------------------|------------|
| Costs*                             | \$ 2,789.2 |
| • Construction of capital projects | \$ 2,002.6 |
| • Maintenance of capital projects  | \$ 705.3   |
| • Programs implementation          | \$ 75.9    |
| • Local master plans               | \$ 5.4     |
| Revenue                            | \$ 495.7   |
| Funding gap (costs minus revenue)  | \$ 2,293.5 |

\* Include some shared costs with the Countywide Bicycle Plan (see “Implementation” chapter).

Although the size of this plan’s vision system is only slightly larger than the 2006 Countywide Pedestrian Plan vision system, the overall plan costs have increased three-fold and the funding gap has increased substantially. However, because projected

revenues have also increased, the percent of costs covered by expected revenue is about the same as in the 2006 plan. The main reasons for the large increase in costs are: a new area of countywide significance, communities of concern, was added; cost estimates for the three major countywide trails were improved; maintenance costs were added, which were not in the 2006 plan; and the program costs have been more fully developed.



Next Steps

The plan’s “Implementation” chapter describes 14 priority activities that Alameda CTC will undertake in the first five years of the plan’s life (2012–2016). These activities will begin to make the plan a reality in the near term and set the stage for implementing the plan’s medium- and long-term efforts. The activities, which are listed in Table E.3, fall into three categories: funding, technical assistance and countywide initiatives.

Table E.3 | Next steps

| Funding  |
|--|
| 1. Dedicate funding and staff time to implement the Countywide Pedestrian Plan |
| 2. Fund the development and updating of local pedestrian master plans          |
| 3. Coordinate funding with supportive land use decisions                       |
| 4. Develop innovative sources of funding for sidewalk maintenance              |
| Technical assistance   |
| 5. Help local jurisdictions revise their design standards                      |

| 6. Help local jurisdictions overcome CEQA-related obstacles  |
|--|
| 7. Help local jurisdictions develop Complete Streets policies                                      |
| Countywide initiatives   |
| 8. Continue or begin implementing the near-term priority programs                                  |
| 9. Adopt an internal Complete Streets policy   |
| 10. Explore modifications to the countywide travel demand model                                    |
| 11. Explore revisions to the Congestion Management Program to enhance pedestrian safety and access |
| 12. Maximize opportunities for linking walking and public health initiatives                       |
| 13. Monitor implementation of the Countywide Pedestrian Plan                                       |
| 14. Conduct research to inform future plan updates and countywide planning                         |

Plan organization

The Countywide Pedestrian Plan consists of six chapters:

Chapter 1: Introduction

Describes the plan purpose, explains the relationship of the plan to the Countywide Bicycle Plan and the Countywide Transportation Plan, and describes in more detail each of the plan chapters.

Chapter 2: Existing conditions

Describes the current state of walking in Alameda County, with data and statistics on the number of pedestrians and walking trips. It also includes sections on pedestrian safety; local planning efforts, support programs and advocacy efforts; and implementation of the 2006 plan.

Chapter 3: Evaluation of plans, policies and practices

Summarizes the key plans, policies and practices at all levels of government that affect walking (and bicycling) in Alameda County and evaluates how they promote or hinder nonmotorized transportation, with a focus on the role of Alameda CTC, as the plan’s implementing agency. It also discusses practical challenges encountered by agencies in implementing

their plans, policies and projects, and suggests ways to overcome those challenges.

#### Chapter 4: Vision and goals

Establishes a desired vision of walking in Alameda County in the year 2040; a set of goals, or broad statements of purpose meant to enable the vision to be realized; and under each goal, more specific and detailed strategies for attaining that goal.

#### Chapter 5: Countywide priorities

Establishes the pedestrian capital projects, programs and plans needed to implement the plan's vision. This chapter also defines the kinds of improvements in each category that will be eligible for funding, and establishes general priorities among them. The capital projects make up a "vision" countywide system of pedestrian facilities focused on the following five areas: access to transit, access within central business districts, access to activity centers, inter-jurisdictional trails and access to communities of concern.

#### Chapter 6: Implementation

Estimates the cost to deliver the pedestrian projects, programs and plans of countywide significance, the revenue expected to be available in Alameda County for these efforts through the plan's 28-year horizon, and the near term actions needed to begin plan implementation.

### Plan development and adoption

The Alameda Countywide Pedestrian Plan was developed by the Alameda CTC in collaboration with several advisory groups, including Alameda CTC's standing Bicycle and Pedestrian Advisory Committee and an ad hoc technical committee convened for this project, the Bicycle and Pedestrian Plans Working Group. The plan was also reviewed and commented on by Alameda CTC's Alameda County Technical Advisory Committee (ACTAC) and the Paratransit Advisory and Planning Committee (PAPCO). Alameda CTC gathered public input primarily by bringing the proposed countywide priorities to local Bicycle and Pedestrian Advisory Committees in all parts of the county for input, and keeping interested people informed about the planning process. This plan update was developed concurrently with the Alameda Countywide Bicycle Plan update. Alameda CTC adopted both plans, incorporating them by

reference into the Countywide Transportation Plan, and will use them as a guide for planning and funding pedestrian and bicycle projects throughout the County. The plan will continue to be periodically updated, every four to five years.



**Comments on:**  
Draft Alameda Countywide Bicycle and Pedestrian Plans

**Prepared By:**

**Comments due by:**  
Friday, July 27, 2012, 5:00pm to  
Rochelle Wheeler, [rwheeler@alamedactc.org](mailto:rwheeler@alamedactc.org)

**Agency/Organization:**

| PAGE # (if applicable) | PLAN: BIKE, PED, OR BOTH | Reviewer Comments |
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## **Memorandum**

**DATE:** July 16, 2012

**TO:** Alameda County Transportation Commission

**FROM:** Programs and Projects Committee

**SUBJECT:** **Approval of Altamont Commuter Express (ACE) FY 2012/13 Baseline Service Plan Amendment**

### **Recommendation**

It is recommended that the Commission take the following actions related to the amendment of the FY 2012/13 ACE Baseline Service Plan (BSP).

1. Approve a 10% ACE fare increase as proposed by the San Joaquin Regional Rail Commission (SJRRRC).
2. Approve \$833,132 Measure B Capital funds for the Locomotive Overhaul Project.

This item was approved unanimously by the Programs and Projects Committee at its meeting on July 9, 2012.

At its June 2012 meeting, the Commission approved the FY 2012/2013 Base Line Service Plan (BSP). Since then, ACE staff has notified Alameda CTC staff of its proposal to increase fares by 10% and also expressed interest in adding a Capital Project in the FY 2012/13 BSP. Both these actions would require a BSP amendment which is further detailed in the memo.

During the presentation of the FY 2012/13 ACE BSP at the June 2012 Commission meeting, as part of the discussion, the commission expressed interest for expanded data / statistics related to the ACE service and ridership within Alameda County. ACE ridership details within Alameda County and ACE Operations and Performance Measures are detailed in Attachment F.

### **Summary**

The Cooperative Service Agreement for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC, Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRRC) states that the SJRRRC is to seek and receive approval from the Alameda CTC before modifying the Baseline ACE Service Plan, including changes to the ACE fare structure.

## **Background**

The Cooperative Service Agreement (CSA) for the operation of the Altamont Commuter Express (ACE) service between the Alameda CTC (ACCMA), Santa Clara Valley Transportation Authority (VTA) and San Joaquin Regional Rail Commission (SJRRRC) was executed in June 2003. Section 6.2.2 of the CSA states SJRRRC shall be responsible for developing the initial Baseline ACE Service Plan and annual updates to the Baseline ACE Service Plan for submission to VTA and ACCMA. The Baseline ACE Service Plan shall consist of the number of trains, the general time-frame for morning and evening train times, the stations served, dedicated shuttle service routes, and the ACE Fare Structure. The Baseline ACE Service Plan and request for Baseline ACE Service Contributions shall be submitted annually.

