



# Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • [www.AlamedaCTC.org](http://www.AlamedaCTC.org)

**Commission Chair**  
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Mayor Jerry Thome

**City of San Leandro**  
Vice Mayor Michael Gregory

**City of Union City**  
Mayor Carol Dufré-Vernaci

**Executive Director**  
Arthur L. Dao

## Programs and Projects Committee

**Monday, February 3, 2014, 12:00 p.m.\***

\*Or immediately following the Planning, Policy and Legislation meeting

**1111 Broadway, Suite 800  
Oakland, CA 94607**

### Mission Statement

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

### Public Comments

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

### Reminder

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

### Glossary of Acronyms

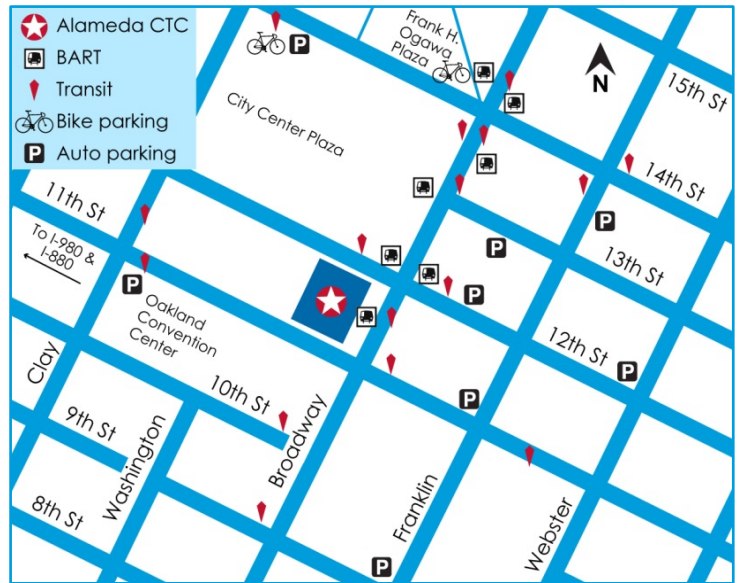
A glossary that includes frequently used acronyms is available on the Alameda CTC website at [www.AlamedaCTC.org/app\\_pages/view/8081](http://www.AlamedaCTC.org/app_pages/view/8081).

## Location Map

### Alameda CTC

1111 Broadway, Suite 800  
Oakland, CA 94607

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



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

## Accessibility

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



## Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at [www.AlamedaCTC.org/events/upcoming/now](http://www.AlamedaCTC.org/events/upcoming/now).

## Paperless Policy

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

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# Programs and Projects Committee Meeting Agenda

## Monday, February 3, 2014, 12 p.m.

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### 1. Pledge of Allegiance

### 2. Roll Call

### 3. Public Comment

**Chair:** Vice Mayor Larry Reid, City of Oakland  
**Vice Chair:** Mayor Bill Harrison, City of Fremont  
**Commissioners:** Ruth Atkin, Laurie Capitelli, Carol Dutra-Vernaci, Luis Freitas, Nate Miley  
**Ex-Officio Members:** Scott Haggerty, Rebecca Kaplan  
**Executive Director:** Arthur L. Dao  
**Clerk:** Vanessa Lee

### 4. Consent Calendar

Page A/I

#### 4.1. [January 13, 2014 PPC Meeting Minutes](#)

1 A

Recommendation: Approve the January 13, 2014 meeting minutes.

#### 4.2. [California Transportation Commission January 29, 2014 Meeting Summary](#)

7 I

### 5. Programs

#### 5.1. [Measure B Special Transportation for Seniors and People with Disabilities \(Paratransit\) Gap Grant Cycle 5 Capital and Matching Grant Applications](#)

9 A

Recommendation: Approve the requests for Gap Grant Capital and Matching funding.

#### 5.2. [Transportation Fund For Clean Air \(TFCA\) FY 2014-15 Expenditure Plan Application](#)

37 A

Recommendation: Approve Resolution 14-004 regarding the submittal of the TFCA FY 2014-15 Expenditure Plan Application.

#### 5.3. Transportation Expenditure Plan Update (Verbal)

I

### 6. Projects

#### 6.1. [Route 92/Clawiter – Whitesell Interchange and Reliever Route Project \(PN 615.0\): Measure B Funding Allocation and an Amendment to the Funding Agreement with the City of Hayward](#)

43 A

Recommendation: (1) Approve Measure B Funding Allocation and (2) Authorize the Executive Director to execute an Amendment to the Funding Agreement with the City of Hayward for the project.

- |      |  |    |   |
|------|--|----|---|
| 6.2. | <a href="#"><u>Various Projects: Encumbrance Authorization for Construction Phase of the Project</u></a>   | 49 | A |
|      | Recommendation: Approve an increase to the construction phase encumbrance and authorize all contractual actions relative to the use of the authorized construction budget for eight (8) projects for a cumulative total not to exceed amount of \$5,672,710.   |    |   |
| 6.3. | <a href="#"><u>Various Projects: Encumbrance Authorization for Right of Way Phase of the Project</u></a>   | 53 | A |
|      | Recommendation: Approve an increase to the right of way phase encumbrance and authorize all contractual actions relative to the use of the authorized right of way phase budget for five (5) projects for a cumulative total not to exceed amount of \$30,317,400.   |    |   |
| 6.4. | <a href="#"><u>East Bay Greenway Project – Segment 7A (ACTC No. 635.1): East Bay Greenway Project – Segment 7A (PN 635.1): Approval of the Issuance of a Request for Proposals (RFP) for Path Maintenance and Authorization to Negotiate and Execute a Contract</u></a>  | 57 | A |
|      | Recommendation: (1) Authorize the procurement of a contractor to perform path maintenance for East Bay Greenway Project – Segment 7A (PN 635.1) (2) Authorize all contractual actions relative to the use of the maintenance budget for a total not-to-exceed amount of \$350,000.   |    |   |
| 6.5. | <a href="#"><u>I-80 Integrated Corridor Mobility Project (PN 791.1/791.2): Cooperative Agreements (District Agreements 04-2300-A1 &amp; 04-2301-A1) with Caltrans</u></a>  | 59 | A |
|      | Recommendation: Approve the Cooperative Agreements (District Agreement Nos. 04-2300-A1 & 04-2301-A1) with Caltrans to amend existing agreements to change the invoice procedure for reimbursement of funds.  |    |   |
| 6.6. | <a href="#"><u>Regional Measure 2: Project No. 29 Savings Plan</u></a>   | 69 | A |
|      | Recommendation: (1) Approve distribution of Regional Measure 2 Project No. 29 funds savings to the I-880 North Safety and Operational Improvements at 23rd 29th Avenues (PN 717.0) and AC Transit's Bus Rapid Transit projects. (2) Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of RM2 funds to deliver the I-880 North Safety and Operational Improvements at 23rd 29th Avenues (PN 717.0) project. |    |   |

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

**Next Meeting:** March 10, 2014

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

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Programs and Projects Committee  
Meeting Minutes  
Monday, January 13, 2014, 12 p.m.

4.1

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**1. Pledge of Allegiance**

**2. Roll Call**

A roll call was conducted and a quorum was confirmed.

**3. Public Comment**

There were no public comments.

**4. Consent Calendar**

**4.1. November 4, 2013 PPC Meeting Minutes**

**4.2. California Transportation Commission December 2013 Meeting Summary**

*Commissioner Dutra-Vernaci motioned to approve the consent calendar.  
Commissioner Atkin seconded the motion. The motion passed unanimously.*

**5. Programs**

**5.1. Alameda CTC At Risk Monitoring Reports**

Jacki Taylor recommended that the Commission approve the State Transportation Improvement Program (STIP), Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation for Clean Air (TFCA) At Risk monitoring reports dated December 31, 2013. Jacki stated that the reports assign projects to zones of risk based on the status of the monitored activities.

*Commissioner Kaplan motioned to approve this item. Commissioner Harrison seconded the motion. The motion passed unanimously.*

**5.2. Alameda County Freeway Soundwall Policy**

Matt Todd recommended that the Commission approve revisions to the Alameda County Freeway Soundwall Policy. He provided an overview of the policy including issues, state and local funding sources, roles and responsibilities, and next steps.

Commissioner Atkin wanted clarification and more emphasis placed on noise mitigation. Art Dao stated that the language regarding noise mitigation is based on state and federal criteria for noise mitigation.

Commissioner Dutra-Vernaci questioned how the policy addressed new businesses that are developed near freeway entrances, with construction noise that is higher than the sound decimal stated in the policy. Art stated that during the development process, a new business has to go through an environmental document approval process which would address sound.

Commissioner Atkin requested that the policy not be tied specifically to one funding stream. Art stated that staff could add an additional paragraph in the policy that stated that the soundwall could be funded by local funds that are not subject to the requirements.

*Commissioner Kaplan motioned to approve this item with the caveat that staff address additional funding streams. Commissioner Atkin seconded the motion. The motion passed unanimously.*

**5.3. Vehicle Registration Fee (VRF): Status of Technology Program**

John Hemiup provided a status update of the Vehicle Registration Fee (VRF) Technology Program. He stated that the SMART Corridors Program is used to manage congestion and incidents and improve transportation safety. The program also aims to improve mobility and efficiency and manage express lanes emergency services and transit resources.

*This item was for information only.*

**5.4. Vehicle Registration Fee (VRF): Local Transportation Technology Program Policy**

Matt Todd recommended that the Commission approve the policy for administration of the VRF Local Transportation Technology Program as a direct local distribution program. Matt stated that 60% goes to local streets and roads, 25% to transit for congestion relief, 5% to bicycle and pedestrian access and safety and 10% to the local technology program.

*Commissioner Kaplan motioned to approve this item. Commissioner Harrison seconded the motion. The motion passed unanimously.*

**5.5. Cap and Trade Program Update**

Vivek Bhat provided an update on the Cap and Trade program. He provided an overview of the program and investment categories and concluded by reviewing next steps and funding availability.

*This item was for information only.*

**5.6. Revised Implementation Guidelines For The Special Transportation For Seniors and People With Disabilities Program**

John Hemiup recommended that the Commission approve the Revised Implementation Guidelines for the Special Transportation for Seniors and People with Disabilities Program. The revised guidelines reclassify the "Wheelchair Van Service" as a "Specialized Van Service" and broaden the parameters of the "Scholarship/Subsidized Fare Program" to allow city-based programs greater flexibility in meeting community needs.

Commissioner Kaplan wanted to know what the revisions meant on a more practical level. John stated that the changes in language respond to questions



from prior reporting about how to describe and classify the scope of services implemented by local jurisdictions.

*Commissioner Kaplan motioned to approve this item. Commissioner Atkin seconded the motion. The motion passed unanimously.*

**5.7. Proposition 1B Transit System Safety, Security and Disaster Response Account (TSSSDRA) Funds**

Vivek Bhat recommended that the Commission adopt Resolution 14-001 which authorizes the execution of grant assurance documents for the TSSSDRA Program and appoints the Executive Director or designee as the Alameda CTC's authorized agent, to execute the Grant Assurances, grant applications, funding agreements, reports or any other documents necessary for project funding and TSSSDRA program compliance and authorize the Executive Director, or his designee, to submit project applications requesting allocations for FY 2013/14 TSSSDRA funds.

Commissioner Dutra-Vernanci wanted to know if this provides funding for other projects in addition to ACE projects. Vivek stated that this funding is for the ACE E-Ticketing Project as addressed in the staff memo.

*Commissioner Kaplan motioned to approve this item. Commissioner Dutra-Vernanci seconded the motion. The motion passed unanimously.*

**5.8. Measure B Reauthorization Update**

Tess Lengyel provided an update on the Transportation Expenditure Plan (TEP). She stated that a TEP ad-hoc committee was created to do a more extensive review of the plan. She also stated that staff has met with members of the Sierra Club as well as members from The League of Women Voters to review and discuss changes in the plan and develop a more comprehensive approach.

**6. Projects**

**6.1. I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes Project (PN 720.5): Cooperative Agreement with Caltrans**

Gary Sidhu recommended that the Commission approve the cooperative agreement (District Agreement No. 04-2467) with Caltrans to satisfy offsite compensatory mitigation requirements for the I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lanes Project required by project permits.

*Commissioner Kaplan motioned to approve this item. Commissioner Harrison seconded the motion. The motion passed unanimously.*

**6.2. State Route 84 Corridor Widening Projects: Agreements with the City of Livermore for Transfer of Tri-Valley Transportation Development Fee Funds**

Gary Sidhu recommended that the Commission authorize the Executive Director to enter into agreements with the City of Livermore to transfer Tri-Valley Transportation Development Fee (TVTDF) Funds to the State Route 84 Corridor Widening Projects. He stated that the agreements will transfer \$7.94 million TVTDF funds to Alameda CTC to

be applied to these projects, according to the Tri Valley Transportation Council (TVTC) allocation.

*Commissioner Miley motioned to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously.*

**6.3. Route 84 Expressway Project - North and South Segments (PN 624.1 & 624.2) and Isabel Avenue - Route 84/I-580 Interchange (PN 623.0): Agreement with the City of Livermore for Utility Relocation along the Route 84 Expressway Project and an Amendment to the Project Specific Funding Agreement No. A07-0058 with the City of Livermore for the Isabel Avenue – Route 84/I-580 Interchange Project**

Gary Sidhu recommended that the Commission authorize the Executive Director to enter into an agreement with the City of Livermore for utility relocation along the Route 84 Expressway project - north and south segments (PN 624.1 & 624.2) and amend the project specific funding agreement No. A07-0058 for the Isabel Avenue – Route 84/I-580 Interchange Project (PN 623.0). He stated that the amendment to the PSFA will allow the City of Livermore to use the projected \$1.5 million Measure B savings from the Isabel Avenue – Route 84/I-580 Interchange Project for close-out costs for the Isabel Interchange project; as well as allow the City of Livermore to use the funds for staff oversight costs for the underground relocation of existing PG&E and AT&T utilities between north of Concannon Boulevard and north of Stanley Boulevard on the Route 84 Expressway Project – North and South Segments.

*Commissioner Dutra-Vernaci motioned to approve this item. Commissioner Capitelli seconded the motion. The motion passed unanimously.*

**6.4. Various Projects: Amendments to Professional Services and Project Specific Funding Agreements for Time Extensions**

Trinity Nguyen recommended that the Commission approve time extensions and authorize the Executive Director to execute amendments for requested time extensions to professional services and project specific funding agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments. She stated that two agreements have been identified with justifiable needs for a time extension and are recommended for approval.

*Commissioner Capitelli motioned to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously.*

**6.5. Regional Measure 2: Project No. 29 Savings Plan**

*This item was pulled from the agenda and there was no action taken.*

**7. Committee Member Reports**

There were no committee member reports.

**8. Staff Reports**

There were no staff reports.

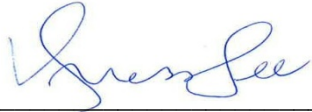
**9. Adjournment/ Next Meeting**

The meeting adjourned at 1:30 p.m. The next meeting is:

Date/Time: Monday, February 3, 2014 @12:00 p.m.

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

Attested by:



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Vanessa Lee,  
Clerk of the Commission

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# Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** California Transportation Commission January 2014 Meeting Summary

**RECOMMENDATION:** Receive an update on the January 2014 CTC Meeting.

## Summary

The January 2014 California Transportation Commission (CTC) meeting is scheduled to be held in Sacramento, CA. Detailed below is a summary of the two (2) agenda items of significance pertaining to Projects/Programs within Alameda County that will be considered at the January 2014 CTC meeting.

## Background

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

Detailed below is a summary of the two (2) agenda items of significance pertaining to Projects / Programs within Alameda County that are scheduled to be considered at the January 29, 2014 CTC meeting.

### 1. 2014 Active Transportation Program

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation required the CTC, in consultation with an Active Transportation Program Workgroup, to develop program guidelines by March 26, 2014.

As a first step in the development of guidelines, Commission staff conducted a series of workgroup meetings, open to the public, to solicit input on key issues. Having gathered this input, staff developed the preliminary draft guidelines as a basis for continuing workgroup discussions.

The CTC is scheduled to consider approval to submit the 2014 Active Transportation Program Draft Guidelines to the Joint Legislative Budget Committee.