Section 6.2.3 of the CSA states that SJRRRC will seek and receive approval from VTA and ACCMA before any of the following proposed changes/modifications are made to the Baseline ACE Service Plan, and such approval shall not be unreasonably withheld:

- Train Schedule changes outside of the peak period windows
- Additions or reductions in the number of station stops
- Changes to the Fare Structure
- Increases to the Baseline ACE Service Contribution (including CPI)
- Significant increase or decrease in dedicated Shuttle Service

Per Section 6.3.5 of the CSA, the Baseline ACE Service Operating contributions from VTA and ACCMA shall be based upon their respective member agency contributions in the 2002/2003 ACE Authority Budget, and shall be adjusted each year by the CPI.

The Alameda CTC funds the Alameda County share of the ACE service operations with Measure B funds. Per the Measure B Expenditure Plan approved by the voters in November 2000, the ACE service receives 2.12% of the net revenues of Measure B for ACE Service Operations as pass through funds.

### 10% Fare Increase:

In 2009, the SJRRRC approved an ACE fare increase of 3.2%. As part of the public comments, ACE passengers expressed a desire to have annual fare increases in small increments rather than larger increases every few years. In the past few years due to the financial crisis, ACE staff has waived several annual fare increases.

At the June 1, 2012 SJRRRC Board meeting, ACE staff presented a report outlining the CPI increases and other cost drivers effecting service delivery since the last fare increase in 2009. The SJRRRC Board of Commissioners took action on the item and directed ACE staff to begin the process for increasing fares on the ACE service, opened the public comment period, and set a Public Hearing for the August 3, 2012 Rail Commission meeting.

ACE staff is proposing a 10% increase to all fares, with all increases rounded to the nearest \$0.25 increment. The proposed fares are anticipated to be implemented in January 2013.

The SJRRC Board is scheduled to consider the fare increase at its October 2012 meeting. Attached is the letter from SJRRC requesting Alameda CTC approval for the fare increase (Attachment A), along with additional background information (Attachment B). Also attached are tables showing the current and proposed ACE fares (Attachments C and D).

Capital Project:

At its June 2012 meeting, the Commission approved the FY 2012/2013 Base Line Service Plan (BSP). The total Alameda County funds requested in FY 2012/13 BSP was \$2,500,000 of Measure B funds for the Maintenance Layover Facility Project. Since the last meeting, ACE staff has requested \$833,132 for the Locomotive Overhaul Project to be included in the BSP. There is sufficient Measure B Capital funds available for this project.

*Locomotive Overhaul Project - \$833,132*

This project is for a portion of the cost to perform the Mid-life Overhaul of six (6) locomotives. Funds for this project will be used to complete an overhaul of the prime mover, replace head-end power generator sets, upgrading the microprocessor system, rebuild electrical system including components, rebuild air compressors, perform body work, and repaint. The locomotives are 10 years old and overhauling will increase the useful life of each locomotive. Alameda CTC has provided \$1.5 Million Measure B funds to this project through the FY 2010/11 BSP.

**Attachments**

Attachment A: SJRRC letter requesting Alameda CTC approval for the fare increase

Attachment B: ACE Staff report to SJRRC Commission

Attachment C: Current ACE Fares

Attachment D: Proposed ACE Fares (Effective January 1, 2013)

Attachment E: FY 2012/13 ACE Baseline Service Plan

Attachment F: ACE Performance Summary

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*Dedicated to  
passengers*

*Responsive  
to change*

*Committed  
to growth*

Mr. Jim Unites  
Santa Clara Valley Transportation Authority  
3331 North First Street  
San Jose, CA 95134

Mr. Matt Todd  
Alameda County Transportation Commission  
1333 Broadway, Suite 300  
Oakland, CA 94612

SUBJECT: REQUEST APPROVAL FOR A PROPOSED FARE INCREASE OF 10% ON THE ACE  
SERVICE EFFECTIVE JANUARY 1, 2013

Mr. Unites/Mr. Todd:

Pursuant to the Section 6.2.3. Responsibilities of the Cooperative Services Agreement for the Altamont Commuter Express (ACE), the San Joaquin Regional Rail Commission (SJRRRC) requests approval from VTA and Alameda CTC to implement a 10% fare increase effective January 1, 2013 subject to Board review and approval.

At the June 1, 2012 Rail Commission Board meeting, staff presented a report (attached) outlining the CPI increases and other cost drivers effecting service delivery since the last fare increase in 2009. The Board of Commissioners took action on the item and directed staff to begin the process for increasing fares on the ACE service, opened the public comment period, and set a Public Hearing for the August 3, 2012 Rail Commission meeting.

The Staff Report as presented to the SJRRRC Board is attached along with the proposed fare sheet for you review.

If you have any questions or comments, please do not hesitate to contact me at 209-944-6235 or email [george@acerail.com](mailto:george@acerail.com)

Sincerely,

George K. Fink  
Manager of Planning and Programming

enclosures

Commissioners

**Steve Bestolarides**  
San Joaquin County

**Sonny Dhaliwal**  
City of Lathrop

**John W. Harris**  
City of Manteca

**Brent H. Ives**  
City of Tracy

**Bob Johnson**  
City of Lodi

**Ann Johnston**  
City of Stockton

Executive Director  
**Stacey Mortensen**

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# SAN JOAQUIN REGIONAL RAIL COMMISSION

Meeting of June 1, 2012

## STAFF REPORT

**Item 8. Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Opening of the Public Comment for a Proposed 10% Fare Increase for All ACE Service Fare Media, Effective January 1, 2013, Until August 3, 2012, and Setting a Public Hearing for Adoption of the ACE Fare Increase at the August 3, 2012 Rail Commission Meeting**

### Background:

In 2009, the San Joaquin Regional Rail Commission (SJRRRC) approved an ACE fare increase of 3.2%. As part of the public comments, ACE passengers expressed a desire to have annual fare increases in small increments rather than larger increases every few years. This was consistent with the adopted Fare Program which allows for annual increases. However, in the subsequent years, the financial crisis escalated with the collapse of major lenders, insurers, and investors. Because of the severity of the crisis, staff waived several annual increases in an effort to provide relief to beleaguered passengers facing pay reductions and layoffs.

As the financial crisis deepened, many Bay Area transit providers implemented substantial fare increases. These fare increases, coupled with service cuts, resulted in lower than expected revenues and ridership. This resulted in SJRRRC being impacted by Bay Area transit providers' fiscal shortfalls through increased contract costs for connecting shuttle services.

SJRRRC has been successful in managing these cost drivers while maintaining service levels, improving on-time performance to average 95% and adding amenities such as enhanced security. Additionally, a 4<sup>th</sup> train will be introduced this year and service has been re-established to the Santa Clara Station.

### Proposed Fare Increase:

The adopted ACE Fare Program utilizes the annual Consumer Price Index (CPI) for Urban Wage Earner and Clerical Workers, San Francisco-Oakland-San Jose Area as a basis for fare increases, adjusted by any significant regional or industry factors. The CPI for April 2009-April 2012 is shown below:

| Year  | CPI                 |
|---|---------------------|
| <i>April 2009</i>                           | <b><i>0.30%</i></b> |
| <i>April 2010</i>                           | <b><i>2.39%</i></b> |
| <i>April 2011</i>                           | <b><i>3.48%</i></b> |
| <i>April 2012</i>                           | <b><i>2.20%</i></b> |
| Total CPI Increase Since Last Fare Increase | <b>8.37%</b>        |

A significant industry factor has been a 53% increase in average diesel fuel prices in California since 2009, increasing from \$2.33 per gallon in April 2009 to \$4.41 per gallon in April 2012. Based upon the positive service conditions and expansion, the CPI data and the diesel fuel cost

increases, staff is proposing a 10% ACE increase to all fares, with all increases rounded to the nearest \$0.25 increment.