*Outcome: Commission will consider Final ATP Program Guidelines on March 20, 2014.*

## **2. State Highway Operation and Protection Program (SHOPP) / Trade Corridor Improvement Fund (TCIF)/ I-880 North Safety and Operational Improvements at 23<sup>rd</sup> 29<sup>th</sup> Avenues Project**

The CTC is scheduled to will consider a 6 month construction contract award extension for the I-880 North Safety and Operational Improvements at 23rd 29th Avenues Project. The Project advertised on September 30, 2013. Bid opening date is scheduled for February 5, 2014. Bid opening was delayed due to Federal Authorization to Proceed (E-76), which has taken longer than expected.

*Outcome: This time extension will allow the Department sufficient time to open and analyze bids and award the Construction contract.*

**Fiscal Impact:** There is no fiscal impact.

### **Staff Contact**

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer



# Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Capital and Matching Grant Applications

**RECOMMENDATION:** Approve the requests for Gap Grant Capital and Matching funding.

## Summary

The 2000 Measure B Transportation Expenditure Plan (TEP) provides funds for services mandated by the Americans with Disabilities Act (ADA), non-mandated services to improve transportation for individuals with special transportation needs, and discretionary grant funds to reduce differences that might occur based on the geographic residence of individuals needing services.

The 2000 Measure B TEP allocates 10.45 percent of net revenues for special transportation for seniors and people with disabilities (Paratransit). Included in this amount, 1.43 percent of net Measure B revenues are designated as discretionary funds to fill gaps in paratransit services i.e. competitive grants.

The Alameda CTC Commission approved the Paratransit Gap Grant Cycle 5 Program Guidelines at its January 24, 2013 meeting. Per the Gap Grant Cycle 5 Program Guidelines, approximately \$2 million of Measure B paratransit discretionary funds were allocated to fund successful grant applications selected from a competitive call-for-projects. The proposed grant period is from July 1, 2013 to June 30, 2015. The Paratransit Gap Grant Cycle 5 Program Guidelines also allocated \$150,000 annually to the following three (3) annually renewed programs:

- \$50,000 Grant Matching funds to assist applicants in acquiring non-Alameda CTC grants
- \$50,000 Capital Purchasing funds to assist applicant in making a capital purchase
- \$50,000 Implementation Guidelines Assistance.

The Alameda CTC has received one grant application for the Capital Purchasing funds and another application for the Grant Matching funds. On December 18, 2013 the Bay Area Outreach & Recreation Program (BORP) requested \$19,373 in Capital Purchasing funds to

facilitate acquiring a large bus with accessibility modifications to accommodate up to six passengers in wheelchairs through the FTA 5310 program. On January 16, 2014, AC Transit requested \$50,000 in Grant Matching funds to support its New Freedom application for "Marketing Mobility Management Through 211." On January 27, 2014 the Paratransit Advisory and Planning Committee (PAPCO) will meet and consider recommending to the Alameda CTC Commission approval of these two applications, but the meeting hasn't convened prior to staff report submittal; hence recommendation to the Alameda CTC Commission to approve \$69,373 of Measure B paratransit gap grant funds to the two applicants for Fiscal Year (FY) 2013-2014 will be reported to the Planning and Programming Committee for consideration.

## **Background**

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

At its January 24, 2013 meeting, the Alameda CTC Commission approved the Paratransit Gap Grant Cycle 5 Program Guidelines. The Cycle 5 Gap Grant Program encouraged local agencies and non-profits to submit proposals/applications that support mobility management types of activities which improve consumers' ability to access services and/or improve coordination between programs. The Cycle 5 Gap Grant Program also encouraged multi-jurisdictional approaches and non-traditional transportation options, such as volunteer driver and taxi programs. Per the Gap Grant Cycle 5 Program Guidelines, approximately \$2 million of Measure B paratransit discretionary funds were allocated to fund successful grant applications selected from a competitive call-for-project. The proposed grant period is from July 1, 2013 to June 30, 2015.

The Paratransit Gap Grant Cycle 5 Program Guidelines also allocated \$150,000 annually to the following three (3) annually renewed programs:

- \$50,000 Grant Matching funds to assist applicants in acquiring non-Alameda CTC grants
- \$50,000 Capital Purchasing funds to assist applicant in making a capital purchase
- \$50,000 Implementation Guidelines Assistance.

On December 18, 2013, the Bay Area Outreach & Recreation Program (BORP) requested \$19,373 in Capital Purchasing funds to facilitate acquiring a large bus with accessibility modifications to accommodate up to six passengers in wheelchairs through the FTA 5310 program. Approval of this grant request will leverage Federal 5310 program funds to assist a



non-profit organization deliver paratransit services to Alameda County residents. The application notes that *"This new large accessible bus will be used for providing group trip transportation under BORP's current Paratransit Gap Cycle 4 funding agreement #A13-002 with Alameda County Transportation Commission. The Accessible Group Trip Transportation for Youth and Adults with Disabilities Project provides accessible group trip transportation in Alameda County for children, youth and adults with disabilities participating in sports and recreation programs. This project addresses the existing gap in accessible group-trip transportation for children, youth and adults with disabilities in Alameda County. Currently, other group trip options in Alameda County are limited to seniors. This project includes an outreach and education component that is increasing awareness of our accessible group trip transportation service and increasing ridership. This new large bus is will enable BORP to meet the increasing demand for group trip service and meet the higher service targets planned for the project in FY14-15."*

On January 16, 2014 AC Transit requested \$50,000 in Grant Matching funds to support its New Freedom application for "Marketing Mobility Management Through 211." The application describes the project as *"Market and publicize the Alameda County 211 website and toll free service, which houses the most extensive and detailed database of paratransit information in Alameda County. Coordinated mobility management will be provided by 211 staff, including detailed and targeted transportation recommendations for seniors and the disabled."* This New Freedom application builds upon efforts that AC Transit has taken per a previous New Freedom grant that Alameda CTC provided matching funds, thus Alameda CTC can leverage Measure B again with Federal grant funds to provide transportation information that benefit seniors and people with disabilities in Alameda County.

**Fiscal Impact:** The fiscal impact for approving these two grant requests is \$69,373 from Paratransit discretionary funds. There is budget in the Paratransit discretionary funds to meet this request.

## **Attachments**

- A. Gap Grant Cycle 5 Application – Capital Purchase: Bay Area Outreach & Recreation Program (BORP)
- B. Gap Grant Cycle 5 Application – Grant Matching: AC Transit

## **Staff Contact**

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

[Matt Todd](#), Principal Transportation Engineer

[John Hemiup](#), Senior Transportation Engineer

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## Gap Grant Cycle 5 Application for Capital Purchase

This application is to request funds for the purchase of capital items that are consistent with the objectives of the Alameda County Transportation Commission (Alameda CTC) Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Gap Grant Cycle 5 Program Guidelines.

### 1. Capital Asset Purchaser/Sponsor

Name of Agency/Organization:	Bay Area Outreach & Recreation Program
Primary Contact Person:	Julie Yates
Title:	Administrative Director
Address 1: (street address, apt/suite)	3075 Adeline St, Ste 155
Address 2: (city, zip)	Berkeley, CA 94703
Telephone Number:	510-849-4663 x1303
Email address:	jay@borp.org
Secondary Contact Person:	Rick Smith
Secondary Contact Title:	Executive Director
Secondary Contact Telephone:	510-849-4663 x1302
Secondary Contact Email Address:	rick@borp.org

### 2. Partner Agencies/Organizations (if applicable)

Partner Agency 1:	Partner Agency 2:
Contact Person:	Contact Person:
Title:	Title:
Address:	Address:
Telephone:	Telephone:
Email:	Email:

### 3. Prior Measure B Gap Grant Experience

Has your agency/organization applied for Measure B Gap Grant funding before?

Yes

No

**GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE**  
Alameda County Transportation Commission

Has your agency/organization received Measure B Gap Grant funding before?

- Yes
- No

**4. What type of capital asset are you applying to purchase?**

Large Bus with accessibility modifications to accommodate up to 6 passengers in wheelchairs.

Is this a purchase of a new asset or replacement of an existing asset?

- New Purchase
- Replacement of Existing Asset

Will this asset be used to start a new transportation service or support/expand an existing transportation service?

- New Service
- Support or Expansion of Existing Service

**5. Program/project type that capital asset will be used for**

- Mobility Management
- Travel Training
- Volunteer Driver
- Group Trips
- City-based Door-to-Door
- Taxi Program
- Wheelchair Van Program
- Accessible Fixed-Route Shuttle

**6. Use of Capital Asset and Consistency with Gap Program Goals**

Describe how capital asset will be used and how it will support transportation for seniors and people with disabilities. Describe how the proposed capital purchase will help address unmet transportation needs or close existing gaps in services. Please be as specific as possible.

This new large accessible bus will be used for providing group trip transportation under BORP's current Paratransit Gap Cycle 4 funding agreement #A13-002 with Alameda County Transportation Commission. The Accessible Group Trip Transportation for Youth and Adults with Disabilities Project provides accessible group trip transportation in Alameda County for children, youth and adults with disabilities participating in sports and recreation programs.

**GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE**  
Alameda County Transportation Commission

This project addresses the existing gap in accessible group-trip transportation for children, youth and adults with disabilities in Alameda County. Currently, other group trip options in Alameda County are limited to seniors. This project includes an outreach and education component that is increasing awareness of our accessible group trip transportation service and increasing ridership. This new large bus is will enable BORP to meet the increasing demand for group trip service and meet the higher service targets planned for the project in FY14-15.

**7. Jurisdiction(s) /area(s) that will benefit from capital asset:**

Alameda County (all areas)

**8. Capital Purchase Budget**

	Amount (\$)	% of Total Project Budget
Amount of Gap Grant funding requested ( <i>no more than 80% of total capital cost</i> )	<b>\$19,373</b>	<b>23%</b>
Local match ( <i>please indicate exact source</i> )	<b>\$0</b>	<b>0</b>
Other Funds: FTA Section 5310 Grant	<b>\$64,627</b>	<b>77%</b>
<b>Total Capital Cost</b>	<b>\$84,000</b>	<b>100%</b>

Please indicate the fund sources for local match and/or other funds.

FTA Section 5310 Grant

Please describe other fund sources pursued for this capital purchase and why they are not available.

We have pursued and been awarded a FTA section 5310 Grant which requires local matching funds. There are currently no other sources of local funds available for this vehicle purchase.

**9. Applicant Experience/Qualifications**

Identify the number of years and type of previous experience your organization has in providing and coordinating transportation or related services for seniors and people with disabilities, especially as related to the capital asset you are applying to purchase.

Describe key personnel assigned to this project and their qualifications.

Bay Area Outreach and Recreation Program (BORP) began in 1976 with the purpose of serving people with physical disabilities with sport and recreation programs in Berkeley. BORP has since evolved into a successful non-profit that serves youth and adults with physical disabilities and visual impairments as well as families from all over the greater Bay Area with a wide array of accessible sports, fitness and recreation programs. Programs and activities offered include Wheelchair Basketball, Adaptive Cycling, Power Soccer, Goalball, Sled Hockey, Adventures and Outings, and Fitness Classes at the Ed Roberts Campus.

**GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE**  
Alameda County Transportation Commission

BORP's transportation services began in a limited way approximately 22 years ago by offering rides to people with disabilities to get to BORP sports events and practices. In 2005, BORP received a donated retired paratransit minibus that accommodates 2-3 wheelchairs and 4 ambulatory passengers. Through a 5310 grant received in 2008 BORP increased its fleet of vehicles to one 25 foot accessible bus able to carry 5 wheelchairs and 6 ambulatory. In 2008, BORP also received its first Gap grant from the Alameda County Transportation Commission. These two grants in combination helped BORP to begin a more formalized group trip transportation service for people with physical disabilities, in operation for over 5 years now.

**Key Personnel:**

BORP Executive Director, Rick Smith, has had a long career devoted to advancing the interests of the nonprofit sector, with over thirty years of experience in the field of nonprofit management. His experience includes numerous senior management and consulting roles with nonprofit organizations and grant makers including ten years as the Executive Director of CompassPoint.

Administrative Director, Julie Yates, provides fiscal and administrative oversight for the project, contract monitoring to ensure performance measures are met and deliverables are completed, project planning and management, contract invoicing and reporting. Ms. Yates has been the Administrative Director at BORP for 12 years, and has over 15 years experience in non-profit administration.

Transportation Coordinator, Sarah-Dawn Smith, is responsible for overseeing the smooth daily operation of the transportation program including customer service, scheduling, route planning and dispatch, training and supervising drivers, coordinating the vehicle inspection and maintenance program, overseeing the and arranging fee for service group trip transportation. In conjunction with our Youth Outreach Specialist, Sarah-Dawn also conducts outreach to new participants and community agencies to increase ridership. Sarah-Dawn has 10 years experience as a passenger vehicle driver, driver trainer and providing customer service. She also provided in-home care for and taught daily living skills to people with intellectual disabilities for two years at Mosaic, Inc.

Adventures and Outings Coordinator, Lori Gray, has personal experience with both visual impairment and physical disabilities and has been working in the disability community for over 30 years and has been with BORP for 14 years. Ms. Gray provides disability sensitivity training to BORP drivers, conducts outreach for the program and helps increase awareness of the project by promoting the service to other organizations, with particular emphasis on outreach to youth and adults with visual impairments.

## **10. Safety and Maintenance**

### **VEHICLE PURCHASE**

If this is an application for a vehicle purchase, please complete the following, otherwise skip to question 10e.

10a. Do you have a general driver training program that includes:

General driver training	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Sensitivity training	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
First aid/CPR	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

**GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE**  
Alameda County Transportation Commission

10b. Do you have a reservation and dispatch plan?       Yes       No

If yes, please describe:

BORP's Transportation Coordinator, Sarah-Dawn Smith, takes BORP participant ride reservations over the phone and via email and manually dispatches drivers for the BORP buses. She dispatches drivers for trips via cell phones to allow communication with the BORP office and participants/families. Drivers are provided with destinations, routes and addresses of participants one to three days in advance. Outside agencies may book group trip transportation services when the buses are not in use by BORP programs; reservations are taken over the phone and via email and must be made at least 2 weeks in advance.

10c. Do you perform a background check, certify, and perform drug tests on your drivers?

Yes       No

If yes, please describe:

All drivers must submit to a criminal background check, pre-employment drug and alcohol testing, and participate in ongoing DOT random drug and alcohol testing program administered through Preferred Alliance.

10d. Do you have an ongoing vehicle maintenance and a vehicle inspection program?

Yes       No

If yes, please describe, including the source and amount of funds reserved for maintenance:

The Accessible Group Trip Transportation for Youth and Adults with Disabilities Project budget for FY14-15 has a vehicle maintenance line item of \$13,000 which is funded by Measure B funds and matching funds from Oakland Fund for Children & Youth and fee-for-service revenue.

**OTHER NON-VEHICLE CAPITAL ASSETS**

10e. Describe plans for ongoing maintenance and training related to use of this capital asset and/or any other information related to its safe and efficient use.

N/A

**11. Demand and Frequency of Capital Asset Use**

Provide estimates of the following to indicate how much this capital asset will be utilized by your program.

**Please complete 11a-11c for all capital asset requests**

11a. Days of Service:

The new bus will be used on Sat, Sun, Wed for regular BORP programs and will be available for special events and/or group trips for other agencies on Mon, Tu, Thu, Fri as described in 11g.

**GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE**  
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11b. Total service hours per day

7 hrs

11c. Total service hours per week

21

11d. Expected lifespan of capital asset

7-10 years per FTA guidelines for medium-duty transit buses

**Please complete 11e-11g for vehicle purchase requests only**

11e. Total one way passenger trips per week

30 one-way passenger trips per week

11f. Projected mileage per week

150 miles per week

11g. Will this vehicle be shared with another organization or program to maximize its use in off hours? If so, please describe.

To maximize this vehicle's use in off hours, BORP will continue providing and promoting our group trip transportation service to local agencies serving people with disabilities. We already coordinate with several other community agencies that periodically require group trip transportation including Center for Independent Living, Lifelong Medical, OUSD Visually Impaired Program, Disability Rights Advocates, East Bay Center for the Blind, and Junior Blind of America. Demand for BORP's accessible group trip transportation service is growing and this new vehicle will allow us to meet the projected demand for FY14-15 and beyond.

**12. Additional Information**

Please provide any additional information which has not been included elsewhere in this document to support your application.

BORP currently provides approximately 25 hours of transportation services each week: Saturdays from 7am-5pm (for youth participants attending sports and recreation activities), Sundays from 9am-5pm (for adult and family group outings) and Tuesdays 1-5pm (adapted cycling shuttle). We average another 4 hours a week by providing over 100 hours of group trip transportation services throughout the year for BORP's special events including sports tournaments, cycling events, camps, clinics, and adaptive sports exhibitions and over 100 hours for other agencies including the East Bay Center for the Blind, Center for Independent Living, Junior Blind of America, Children's Skin Disease Foundation and the Oakland Visually Impaired Program.