Fare Increase Adoption Schedule:

As part of the Rail Commission's fare increase policy a public comment period is required. A proposed schedule is included below:

June 1, 2012 : Open Public Comment Period until August 3, 2012

August 3, 2012 : Public Comment Period Closes

August 3, 2012 : Open Public Hearing  
: Receive Comments  
: Close Public Hearing  
: Adopt resolution implementing fare increase

Staff will assemble the comments received prior to mailout for the August 3, 2012 Board meeting and provide all comments received after the mailout date to the Board during the staff presentation. Additionally, the Cooperative Services Agreement dated June 30, 2003 states the Commission must seek and receive approval from the Alameda County Transportation Commission (ACTC) and the Santa Clara Valley Transportation Authority (VTA) prior to approving the increase.

The approval process for ACTC and VTA will be completed prior to the August 3, 2012 Commission meeting.

If approved, staff will redesign the fare media to create a distinctly new identity allowing the Passenger Service Agents (PSAs) to quickly determine valid fares. Older ticket stock will be honored for 90 days for refunds and exchanges at face value.

Attached is a copy of the Proposed Fare Increase for review.

Recommendation:

Approve a Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Opening of the Public Comment for a Proposed 10% Fare Increase for All ACE Service Fare Media, Effective January 1, 2013, Until August 3, 2012, and Setting a Public Hearing for Adoption of the ACE Fare Increase at the August 3, 2012 Rail Commission Meeting.

## **RESOLUTION RRC-R-11/12-**

### **Resolution of the Board of Commissioners of the San Joaquin Regional Rail Commission Authorizing the Opening of the Public Comment for a Proposed 10% Fare Increase for All ACE Service Fare Media, Effective January 1, 2013, Until August 3, 2012, and Setting a Public Hearing for Adoption of the ACE Fare Increase at the August 3, 2012 Rail Commission Meeting**

WHEREAS, the Adopted ACE Fare Program allows for fare increases to be implemented each year based upon the Consumer Price Index (CPI) for Urban Wage Earner and Clerical Workers, San Francisco-Oakland-San Jose Area; and

WHEREAS, the ACE fares were last increased in January 2009 by 3.2%; and

WHEREAS, ACE fare increases have been waived since 2009 due to the impact of the economic recession on the ACE passengers and the Bay Area employment markets; and

WHEREAS, a 4<sup>th</sup> ACE train will be implemented during the commute period to better service the Region; and

WHEREAS, ACE service on-time performance is averaging 95%; and

WHEREAS, the CPI increases over the last four years have totaled approximately 8.5%; and

WHEREAS, ACE related diesel fuel prices have increased by approximately 53% since 2009,

NOW THEREFORE, the Commission hereby resolves as follows:

Board of Commissioners of the San Joaquin Regional Rail Commission Hereby Authorizes the Opening of the Public Comment for a Proposed 10% Fare Increase for All ACE Service Fare Media, Effective January 1, 2013, until August 3, 2012, and Setting a Public Hearing for Adoption of the ACE Fare Increase at the August 3, 2012 Rail Commission Meeting

PASSED AND ADOPTED, by the Board of Commissioners this 1<sup>st</sup> day of June, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

SAN JOAQUIN REGIONAL  
RAIL COMMISSION

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STACEY MORTENSEN, Secretary

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STEVE BESTOLARIDES, Chair

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# ALTAMONT COMMUTER EXPRESS REGULAR TRAIN FARES

EFFECTIVE January 1, 2009

| ORIGIN STATION | DESTINATION STATION | LATHROP | TRACY  | VASCO  | LIVERMORE | PLEASANTON | FREMONT | G. AMERICA | SANTA CLARA | SAN JOSE |
|----------------|---------------------|---------|--------|--------|-----------|------------|---------|------------|-------------|----------|
|                |                     |         |        |        |           |            |         |            |             |          |
| SKT            | ONE WAY             | 3.75    | 4.75   | 8.25   | 8.25      | 8.25       | 9.25    | 11.75      | 11.75       | 11.75    |
|                | ROUND TRIP          | 4.75    | 9.25   | 12.75  | 12.75     | 12.75      | 16.75   | 21.00      | 21.00       | 21.00    |
|                | 20 RIDE             | 40.50   | 72.00  | 102.00 | 102.00    | 102.00     | 132.25  | 163.25     | 163.25      | 163.25   |
|                | MONTHLY             | 75.50   | 131.00 | 187.75 | 187.75    | 187.75     | 243.25  | 300.00     | 300.00      | 300.00   |
| LAT            | ONE WAY             |         | 4.50   | 7.75   | 7.75      | 7.75       | 8.75    | 11.00      | 11.00       | 11.00    |
|                | ROUND TRIP          |         | 8.75   | 12.25  | 12.25     | 12.25      | 15.50   | 20.00      | 20.00       | 20.00    |
|                | 20 RIDE             |         | 68.50  | 97.50  | 97.50     | 97.50      | 126.50  | 156.25     | 156.25      | 156.25   |
|                | MONTHLY             |         | 125.00 | 179.50 | 179.50    | 179.50     | 233.00  | 287.50     | 287.50      | 287.50   |
| TRC            | ONE WAY             |         |        | 4.50   | 4.50      | 4.50       | 7.75    | 8.75       | 8.75        | 8.75     |
|                | ROUND TRIP          |         |        | 8.75   | 8.75      | 8.75       | 12.25   | 15.50      | 15.50       | 15.50    |
|                | 20 RIDE             |         |        | 68.50  | 68.50     | 68.50      | 97.50   | 126.50     | 126.50      | 126.50   |
|                | MONTHLY             |         |        | 125.00 | 125.00    | 125.00     | 179.50  | 233.00     | 233.00      | 233.00   |
| VAR            | ONE WAY             |         |        |        | 3.50      | 3.50       | 4.50    | 7.75       | 7.75        | 7.75     |
|                | ROUND TRIP          |         |        |        | 4.50      | 4.50       | 8.75    | 12.25      | 12.25       | 12.25    |
|                | 20 RIDE             |         |        |        | 38.75     | 38.75      | 68.50   | 97.50      | 97.50       | 97.50    |
|                | MONTHLY             |         |        |        | 72.25     | 72.25      | 125.00  | 179.50     | 179.50      | 179.50   |
| LVA            | ONE WAY             |         |        |        |           | 3.50       | 4.50    | 7.75       | 7.75        | 7.75     |
|                | ROUND TRIP          |         |        |        |           | 4.50       | 8.75    | 12.25      | 12.25       | 12.25    |
|                | 20 RIDE             |         |        |        |           | 38.75      | 68.50   | 97.50      | 97.50       | 97.50    |
|                | MONTHLY             |         |        |        |           | 72.25      | 125.00  | 179.50     | 179.50      | 179.50   |
| PLD            | ONE WAY             |         |        |        |           |            | 4.50    | 7.75       | 7.75        | 7.75     |
|                | ROUND TRIP          |         |        |        |           |            | 8.75    | 12.25      | 12.25       | 12.25    |
|                | 20 RIDE             |         |        |        |           |            | 68.50   | 97.50      | 97.50       | 97.50    |
|                | MONTHLY             |         |        |        |           |            | 125.00  | 179.50     | 179.50      | 179.50   |
| FMT            | ONE WAY             |         |        |        |           |            |         | 4.50       | 4.50        | 4.50     |
|                | ROUND TRIP          |         |        |        |           |            |         | 8.75       | 8.75        | 8.75     |
|                | 20 RIDE             |         |        |        |           |            |         | 68.50      | 68.50       | 68.50    |
|                | MONTHLY             |         |        |        |           |            |         | 125.00     | 125.00      | 125.00   |
| GAC            | ONE WAY             |         |        |        |           |            |         |            | 3.50        | 3.50     |
|                | ROUND TRIP          |         |        |        |           |            |         |            | 4.50        | 4.50     |
|                | 20 RIDE             |         |        |        |           |            |         |            | 38.75       | 38.75    |
|                | MONTHLY             |         |        |        |           |            |         |            | 72.25       | 72.25    |
| SCC            | ONE WAY             |         |        |        |           |            |         |            |             | 3.50     |
|                | ROUND TRIP          |         |        |        |           |            |         |            |             | 4.50     |
|                | 20 TRIP             |         |        |        |           |            |         |            |             | 38.75    |
|                | MONTHLY             |         |        |        |           |            |         |            |             | 72.25    |