With this new bus, we will expand the current hours of service AND expand the number of individuals transported. The current capacity in our 2009 Chevy bus is a maximum of 5



**GAP GRANT CYCLE 5 APPLICATION – CAPITAL PURCHASE**  
Alameda County Transportation Commission

wheelchairs and our 1999 Ford minibus is 2-3 wheelchairs. The new bus will be modified to allow up to 6 wheelchairs, giving BORP the ability to transport 11 wheelchair users at a time with the two buses. This increased vehicle capacity will address the current waitlist we have for Sunday group outings. Due to limited vehicle capacity, we are currently turning away an average of 2-3 individuals in wheelchairs, 4 ambulatory passengers, and 2-3 people with guide dogs per trip.

Our 1999 Ford minibus is a small, old retired paratransit vehicle that needs frequent repairs and has very limited capacity for passengers in wheelchairs. The new bus will take the place of the minibus which will then become a back up vehicle, resulting in increased capacity, efficiency, comfort and reliability.

The new bus will also enable us to apply for a future contract opportunity with the City of Alameda, which requires a vehicle on Tue, Weds, Thu from 9am-4pm. If awarded this contract it would potentially add another 21 hours of service per week with an estimated ridership of 40 per day and would provide significant matching funds for the project.

Alameda CTC may request additional information, an in-person interview, and/or a presentation to the Paratransit Advisory and Planning Committee (PAPCO) before determining a funding recommendation to the Commission.

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## Alameda County Transportation Commission

### GAP GRANT CYCLE 5 APPLICATION COVER PAGE

Project Name: Marketing Mobility Management Through 211  
 Sponsor Agency/ Organization: Alameda-Contra Costa Transit District  
 Date: January 16, 2014  
 Date Received (to be completed by Alameda CTC):

**Applications are due by Monday, March 4, 2013 at 3 p.m.**

Submit five (5) hardcopies (not bound) AND one (1) electronic copy of application to:

Alameda County Transportation Commission  
 Attn: Naomi Armenta, Paratransit Coordinator  
 1333 Broadway, Suite 300  
 Oakland, CA 94612  
[narmenta@alamedactc.org](mailto:narmenta@alamedactc.org)

**Application Checklist:** Check the appropriate boxes below to indicate the items that are being submitted and please list any additional attachments in the space provided. Clearly label your attachments according to the numbering provided below. All attachments must be easily readable when reproduced in black and white.

To check a box below, place an "X" between the brackets, for example: [X].

- [ x ] **Gap Grant Cycle 5 Application Cover Page** – This MS Word document (*required*).
- [ x ] **Gap Grant Cycle 5 Application** – MS Word document provided (*required*).
- [ x ] **Attachment 1: Project Cost Estimate** – MS Excel worksheet provided (*required*).
- [ x ] **Attachment 2: Project Funding Plan** – MS Excel worksheet provided (*required*).

Additional budget documentation can also be provided as another attachment (see below)

- [ x ] **Attachment 3: Letter(s) of Support** – Letter(s) from a local agency and/or transit provider to confirm service coordination and project support (*required for non-profit/community based organization applicants only*).

List any additional attachments, such as pages from planning documents, detailed budget, maps, etc. that are being submitted with the application:

- [ x ] **Attachment 4:** New Freedom Grant Application
- [ x ] **Attachment 5:** AC Transit Board of Directors' Resolution for the Project
- [ x ] **Attachment 6:** Relevant Pages from MTC's Coordinated Plan
- [ x ] **Attachment 7:** Paratransit Mobility Resources Inventory

An authorized representative of the applicant organization must sign below, affirming that the statements in the application package are true and complete to the best of the applicant's knowledge.

Signature: \_\_\_\_\_

*\*Please print and sign this form; scan signed copy for electronic submittal.*

Name/Title: John Haenftling/Director of Project Control and Systems Analysis

Date: 1/16/14

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## **Gap Grant Cycle 5 Application for Grant Matching**

This application is to request grant matching funds for grants that are consistent with the objectives of the Alameda County Transportation Commission (Alameda CTC) Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Gap Grant Cycle 5 Program Guidelines.

### **A. GENERAL PROJECT INFORMATION**

#### **1. Project Sponsor**

Name of Agency/Organization:	Alameda-Contra Costa Transit District
Primary Contact Person:	Ben Stupka
Title:	Senior Capital Planning Specialist
Address 1: (street address, apt/suite)	1600 Franklin Street
Address 2: (city, zip)	Oakland, CA 94612
Telephone Number:	510-891-5471
Email address:	<a href="mailto:bstupka@actransit.org">bstupka@actransit.org</a>
Secondary Contact Person:	Mallory Nestor-Brush
Secondary Contact Title:	Manager, Accessible Services
Secondary Contact Telephone:	510-891-7213
Secondary Contact Email Address:	mnestor@actransit.org

#### **2. Partner Agencies/Organizations (if applicable)**

Partner Agency 1:      Eden                      I&R (Information and Referral)	Partner Agency 2:
Contact Person:          Barbara Bernstein	Contact Person:
Title:      Executive Director	Title:
Address: 570 B. Street, Hayward, CA 94541	Address:
Telephone:      510-537-0986	Telephone:
Email: bbernstein@edenir.org	Email:

#### **3. Prior Measure B Gap Grant Experience**

Has your agency/organization applied for Measure B Gap Grant funding before?

Yes

No

Has your agency/organization received Measure B Gap Grant funding before?

Yes

No

**4. Project Name:**

Marketing Mobility Management Through 211

**5. Brief Description of Project (50 words max.):**

Market and publicize the Alameda County 211 website and toll free service, which houses the most extensive and detailed database of paratransit information in Alameda County. Coordinated mobility management will be provided by 211 staff, including detailed and targeted transportation recommendations for seniors and the disabled.

**6. Jurisdiction(s) / area(s) served by project:**

Alameda County (some marketing may extend to other areas served by AC Transit; western Contra Costa County, and San Francisco)

**7. Program/Project Type**

- Mobility Management
- Travel Training
- Volunteer Driver
- Group Trips
- City-based Door-to-Door
- Taxi Program
- Wheelchair Van Program
- Accessible Fixed-Route Shuttle
- Other:

**B. GRANT MATCH REQUEST**

**Outside Grant Source**

- New Freedom
- 5310
- Other (please indicate):

**Grant Match Request and Summary of Other Funding**

	Amount (\$)	% of Total Project Budget
Amount of Gap Grant matching funding requested:	50,000	17%
Amount of outside grant funds requested:	240,000	80%
Amount of other Measure B funding proposed:	10,000*	3%
Amount of other non-Measure B funding proposed:		
<b>Total project budget:</b>	<b>300,00</b>	

*\* AC Transit has recently completed the Paratransit Mobility Resources Inventory project, which was funded by a previous New Freedom grant and a previous Measure B Gap grant (A08-0026). There is \$19,600 in remaining Measure B Gap funds for that project and we would like to use \$10,000 to fill out the local match for this project. We feel this is justified because the scope of this project is to market the service that holds the data from the inventory so the data can be used to enhance senior and disabled mobility services.*

Please provide any additional budget information, e.g. the budget submitted with the external grant application. The figures in the above chart should match any other budget information provided.

**C. DETAILED PROJECT/PROGRAM INFORMATION**

**1. Program/Project Consistency with Gap Grant Program Goals**

1a. Program/Project Goals and Objectives, Consistency with Gap Program Goals

Describe the proposed program/project, its main objectives, and how it is consistent with the objectives of the Alameda County Transportation Commission (Alameda CTC) Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Gap Grant Cycle 5 Program Guidelines.

Address the following in the description:

- Existing conditions and all relevant project history: Identify any unmet transportation needs or existing gaps. Describe the relevant planning effort or other evidence that documents the need/gap for the proposed program/project.
- How the proposed program/project will address unmet transportation needs or close existing gaps in services.
- Describe specifically what the proposed grant funds would be used for including specific services to be rendered, populations to be served and other deliverables. Demonstrate how the proposed program/project is the most appropriate way to address the identified transportation need/gap.