DISCOUNT TRAIN FARES ARE 50% OF THESE REGULAR FARES

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# PROPOSED ALTAMONT COMMUTER EXPRESS REGULAR TRAIN FARES

EFFECTIVE January 1, 2013

| ORIGIN STATION |            | DESTINATION STATION | LATHROP | TRACY  | VASCO  | LIVERMORE | PLEASANTON | FREMONT | G. AMERICA | SANTA CLARA | SAN JOSE |
|----------------|------------|---------------------|---------|--------|--------|-----------|------------|---------|------------|-------------|----------|
| SKT            | ONE WAY    |                     | 4.25    | 5.25   | 9.00   | 9.00      | 9.00       | 10.25   | 13.00      | 13.00       | 13.00    |
|                | ROUND TRIP |                     | 5.25    | 10.25  | 14.00  | 14.00     | 14.00      | 18.50   | 23.00      | 23.00       | 23.00    |
|                | 20 RIDE    |                     | 44.50   | 79.25  | 112.25 | 112.25    | 112.25     | 145.50  | 179.50     | 179.50      | 179.50   |
|                | MONTHLY    |                     | 83.00   | 144.00 | 206.50 | 206.50    | 206.50     | 267.50  | 330.00     | 330.00      | 330.00   |
| LAT            | ONE WAY    |                     |         | 5.00   | 8.50   | 8.50      | 8.50       | 9.75    | 12.00      | 12.00       | 12.00    |
|                | ROUND TRIP |                     |         | 9.75   | 13.50  | 13.50     | 13.50      | 17.00   | 22.00      | 22.00       | 22.00    |
|                | 20 RIDE    |                     |         | 75.25  | 107.25 | 107.25    | 107.25     | 139.25  | 171.75     | 171.75      | 171.75   |
|                | MONTHLY    |                     |         | 137.50 | 197.50 | 197.50    | 197.50     | 256.25  | 316.25     | 316.25      | 316.25   |
| TRC            | ONE WAY    |                     |         |        | 5.00   | 5.00      | 5.00       | 8.50    | 9.75       | 9.75        | 9.75     |
|                | ROUND TRIP |                     |         |        | 9.75   | 9.75      | 9.75       | 13.50   | 17.00      | 17.00       | 17.00    |
|                | 20 RIDE    |                     |         |        | 75.25  | 75.25     | 75.25      | 107.25  | 139.25     | 139.25      | 139.25   |
|                | MONTHLY    |                     |         |        | 137.50 | 137.50    | 137.50     | 197.50  | 256.25     | 256.25      | 256.25   |
| VAR            | ONE WAY    |                     |         |        |        | 3.75      | 3.75       | 5.00    | 8.50       | 8.50        | 8.50     |
|                | ROUND TRIP |                     |         |        |        | 5.00      | 5.00       | 9.75    | 13.50      | 13.50       | 13.50    |
|                | 20 RIDE    |                     |         |        |        | 42.75     | 42.75      | 75.25   | 107.25     | 107.25      | 107.25   |
|                | MONTHLY    |                     |         |        |        | 79.50     | 79.50      | 137.50  | 197.50     | 197.50      | 197.50   |
| LVA            | ONE WAY    |                     |         |        |        |           | 3.75       | 5.00    | 8.50       | 8.50        | 8.50     |
|                | ROUND TRIP |                     |         |        |        |           | 5.00       | 9.75    | 13.50      | 13.50       | 13.50    |
|                | 20 RIDE    |                     |         |        |        |           | 42.75      | 75.25   | 107.25     | 107.25      | 107.25   |
|                | MONTHLY    |                     |         |        |        |           | 79.50      | 137.50  | 197.50     | 197.50      | 197.50   |
| PLD            | ONE WAY    |                     |         |        |        |           |            | 5.00    | 8.50       | 8.50        | 8.50     |
|                | ROUND TRIP |                     |         |        |        |           |            | 9.75    | 13.50      | 13.50       | 13.50    |
|                | 20 RIDE    |                     |         |        |        |           |            | 75.25   | 107.25     | 107.25      | 107.25   |
|                | MONTHLY    |                     |         |        |        |           |            | 137.50  | 197.50     | 197.50      | 197.50   |
| FMT            | ONE WAY    |                     |         |        |        |           |            |         | 5.00       | 5.00        | 5.00     |
|                | ROUND TRIP |                     |         |        |        |           |            |         | 9.75       | 9.75        | 9.75     |
|                | 20 RIDE    |                     |         |        |        |           |            |         | 75.25      | 75.25       | 75.25    |
|                | MONTHLY    |                     |         |        |        |           |            |         | 137.50     | 137.50      | 137.50   |
| GAC            | ONE WAY    |                     |         |        |        |           |            |         |            |             |          |
|                | ROUND TRIP |                     |         |        |        |           |            |         |            |             |          |
|                | 20 RIDE    |                     |         |        |        |           |            |         |            |             |          |
|                | MONTHLY    |                     |         |        |        |           |            |         |            |             |          |
| SCC            | ONE WAY    |                     |         |        |        |           |            |         |            |             |          |
|                | ROUND TRIP |                     |         |        |        |           |            |         |            |             |          |
|                | 20 TRIP    |                     |         |        |        |           |            |         |            |             |          |
|                | MONTHLY    |                     |         |        |        |           |            |         |            |             |          |

DISCOUNT TRAIN FARES ARE 50% OF THESE REGULAR FARES

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The background of the page features a faded image of a two-story brick building with arched windows and a train track with gravel beds and rails receding into the distance.