As baby-boomers age and retire, the numbers of seniors (i.e. persons 65 and older) and persons with disabilities who will need transportation assistance will surely explode in the near future. For example, as of 2012 there were approximately 170,000 seniors residing in Alameda County, which made up approximately 11% of the County population. It is estimated that by the year 2035 the percentage of the senior population will almost double to 21%. Expanding service

demand and limited funding will require that service providers manage their programs as efficiently as possible, to ensure that individuals are not denied the transportation services.

Currently East Bay Paratransit, and some other fixed-route operators in the East Bay provide ADA paratransit service for persons with disabilities. Several city-based programs, as well as a number of human services agencies, schools, religious institutions, employers, etc., also provide transportation services to persons with disabilities, seniors, and other defined groups of clients that they serve through various programs.

AC Transit recently completed the Paratransit Mobility Resources Inventory (Attachment 7), which provides information on all of these services, including their service area, service specialty, cost, and time of service. This information is housed in a database with Eden I&R and it can be accessed by customers through the 211 toll-free phone system or online at [www.211alameda.org](http://www.211alameda.org). The system is available 24/7 and has myriad multi-lingual capabilities.

This project addresses the following transportation gaps for seniors and individuals with disabilities with solutions from the Coordinated Plan through the implementation of Coordination Strategy 1.B Provide Information and Manage Demand Across a Family of Transportation Services.

Provides Knowledge and Information Regarding a Full Range of Alternatives

Appendix F: Gaps in the Bay Area (p. F-2): Improved knowledge and information regarding the full range of alternative modes, including transit, paratransit, and community-based services, can be difficult to find or confusing, especially when seniors initially realize that they need alternatives.

This project will provide that information through the 211 system. This will provide an enhanced local information and referral system (Coordinated Plan, Table 7-1, Mobility Management, Travel Training, and Transportation Coordination Activities, p. 7-3). The system currently serves 100,000 callers and 120,000 web visitors annually with 13 full-time equivalent employees. Of the total unduplicated 211 callers from Fiscal Year 2013, 9,011 self-identified as disabled, 1,478 were age 65 or over, and 1,015 calls were primarily for transportation-related information. Eden I&R has stated that many of the standard client calls also include transportation as a secondary referral so the amount of transportation information provided is actually much larger than 1,015. We expect an increase in the number of senior and disabled callers and in addition we intend to increase the number of transportation referrals by 50%.

Reduces Difficulty in Arranging Transportation Services

Appendix F: Gaps in Alameda County (p. F-4): Paratransit is difficult between cities;

Appendix F: Gaps in Alameda County (p. F-4): Need for improved customer information about paratransit and other transportation options, including information in different languages;

Appendix F: Gaps in Alameda County (p. F-5): Seniors and disabled passengers indicated that emergency or other short trips are the most difficult to arrange, due to advance notice requirements and limited ability to make last minute adjustments to schedules;

This project will provide an enhanced local information and referral system (Coordinated Plan, Table 7-1, Mobility Management, Travel Training, and Transportation Coordination Activities, p. 7-3). The 211 operators will be able to give recommendations on transportation services based on needs (e.g. senior or disabled), trip type (e.g. shopping, medical, work, etc.), location, and time (e.g., if it needs to be scheduled in advance or if the service is needed on-demand). 211



operators speak, or have access to translators that speak, over 150 different languages (including Spanish, Vietnamese, and Cantonese).

The Marketing Mobility Management Through 211 project meets the objectives set forth in the Special Transportation for Seniors and Peoples with Disabilities (Paratransit) Gap Grant Cycle 5 Program Guidelines because the focus of the project is promotion of a county-wide mobility management service. The intention of the service provided by Eden I&R will be to address consumers unique needs that may not be adequately addressed by the traditional service models, and to create a centralized point of access to customers from multiple geographic locations.

**1b. Demonstration of Coordination**

Describe how the proposed program/project coordinates with local jurisdictions, transit agencies, and non-profit organizations serving seniors and people with disabilities. Explain how the proposed program/project complements existing services.

The recently completed Paratransit Mobility Resources Inventory (Attachment 7) identified over 40 paratransit services in the AC Transit service area, both Alameda and western Contra Costa counties. These include several city-based programs, as well as a number of human services agencies, schools, religious institutions, employers, etc., also provide transportation services to persons with disabilities, seniors, and other defined groups of clients that they serve through various programs. The bulk of those services are in Alameda County.

The proposed project will market the 211 toll-free service and website administered by Eden I&R as one-click one-call center for seniors and the disabled to be able to access all of these services. All Eden I&R 211 staff will be trained by AC Transit staff and Center for Independent Living (CIL) staff to provide enhanced specialized service focused on mobility management. AC Transit staff will focus on ensuring the operators can identify specific transportation needs in terms of accessibility, time, cost, location, and service type. CIL will focus on enhancing the training of 211 operators on protocols for providing service to users with disabilities (e.g. using an interpreter relay service, having speech impairment, or working with a direct support professional).

**2. Performance Measures and Ongoing Monitoring**

**2a. Performance Measures and Ongoing Monitoring**

In the box below please summarize the relevant sections from the external grant application that identify:

- Performance measures to track the effectiveness of the proposed program/project in meeting the project goals
- Plans for ongoing monitoring and evaluation of the service
- Steps to be taken if the proposed program/project's goals are not achieved

The goal of the marketing campaign is to increase the number of transportation referrals by 50%. We also intend to increase the amount of senior and disabled 211 callers through the

marketing campaign.

### 3. Applicant Experience/Qualifications

- 3a. Describe and provide evidence of your organization's ability to provide and manage the proposed program/project. Identify number of years and type of previous experience in providing and coordinating transportation or related services for seniors and people with disabilities. Describe key personnel assigned to this project and their qualifications.

AC Transit: AC Transit has been operating fixed-route bus operation (569 buses) in the East Bay for more than 50 years. AC Transit was one of the first public transit operators in the US to purchase lift-equipped busses, and its fleet has been 100% lift-equipped and fully accessible since 1993.

Prior to 1997, all paratransit in Alameda County was provided exclusively by city-based paratransit programs. As required by the ADA, the current paratransit plan was developed with public input and comments from consumers, and local agencies and the city-based paratransit programs. A transition plan was negotiated and service was coordinated with the 13 cities and 11 paratransit programs within AC transit's service area, as well as the other fixed-route operators (BART, Union City Transit, and LAVTA). Some cities maintained their programs, some agreed to purchase rides from EBP, and others decided to transfer the full paratransit responsibility to EBP.

Acting as EBP (with BART), AC Transit assumed the responsibility for paratransit service under ADA regulations, in 1995, and since then has been providing paratransit service (200 vehicles) for persons with disabilities in ten cities in Alameda County, and into and/or connecting with six bay area counties, cooperatively with other paratransit service programs for 17 years.

Eden I&R: For 38 years, Eden I&R has been successfully fulfilling its mission of "linking people and resources" by consistently and creatively responding to the community's changing needs. The agency's services are the result of collaborations that depend on the work of hundreds of community-based organizations. Because no other centralized source for health, housing, and human services information exists anywhere else in Alameda County, Eden I&R has become a critical resource for thousands of at-risk individuals, such as youth, non-English speakers, the economically disadvantaged, people living with HIV/AIDS, domestic violence survivors, the elderly, disabled, and homeless, and human service agencies seeking services or housing for their clients.

Eden I&R, Inc., was incorporated as a non-profit 501(c)(3) agency in January 1976 in response to a community need for a service that would assist people in obtaining information about, as well as gaining access to, community resources. Skilled information management and referral specialists provide a critical information bridge between individuals in need and human service agencies.

### 4. Demand and Community Support

- 4a. Provide an estimate of the number of service units that will be provided (e.g. persons trained, one-way trips, etc.). Please provide an explanation of your methodology in estimating demand.

The 211 system currently serves 100,000 callers and 120,000 web visitors annually with 13 full-time equivalent employees. Of the total unduplicated 211 callers from Fiscal Year 2013, 9,011

**GAP GRANT CYCLE 5 APPLICATION – GRANT MATCHING**  
Alameda County Transportation Commission

self-identified as disabled, 1,478 were age 65 or over, and 1,015 calls were primarily for transportation-related information. Eden I&R has stated that many of the standard client calls also include transportation as a secondary referral so the amount of transportation information provided is actually much larger than 1,015. We expect an increase in the number of senior and disabled callers and in addition we intend to increase the number of transportation referrals by 50%. With the steadily increasing senior and disabled population in Alameda County (over 15,000 additional residents over 65 between 2010 and 2012 according to the US Census Population Estimates Program) there will be an increased need for transportation referrals for seniors and the disabled. The focus of this campaign is to market the service directly to that increasing population, and therefore we believe expected increases in senior and disabled callers and transportation referrals are reasonable.