# Altamont Commuter Express

*2012 - 2013*

*DRAFT BASELINE SERVICE PLAN*

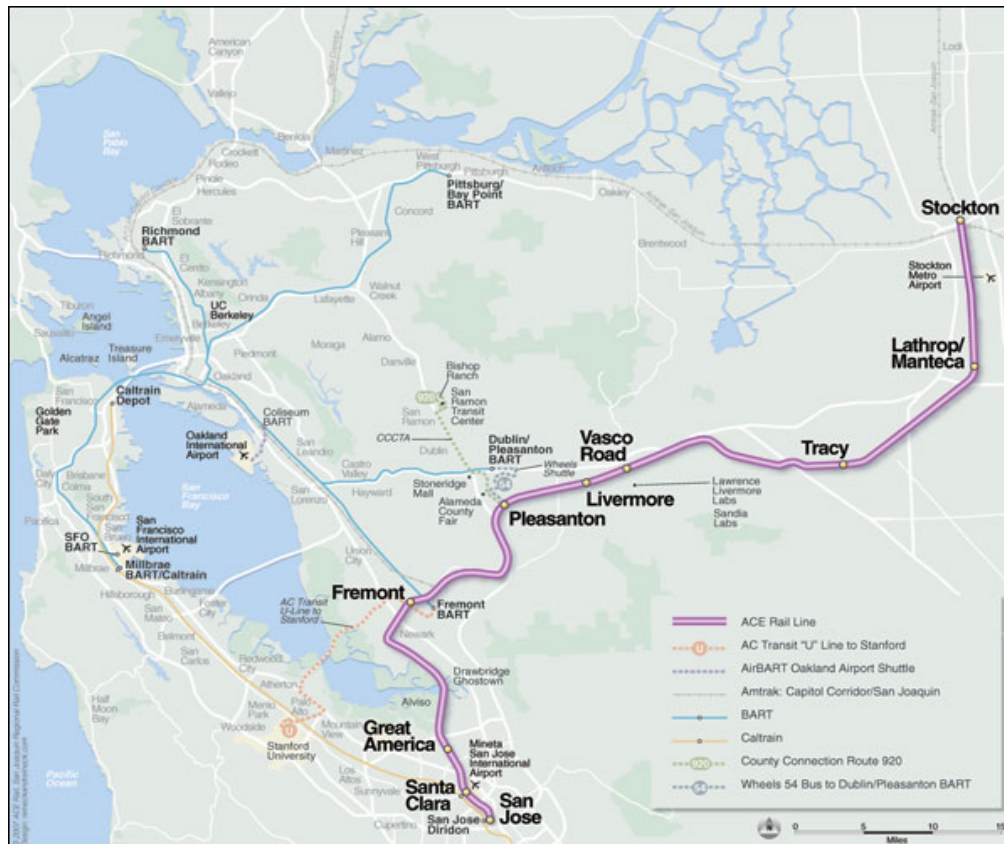
## Train Service

The Altamont Commuter Express (ACE) Baseline Service Plan provides 3 weekday roundtrips between Stockton, CA and San Jose, CA. Trains consist of sets of 6 cars and provides seating of approximately 700-800 seats per train. Operation of the 4<sup>th</sup> roundtrip which was provided above the Baseline, was suspended in November 2009 until an improvement in the economy and unemployment occurs.

This year, the San Joaquin Regional Rail Commission (SJRRRC) has identified passenger demand that is trending to exceed the functional capacity of the three trains, and the fourth train is planned for resumption July 1, 2012.

## Service Corridor

ACE trains operate over 82 miles of Union Pacific railroad between Stockton and Santa Clara, and 4 miles of Caltrain railroad between Santa Clara and San Jose. ACE trains service 10 stations in San Joaquin, Alameda, and Santa Clara Counties.



| COUNTY STATIONS SERVED |            |               |
|------------------------|------------|---------------|
| SAN JOAQUIN            | ALAMEDA    | SANTA CLARA   |
| Stockton               | Vasco Road | Great America |
| Lathrop/Manteca        | Livermore  | Santa Clara   |
| Tracy                  | Pleasanton | San Jose      |
|                        | Fremont    |               |

**Train Schedule**

**AM – WESTBOUND**

| Stockton To San Jose | #01      | #03      | #05      |
|----------------------|----------|----------|----------|
| Stockton             | 4:20 AM  | 5:35 AM  | 6:40 AM  |
| Lathrop/Manteca      | 4:39 AM  | 5:54 AM  | 6:59 AM  |
| Tracy                | 4:51 AM  | 6:06 AM  | 7:11 AM  |
| Vasco                | 5:20 AM  | 6:35 AM  | 7:40 AM  |
| Livermore            | 5:25 AM  | 6:40 AM  | 7:45 AM  |
| Pleasanton           | 5:33 AM  | 6:48 AM  | 7:53 AM  |
| Fremont              | 5:55 AM  | 7:10 AM  | 8:15 AM  |
| Great America        | L6:13 AM | L7:28 AM | L8:33 AM |
| Santa Clara          | 6:20 AM  | 7:35 AM  | 8:40 AM  |
| San Jose             | 6:32 AM  | 7:47 AM  | 8:52 AM  |

**PM – EASTBOUND**

| San Jose To Stockton | #04     | #06     | #08     |
|----------------------|---------|---------|---------|
| San Jose             | 3:35 PM | 4:35 PM | 5:35 PM |
| Santa Clara          | 3:40 PM | 4:40 PM | 5:40 PM |
| Great America        | 3:49 PM | 4:49 PM | 5:49 PM |
| Fremont              | 4:05 PM | 5:05 PM | 6:05 PM |
| Pleasanton           | 4:28 PM | 5:28 PM | 6:28 PM |
| Livermore            | 4:37 PM | 5:37 PM | 6:37 PM |
| Vasco                | 4:42 PM | 5:42 PM | 6:42 PM |
| Tracy                | 5:11 PM | 6:11 PM | 7:11 PM |
| Lathrop / Manteca    | 5:23 PM | 6:23 PM | 7:23 PM |
| Stockton             | 5:47 PM | 6:47 PM | 7:47 PM |

**Fare Structure**

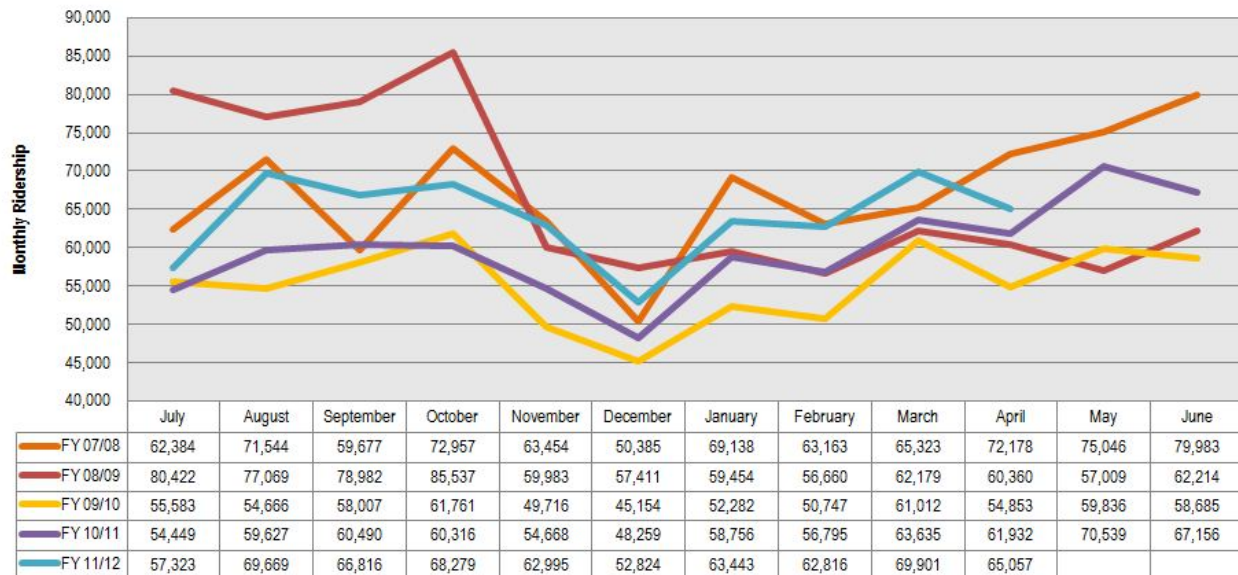
The ACE fare structure is based on a point to point system that was adopted by the SJRRC Board in April 2006. The zone system that was previously used was replaced with a system that determines fares based on the origin and destination stations. In addition, the fare program established a 50% discount for senior citizens 65 and older, persons with disabilities and passengers carrying Medicare cards issued under Title II or XVIII of the Social Security Act, and children age 6 through 12. Children under 6 ride for free with an accompanying adult. Current fares have been in effect since February 2, 2009.

|            |         | TRI VALLEY | FREMONT   | SAN JOSE  |
|------------|---------|------------|-----------|-----------|
| STOCKTON   | ONE WAY | \$ 8.25    | \$ 9.25   | \$ 11.75  |
|            | RT      | \$ 12.75   | \$ 16.75  | \$ 21.00  |
|            | 20 TRIP | \$ 102.00  | \$ 132.25 | \$ 163.25 |
|            | MONTHLY | \$ 187.75  | \$ 243.25 | \$ 300.00 |
| LATHROP    | ONE WAY | \$ 7.75    | \$ 8.75   | \$ 11.00  |
|            | RT      | \$ 12.75   | \$ 15.50  | \$ 20.00  |
|            | 20 TRIP | \$ 97.50   | \$ 126.50 | \$ 156.25 |
|            | MONTHLY | \$ 179.50  | \$ 233.00 | \$ 287.50 |
| TRACY      | ONE WAY | \$ 4.50    | \$ 7.75   | \$ 8.75   |
|            | RT      | \$ 8.75    | \$ 12.25  | \$ 15.50  |
|            | 20 TRIP | \$ 68.50   | \$ 97.50  | \$ 126.50 |
|            | MONTHLY | \$ 125.00  | \$ 179.50 | \$ 233.00 |
| TRI-VALLEY | ONE WAY | \$ 3.50    | \$ 4.50   | \$ 7.75   |
|            | RT      | \$ 4.50    | \$ 8.75   | \$ 12.25  |
|            | 20 TRIP | \$ 38.75   | \$ 68.50  | \$ 97.50  |
|            | MONTHLY | \$ 72.25   | \$ 125.00 | \$ 179.50 |
| FREMONT    | ONE WAY |            |           | \$ 4.50   |
|            | RT      |            |           | \$ 8.75   |
|            | 20 TRIP |            |           | \$ 68.50  |
|            | MONTHLY |            |           | \$ 125.00 |

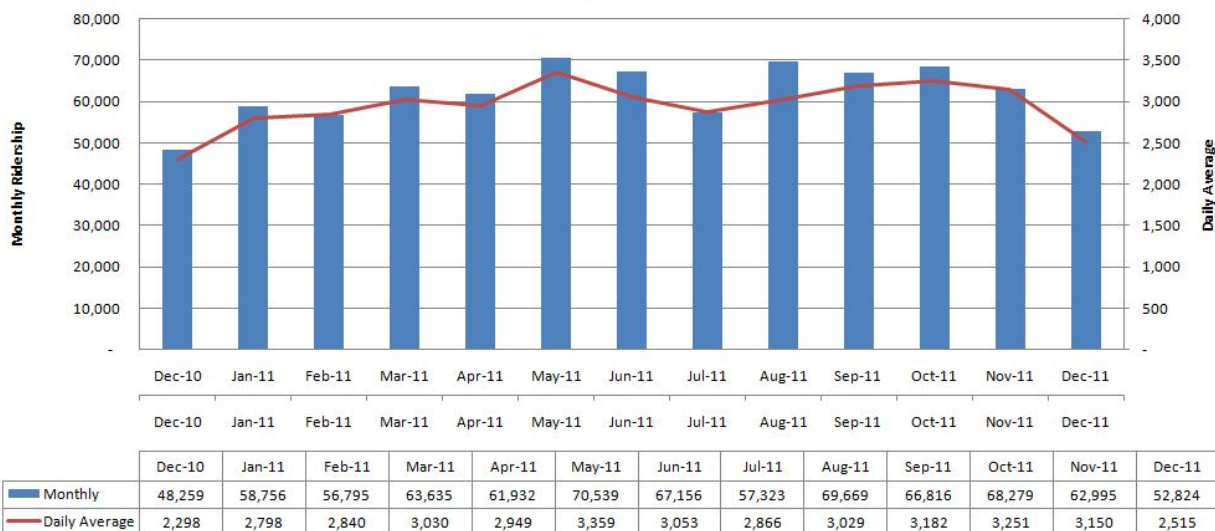
## Ridership

FY 11/12 continues to outperform last fiscal year month over month. Current fiscal year-to-date trends indicate ridership to grow to just past three-quarters of a million riders – ACE's best year since FY 08/09. This is significant in that FY 08/09 passengers were serviced with four round trips daily and ridership is trending near those levels with only three round trips. While fuel is certainly a factor in riders considering the ACE service, a rebound in East Bay & San Jose employment is clearly attracting passengers. The SJRRC is anticipating adding a fourth round trip next fiscal year to service the additional demand.