4b. If the proposed program/project is designed to serve/benefit a small subset of the population that has unique needs, describe how the proposed program/project will maximize its impact in this group and reach a very high portion of the eligible population.

N/A

4c. Illustrate that estimated level of demand for service is realistic and relevant to the community. Describe community support for the proposed program/project.

*Additional documentation of outreach to local committees/ commissions, letters of support, planning documents, surveys, etc. can be provided as an attachment. Please indicate inclusion of additional attachments on the cover sheet.*

The AC Transit Board of Directors has passed a resolution stating that it supports the project (Attachment 5).

ACTC, BART, Eden I&R, and CIL have provided letters of support for the project (Attachment 3).

Paratransit Coordinating Councils (PCC) would support the projects, as it would not reduce the service available to them as individuals, or to the groups that they represent. Both the Alameda County Paratransit Advisory Planning Committee and Contra Costa PCC have already indicated their support for MTC's coordinated plan.

The project is also supported by the East Bay Paratransit Service Review Advisory Committee

4d. Did a local paratransit advisory committee review the proposed program/project?

- Yes
- No

4e. Has the proposed program/project been approved by a local governing body?

- Yes
- No

## 5. Implementation Readiness

5a. In the box below please summarize the relevant sections from the external grant application that identify:

- Program/project readiness for implementation
- Schedule for implementation and plans for project/program set-up and ongoing operation
- Major issues that need to be resolved prior to implementation

**Task 1: Develop Marketing Plan (July 2014 – September 2014)**

Description: Development of targeted 211 marketing plan focused on transportation options for seniors and the disabled. Strategy will include compiling comprehensive contact list of relevant organizations, locations and agencies; developing effective messaging and graphics; producing printed and online materials; advertising in a variety of media and venues; outreach by mail, e-mail, and in-person to relevant locations, community organizations, and agencies, and partnering with these entities to provide ongoing visibility for the program. Wherever appropriate, efforts will be conducted in multiple languages.

**Task 2: Hire and Train Eden I&R Staff (September 2014 – December 2014)**

Description: Eden I&R will hire at least two additional staff members to handle the increased call and website volume generated by the marketing campaign. All Eden I&R 211 staff will be trained by AC Transit staff and Center for Independent Living (CIL) staff to provide enhanced specialized service focused on mobility management. AC Transit staff will focus on ensuring the operators can identify specific transportation needs in terms of accessibility, time, cost, location, and service type. CIL will focus on enhancing the training of 211 operators on protocols for providing service to users with disabilities (e.g. using an interpreter relay service, having speech impairment, or working with a direct support professional).

**Task 3: Upgrade Eden I&R Facilities (September 2014 – December 2014)**

Description: Purchase and install additional equipment (e.g. computer, headset, chairs, desks, etc.) for additional staff.

**Task 4: Implement Marketing Plan (December 2014 – June 2016)**

Description: Establish contact with targeted populations and entities, produce and distribute materials, place advertising, conduct electronic and in-person outreach.

5c. Describe the collaboration between affected departments within your organization, the local government agency, transit agencies, and/or other public agencies to develop the proposed program/project and to ensure its feasibility.

This project will require collaboration between the Marketing and Accessible Services departments at AC Transit. These departments are housed in the same overall section in the agency and they are very familiar with working in collaboration with each other.

The 211 network is available throughout the Bay Area and Eden I&R intends to work with the

administrators in other counties to ensure that any clients they may receive through our marketing are directed to the appropriate county resources. Eden I&R will work particularly closely with the Contra Costa 211 as that county is in the AC Transit service area. Contra Costa callers will be directed to 511 Contra Costa (<http://511contracosta.org/>), which is a comprehensive transportation resource for that county.

AC Transit and CIL will host joint trainings with Eden I&R 211 staff to enhance their ability to provide mobility management services and to conduct referrals for callers with disabilities.

- 5d. Describe plans to involve key stakeholders throughout the proposed program/project. Describe strategies to market and promote public awareness of the proposed program/project.

The target of the marketing campaign will be seniors and individuals with a disability, and groups that represent and serve these populations. The campaign will include printed and online materials; media advertising; and outreach to organizations, agencies, and locations that serve the targeted populations. Compelling branding and messaging for the campaign, as well as translation into multiple languages, will generate high visibility and positive response. The first task of the grant is to create a marketing plan in coordination with Eden I&R. That plan will provide more specifics on exact marketing strategies.

## **6. Innovation**

- 6a. Describe how the proposed program/project is a unique or original type of service for Alameda County. Describe the innovative approaches that will be employed to implement the proposed program/project and how those strategies effectively meet the Gap Grant Cycle 5 Program goals.

This will be the first one-click one-call mobility management service available in Alameda County. The goal of the project is to provide a single point of access for all paratransit users to find services that are tailored to their needs. The 211 operators will be able to give recommendations on transportation services based on needs (e.g. senior or disabled), trip type (e.g. shopping, medical, work, etc.), location, and time (e.g., if it needs to be scheduled in advance or if the service is needed on-demand). 211 operators speak, or have access to translators that speak, over 150 different languages (including Spanish, Vietnamese, and Cantonese).

## 7. Budget and Funding

7a. Describe any additional funding sources you have secured beyond the gap grant funds currently being applied for. If you have listed outside funding sources that have not been secured, aside from the grant funds you are applying for please elaborate on how these funds will be secured before project implementation.

New Freedom Cycle 5 - \$240,000

AC Transit submitted an application for these funds on January 10, 2013 and expects to hear the results of MTC's project selection process in February 2014.

Measure B Gap Funding - \$10,000

AC Transit has recently completed the Paratransit Mobility Resources Inventory project, which was funded by a previous New Freedom grant and a previous Measure B Gap grant (A08-0026). There is \$19,600 in remaining Measure B Gap funds for that project and we would like to use \$10,000 to fill out the local match for this project. We feel this is justified because the scope of this project is to market the service that holds the data from the inventory so the data can be used to enhance senior and disabled mobility services.

Include letter(s) of commitment from any agencies (other than applicant) contributing towards the match as additional attachments to the application. If the project is multi-year, provide letters of commitment for all years. Please indicate these attachments and any additional budget documents on the cover sheet.

7b. Describe efforts to identify potential funding sources for sustaining the service beyond the grant period (if applicable).

N/A

7c. What is the cost per unit of service provided? (Units should align with the performance measures identified in 2a.)

We have left the amount of increase in seniors and disabled open at this point as there are factors outside of our control in determining an exact metric. However, if we were to see a not unreasonable 50% increase in senior and disabled callers it would be at a cost of \$405/unit of service for seniors and \$66/unit of service for disabled callers.

Our target 50% increase in transportation referrals it would be at a cost of \$570/unit of service.

## 8. External Grant Application and Additional Information

Please attach the completed application for the external grant you are applying for. You may also provide any additional information which has not been included elsewhere in this document to support your application. Also, describe any additional attachments that have not been mentioned elsewhere and indicate these on the checklist on the cover page.

Attachment 7 contains relevant pages from MTC's Coordinated Plan that show how this project

**GAP GRANT CYCLE 5 APPLICATION – GRANT MATCHING**  
Alameda County Transportation Commission

uses recommended strategies to address gaps identified in that plan.

Alameda CTC may request additional information, an in-person interview, and/or a presentation to the Paratransit Advisory and Planning Committee (PAPCO) before determining a funding recommendation to the Commission.

### Attachment 1: Cost Estimate

List the estimated cost of each line item in rows 1-7. Two additional rows have been included for other project costs not included in rows 1-7; please insert additional rows under row 9 if necessary. The total estimated cost will be automatically calculated at the bottom of the chart.

Include costs for the overall project, even if the Gap Grant funding request is only for one phase of the project. Provide any necessary explanations for budget information in the application form, question 7a.