**ACE Ridership  
FY 2008 - FY 2012 Comparison**

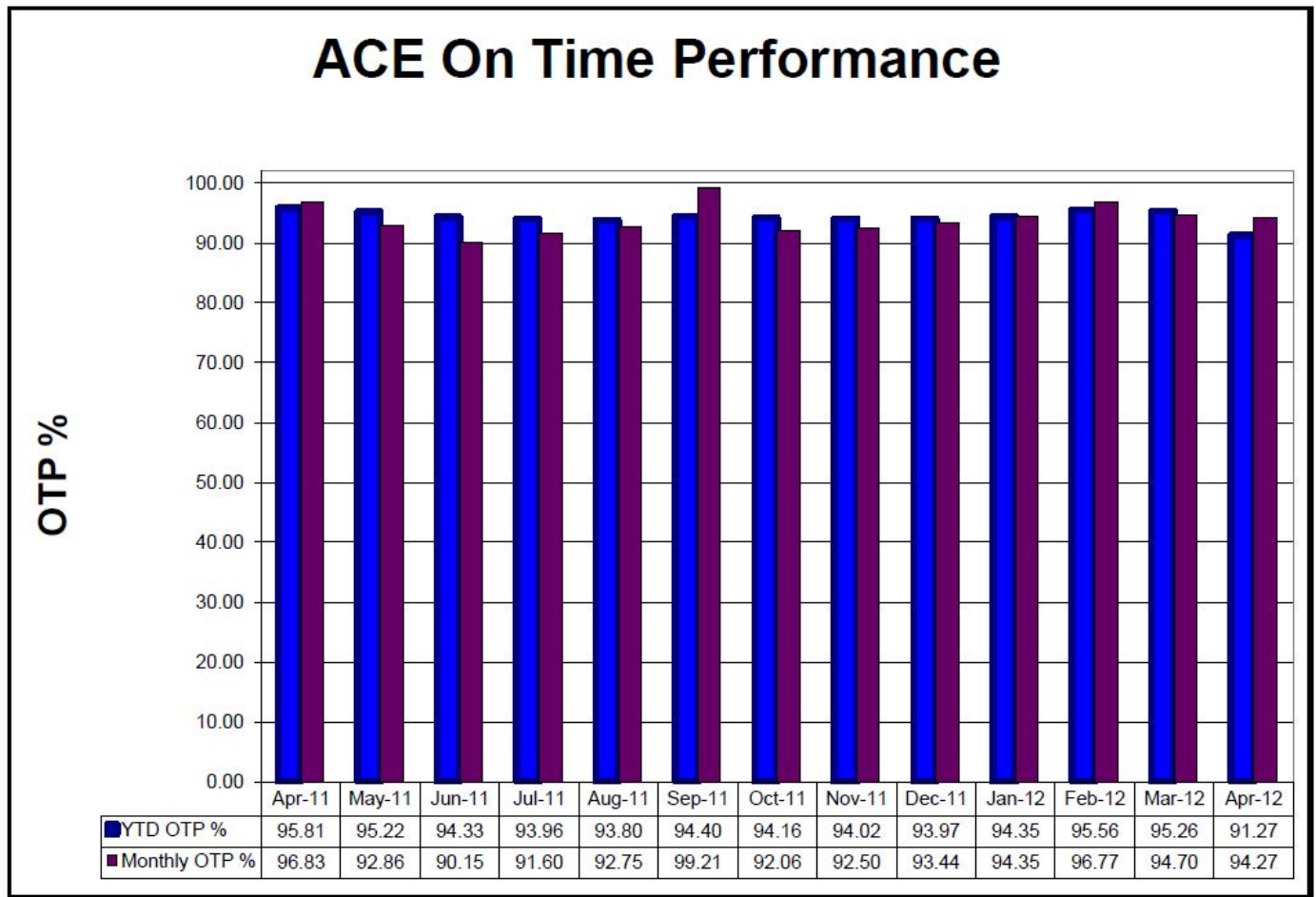


**ACE Ridership  
December 2010 - December 2011**



## On-Time Performance

ACE on-time performance for FY 11/12 year to date is 93.70%. Prior FY, on-time performance was 95.14%. It is anticipated that FY 11/12 will likely meet or exceed last FY's on-time performance as the spring and summer months often yield better times. ACE's on-time performance is calculated based on trains arriving at their final terminal within 5 minutes of the schedule of the train. Since 2007, on-time performance has grown almost 17% - a significant dividend representing SJRRC's commitment to track maintenance and improvement in the ACE corridor.



## Shuttles

A substantial part of the ACE operating budget is for connecting shuttle operations. Connecting shuttle or bus service is available at five of the current stations. There are also connecting services that are funded by other Agencies or private businesses.

*(NOTE: Level of Shuttle Service is subject to change depending upon available grant funding utilization and operating efficiency.)*

### San Joaquin County

- Lathrop Manteca Station - Modesto Max bus provides connections between Modesto and the Lathrop Manteca station. (Not part of ACE operating budget)



Alameda County

- Vasco Road – Livermore Lab Shuttle (Not part of ACE operating budget)
- Livermore Station – Connecting service to LAVTA/Wheels Transit system. (Not part of ACE operating budget)
- Pleasanton Station – Connecting service to LAVTA Wheels Route 53 and 54 servicing Pleasanton BART, Hacienda Business Park, and Stoneridge Business Park. Connecting service to Contra Costa County Transit servicing Bishop Ranch Business Park.
- Fremont Station – Connecting service to AC Transit.(Not part of ACE operating budget)

Santa Clara County

- Great America Station – Eight shuttle routes provided by El Paseo Limousine, managed by the Valley Transit Authority, cover 540 miles per day to various businesses in the Silicon Valley. In addition Light Rail Service from the Lick Mill Station also provides connection alternatives to the passengers. Approximately 12 private company shuttles service the station. A shuttle from the Great America Station to the Santa Clara Station and surrounding commerce centers is also provided by El Paseo Limousine and allows passengers to make their connection through the shuttle service, four additional stops were added to include stops to accommodate employees working at Agilent, Hitachi, Hewlett Packard and Kaiser.
- San Jose Diridon Station - ACE riders have access to the free DASH shuttles, VTA light rail, six bus routes and four regional express routes to and from the San Jose Diridon Station providing connection alternatives for passengers. DASH shuttles provide an important link for ACE passengers traveling to downtown San Jose. DASH shuttles are operated by VTA with funds from the Bay Area Air Quality Management District (BAAQMD), the City of San Jose, and the VTA. DASH shuttles are free for ACE passengers.

## ACE Service Contributions

The Baseline ACE Service Contributions were initially derived from the 2002/2003 adopted ACE Budget and are adjusted annually based upon the CPI, unless unusual industry factors affect the service. The following chart shows the contributions by Fiscal Year:

|              | FY 2007 - 2008 | FY 2008 - 2009 | FY 2009 - 2010 | FY 2010 - 2011 | FY 2011 - 2012 | FY 2012 - 2013 |
|--------------|----------------|----------------|----------------|----------------|----------------|----------------|
| ALAMEDA CTC  | \$1,861,615    | \$1,931,187    | \$1,936,981    | \$1,983,274    | \$2,052,292    | \$2,097,443    |
| SCVTA        | \$2,606,259    | \$2,689,659    | \$2,689,659    | \$2,689,659*   | \$2,689,659*   | \$2,921,212**  |
| CPI Increase | 3.10%          | 3.60%          | 0.30%          | 2.39%          | 3.48%          | 2.20%          |

\* Due to economic constraints, SCVTA held the FY 2011 & FY 2012 contribution at the FY 2009 level.

\*\* SCVTA number based off full rate contributions under CPI inflators for FY 2010 forward.

The SJRRC has identified passenger demand that is trending to exceed the functional capacity of the three trains, and the fourth train is planned for resumption October 1, 2012. This will result in a projected increase in the ACE Service budget of \$2,116,055 - \$400,000 of which is increased shuttle costs.

## ACE Operations and Maintenance Contributions:

The published FY 2011/2012 April-April CPI is 2.20 percent. Therefore, local contributions are projected to increase 2.20 percent over FY 2011/2012. The table below notes the projected commitment for three trains. The table continues by adding the fractional cost of the fourth train as a supplemental cost to arrive at the total request from Alameda CTC & the negotiated amount for SCVTA.

|             | FY 2012 - 2013<br>Commitment | FY 2012 - 2013<br>Commitment | Fourth Train<br>Supplement<br>(Nine Months) | FY 2012 - 2013<br>Revised<br>Request |
|-------------|------------------------------|------------------------------|---|--------------------------------------|
| ALAMEDA CTC | \$2,097,443**                | \$2,097,443                  | \$498,037                                   | \$2,595,480                          |
| SCVTA       | \$2,748,831                  | \$2,921,212                  | \$0   | \$2,921,212                          |

|                                 |             |      |
|---------------------------------|-------------|------|
| Fourth Train Cost (Nine months) | \$1,587,041 | 100% |
| ACE Contribution                | \$1,089,004 | 69%  |
| ACTC Contribution               | \$498,037   | 31%  |

\*\* Alameda CTC's figure includes \$10,000 for maintenance of the Vasco Road and Pleasanton Stations, but does not include \$20,000 for the Administrative Management of Alameda CTC's contribution.

## ACE Shuttle Contributions:

The regional shuttle service providers (VTA, LAVTA, and CCCTA) have multi-year contracts with private operators that have built-in, annual inflation rates (Averaging 3-4 percent). These costs are passed-through to the Baseline ACE Service Budget.

*The overall shuttle budget for FY 2011/2012 was \$721,262 and estimated shuttle budget for FY 2012/2013 is \$1.12 million.*

Due to continuing cuts in funding from the Bay Area Air Quality Management District (BAAQMD) the ACE portion of the Shuttle Budget increased again this year by \$34,000. ACE has absorbed over \$130,000 in funding cuts from BAAQMD in the last two fiscal years.

ACE shuttles from the Great America Station are operated by El Paseo Limousine through a competitive selection by a panel of VTA and SJRRC staff. VTA manages this service and contracts with El Paseo, who utilizes propane clean-air vehicles. Grant revenue depends on award of annual funds from the air district. These funds are awarded on a calendar cycle so the first half of FY 2011/2012 is covered under the current grant.



### ACE Capital Projects:

As part of the SJRRC's efforts to provide a safer more reliable and convenient ACE Service, projects are mutually agreed upon between ACE and UPRR and must result in either a speed increase on the ACE Corridor or improve reliability of the service. Thus far, the Capital program has been funded with State Funds, Federal Section 5307 Funds, Section 5309 Funds, Alameda County Sales Tax Measure B, Santa Clara VTA, and San Joaquin County Sales Tax Measure K revenues. The FY 2012/2013 Capital Project and budget is listed below. A more detailed level of funding is included as Appendix A.

1. \$2,500,000: Construction of the ACE Maintenance and Layover Facility. Construction is underway for this critical ACE facility. Funds identified are only for estimated expenses in FY 2011 – 2012. These funds include debt repayment on the SJRRC Bonds issued in November 2010 to complete the funding for the project. Total Project cost is estimated at \$64 million.
2. \$830,000L Locomotive Overhaul Project. This funding will provide local match for completing the ACE Locomotive Mid-life Overhaul of six (6) locomotives. Total project cost is expected to be \$7,070,248 with ACTC committed to covering 33% of the cost or \$2,333,182. SJRRC had already requested \$1,500,000 in the FY 10/11 Baseline Service Plan and SJRRC is requesting the balance of \$833,182 in this year's plan.

|   |              |
|---|--------------|
| Total Capital Project Expenses for FY 2012/13               | \$36,199,012 |
| Total SJRRC Capital Funds Committed for FY 2012/13          | \$32,199,012 |
| Total ALAMEDA County Capital Funds Requested for FY 2012/13 | \$3,333,182  |

Annually as part of the Baseline Service Plan SJRRC, ALAMEDA CTC, and VTA discuss the programming and funding of future capital projects. These meetings will take place prior to the completion of the Final Budget. Any projects agreed to will be incorporated into this document by amendment.

### ACE Service Improvements Beyond the Baseline Service

SJRRC has begun work on a station track extension that will connect the ACE station with the new maintenance facility and allow for Caltrans San Joaquin trains to access the station platform. Phase I of the project is fully funded with construction anticipated in FY 2012/2013. This project in conjunction with the Cabral Station Improvement project will provide a multi-modal station for rail transportation in Stockton and serve as the eastern anchor for the City of Stockton's redevelopment plan.

**Altamont Commuter Express  
Baseline Service Plan**

| <b>PROJECT</b>                 | <b>Total Budget</b> | <b>Prior Year Requests</b> | <b>Budgeted for FY 12/13</b> |   |
|--------------------------------|---------------------|----------------------------|------------------------------|---|
| Maintenance Facility           | \$ 65,000,000       |                            | \$19,645,972                 |   |
|                                |                     |                            | <b>Other Funding</b>         | <b>Alameda CTC<br/>FY 12/13<br/>Request</b> |
| <b>Funding Type</b>            |                     |                            |                              |   |
| SJ PTMISEA                     |                     | \$ 3,434,061               | \$ 4,300,000                 |   |
| Alameda Co. PTMISEA (FY 10/11) |                     | \$ 707,887                 |                              |   |
| Alameda Co. PTMISEA (FY 08/09) |                     | \$ 160,217                 |                              |   |
| Alameda Co. Measure B          |                     | \$ 1,292,113               |                              | \$ 2,500,000                                |
| SJRRRC Bond                    |                     | \$ 20,642,367              | \$ 9,953,891                 |   |
| Section 5307                   |                     | \$ 3,000,000               | \$ 477,167                   |   |
| Section 5309                   |                     | \$ 4,628,009               | \$ 2,100,000                 |   |
| Alameda Co. STA                |                     | \$ 1,379,809               | \$ 314,914                   |   |
| Measure K                      |                     |                            |                              |   |
| <b>Totals</b>                  |                     | <b>\$ 35,244,463</b>       | <b>\$ 17,145,972</b>         | <b>\$ 2,500,000</b>                         |

| <b>PROJECT</b>        | <b>Total Budget</b> | <b>Prior Year Requests</b> | <b>Budgeted for FY 12/13</b> |   |
|-----------------------|---------------------|----------------------------|------------------------------|---|
| Locomotive Overhaul   | \$7,070,248         |                            | \$2,700,000                  |   |
|                       |                     |                            | <b>Other Funding</b>         | <b>Alameda CTC<br/>FY 12/13<br/>Request</b> |
| <b>Funding Type</b>   |                     |                            |                              |   |
| Alameda Co. Measure B |                     | \$ 1,500,000               |                              | \$833,182                                   |
| Section 5307          |                     | \$ 2,870,248               | \$ 1,866,818                 |   |
| <b>Totals</b>         |                     | <b>\$ 4,370,248</b>        | <b>\$ 1,866,818</b>          | <b>\$ 833,182</b>                           |

|   |               |
|---|---------------|
| Total Other Funds/Prior Requests committed in FY 12/13 (includes VTA) | \$ 17,145,972 |
| Total new VTA Funds in requested FY 12/13                             | \$ -          |
| Total Alameda Co. Funds in requested FY 12/13                         | \$ 3,333,182  |

## Alameda County Passenger Summary

### ACE A. M. RIDERSHIP DETAILS

|  |                    |                |                           |                |
|--|--------------------|----------------|---------------------------|----------------|
| Total ACE Ridership                        | FY10/11<br>810,333 |                | FY 11/12 YTD *<br>718,033 |                |
|  | Boarding           | Alighting      | Boarding                  | Alighting      |
| Stockton                                   | 69,283             | n/a            | 61,392                    | n/a            |
| Lathrop/Manteca                            | 106,154            | n/a            | 94,062                    | n/a            |
| Tracy                                      | 93,999             | 2,836          | 83,292                    | 2,513          |
| <b>Total San Joaquin County Passengers</b> | <b>269,436</b>     | <b>2,836</b>   | <b>238,746</b>            | <b>2,513</b>   |
| Vasco Road                                 | 34,844             | 16,207         | 30,875                    | 14,361         |
| Downtown Livermore                         | 24,310             | 6,888          | 21,541                    | 6,103          |
| Pleasanton                                 | 59,154             | 57,939         | 52,416                    | 51,339         |
| Fremont                                    | 17,828             | 51,050         | 15,798                    | 45,236         |
| <b>Total Alameda County Passengers</b>     | <b>136,136</b>     | <b>132,084</b> | <b>120,630</b>            | <b>117,039</b> |
| Great America                              | n/a                | 225,273        | n/a                       | 199,614        |
| Santa Clara (n/a)                          | n/a                | n/a            | n/a                       | n/a            |
| San Jose                                   | n/a                | 45,378         | n/a                       | 40,210         |
| <b>Total Santa Clara County</b>            |                    | <b>270,651</b> |                           | <b>239,824</b> |

Data Source: ACE Annual Passenger Survey

\*FY 11/12 through May 2012

## **ACE OPERATIONS AND PERFORMANCE DETAILS**

|                        | <b><u>FY10/11</u></b> | <b><u>FY11/12*</u></b> |
|------------------------|-----------------------|------------------------|
| ACE Service Cost       | \$13,777,249          | \$11,294,381           |
| Fare Revenue           | \$4,273,276           | \$4,205,684            |
| Farebox Recovery Ratio | 31%                   | 37%                    |
| Net Cost of Service    | \$9,503,973           | \$7,088,697            |
| Subsidy Per Passenger  | \$11.73               | \$9.87                 |

| <b><u>ACE Average Trip Length</u></b> | <b><u>Miles**</u></b> |
|---------------------------------------|-----------------------|
| FY10/11                               | 46                    |
| FY11/12                               | 46                    |

*\* FY 11/12 through May 2012*

*\*\* Data Source: ACE Annual Passenger Survey*

| <b>Measure</b>                       | <b>ACE ***</b> |
|--------------------------------------|----------------|
| Operating Expenses                   | \$11,572,917   |
| Fare Revenue                         | \$3,936,354    |
| Farebox Recovery                     | 34%            |
| Cost Per Vehicle Revenue Mile        | \$16.10        |
| Cost per Vehicle Revenue Hour        | \$620.60       |
| Operating Expense per Passenger Mile | \$0.39         |
| Operating Expense per Passenger Trip | \$17.66        |
| Passenger Trips per Revenue Mile     | 0.91           |
| Passenger Trips per Revenue Hour     | 35.15          |

*\*\* \*Data Source: 2010 National Transit Database*