Budget Line Items	FY 13-14	FY 14-15	Total
1 Administrative (salary, wages, fringe)		\$100,000	\$100,000
2 Administrative (supplies)			\$0
3 Materials (brochures, outreach materials, etc.)			\$0
4 Customer Service and Outreach			\$0
5 Service Delivery (in-house)			\$0
6 Contracts (if service offered through contractor)			\$0
7 Capital Costs		\$25,000	\$25,000
8 Other: Marketing Plan		\$20,000	\$20,000
9 Other: Marketing		\$155,000	\$155,000
<b>Total Estimated Costs:</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>



### Attachment 2: Funding Plan

List the funding sources for the proposed program/project. Non-profit organizations must provide at least 5% local match. Please list the source of these local matching funds. Four additional lines have been provided for additional sources, please insert additional rows if necessary

Funding sources should only include secured funding sources, i.e. funds that are programmed to the project with a resolution or signed agreement. If a fund source has not been secured, please indicate in the application form, question 7b. Please insert additional rows if necessary. The total funding will be automatically calculated at the bottom of the chart. If there is a large funding gap, please describe plan to fill this gap in application form, question 7a.

Funding Source		FY 13-14	FY 14-15	Totals
1	Gap Grant Funding Requested		50000	50000
2	Other Measure B funding: Previous Gap Grant		10000	10000
3	Local Match: Please list source		0	0
4	New Freedom Cycle 5		240000	240000
5			0	0
6			0	0
7			0	0
<b>Total Proposed Funding:</b>		<b>\$0</b>	<b>\$300,000</b>	<b>\$300,000</b>

The Project Funding and Estimated Costs, automatically included below, should be equal.

Total Funding	\$300,000
Total Estimated Costs (from "Cost Estimate" chart):	\$300,000

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# Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** Transportation Fund for Clean Air (TFCA) FY 2014-15 Expenditure Plan Application

**RECOMMENDATION:** Approve Resolution 14-004 regarding the submittal of the TFCA FY 2014-15 Expenditure Plan Application

## Summary

It is recommended the Commission approve Resolution 14-004, regarding the submittal of the FY 2014-15 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Expenditure Plan Application to the Bay Area Air Quality Management District (Air District). The attached Alameda CTC Resolution and TFCA Expenditure Plan Application are due to the Air District by March 3, 2014, prior to a detailed program of projects. For FY 2014-15, the TFCA Expenditure Plan Application includes approximately \$3.348 million in funding for projects.

## Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District). Projects that result in the reduction of motor vehicle emissions are eligible for TFCA. Eligible projects are to achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis.

A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the required annual programming of all available funds. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

## FY 2014-15 Revenue

The FY 2014-15 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for FY 2014-15 based on the estimated DMV revenues for the same period. As summarized below, the estimated total amount of funds available for projects is the sum of the new allocation (projected revenue), relinquished funds from completed projects, and earned interest, less five percent of the new projected revenue, which is reserved for the Alameda CTC's administration of the TFCA program.

New projected revenue for FY 2014-15:	\$1,919,779.23
Earned interest for calendar year 2013:	\$6,522.29
<u>Relinquished funds through 12/31/13:</u>	<u>\$1,517,802.44</u>
Total available TFCA funds:	\$3,444,103.96
Less 5% for TFCA administration:	-\$95,988.96
Estimated total amount available for projects:	\$3,348,115.00

The \$1.518 million of relinquished funds includes the \$1.43 million of FY 12/13 revenue that had been programmed to the Air District's Port Drayage Truck Replacement Program with the understanding that it would be used only after other funding for the program had been expended and only for trucks registered in Alameda County. The program was completed with other funds and the Air District has returned the full \$1.43 million.

## Approval Process

The TFCA Expenditure Plan Application is to be signed by the Executive Director and submitted to the Air District by March 3, 2014. Following Air District Board approval, the Alameda CTC will enter into a funding agreement with the Air District and will have six months to submit a Commission-approved program of eligible projects. A TFCA call for projects is proposed for late February/ early March 2014 with applications due to the Alameda CTC in late March/ early April 2014. A draft FY 2014-15 program will be scheduled for the Commission's consideration in May or June 2014.

**Fiscal Impact:** This action has no financial impact to the Alameda CTC. TFCA funding is made available by the Air District and costs associated with the Alameda CTC's administration of the TFCA program will be included in the Alameda CTC's 2014-15 budget.

## Attachments

- A. Alameda CTC Resolution 14-004
- B. FY 2014-15 TFCA Expenditure Plan Application

## Staff Contacts

[Matt Todd](#), Principal Transportation Engineer

[Jacki Taylor](#), Program Analyst



ALAMEDA COUNTY TRANSPORTATION COMMISSION  
RESOLUTION 14-004

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

**Commission Vice Chair**  
Councilmember Rebecca Kaplan,  
City of Oakland

**AC Transit**  
Director Elsa Ortiz

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

**BART**  
Director Thomas Blalock

**City of Alameda**  
Mayor Marie Gilmore

**City of Albany**  
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**City of Berkeley**  
Councilmember Laurie Capitelli

**City of Dublin**  
Mayor Tim Sbranti

**City of Emeryville**  
Vice Mayor Ruth Atkin

**City of Fremont**  
Mayor Bill Harrison

**City of Hayward**  
Councilmember Marvin Peixoto

**City of Livermore**  
Mayor John Marchand

**City of Newark**  
Councilmember Luis Freitas

**City of Oakland**  
Vice Mayor Larry Reid

**City of Piedmont**  
Mayor John Chiang

**City of Pleasanton**  
Mayor Jerry Thorne

**City of San Leandro**  
Councilmember Michael Gregory

**City of Union City**  
Mayor Carol Dutra-Vemaci

**Executive Director**  
Arthur L. Dao

**WHEREAS**, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

**WHEREAS**, the TFCA Program requires that the Program Manager submit an Expenditure Plan Application for FY 2014/15 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 3, 2014.

**NOW, THEREFORE BE IT RESOLVED**, that the Alameda CTC Commission approves the programming of an estimated \$3,348,115 to projects, consistent with the attached FY 2014/15 TFCA County Program Manager Fund Expenditure Plan Application; and

**BE IT FURTHER RESOLVED**, that the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the Expenditure Plan Application.

**BE IT FURTHER RESOLVED**, that the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this programming with the Air District and project sponsors.

**DULY PASSED AND ADOPTED** by the Alameda CTC at the regular Commission meeting held on Thursday, February 27, 2014 in Oakland, California, by the following vote:

**AYES:**                      **NOES:**                      **ABSTAIN:**                      **ABSENT:**

**SIGNED:**

**ATTEST:**

\_\_\_\_\_  
Scott Haggerty, Chairperson

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

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## SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

### PART A: NEW TFCA FUNDS

- |  |         |                       |
|--|---------|-----------------------|
| 1. Estimated FYE 2015 DMV revenues (based on projected CY2013 revenues):                               | Line 1: | <u>\$1,881,641.00</u> |
| 2. Difference between prior-year estimate and actual revenue:  | Line 2: | <u>\$38,138.23</u>    |
| a. Actual FYE 2013 DMV revenues (based on CY2012):   |         | <u>\$1,854,558.86</u> |
| b. Estimated FYE 2013 DMV revenues (based on CY2012):  |         | <u>\$1,816,090.00</u> |
| c. Amount spent for FYE 2014 administration over the<br>FYE 2014 estimate (but not over the 5% limit): |         | <u>\$330.63</u>       |
| <i>('a' minus 'b' minus 'c' equals Line 2.)</i>  |         |                       |
| 3. Estimated New Allocation (Sum of Lines 1 and 2):  | Line 3: | <u>\$1,919,779.23</u> |
| 4. Interest income. List interest earned on TFCA funds in calendar year 2013.                          | Line 4: | <u>\$6,522.29</u>     |
| 5. Estimated TFCA funds budgeted for administration: <sup>1</sup>                                      | Line 5: | <u>\$95,988.96</u>    |
| <i>(Note: This amount may not exceed 5% of Line 3.)</i>  |         |                       |
| 6. Total new TFCA funds available in FYE 2015 for projects and administration                          | Line 6: | <u>\$1,926,301.52</u> |
| <i>(Add Lines 3 and 4. These funds are subject to the six-month allocation deadline.)</i>              |         |                       |

### PART B: TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- |  |         |                       |
|--|---------|-----------------------|
| 7. Total amount from previously funded projects available for reprogramming to other projects. (Enter zero (0) if none.)   | Line 7: | <u>\$1,517,802.44</u> |
| <i>(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)</i> |         |                       |

### PART C: TOTAL AVAILABLE TFCA FUNDS

- |  |         |                       |
|--|---------|-----------------------|
| 8. Total Available TFCA Funds (Sum of Lines 6 and 7)                       | Line 8: | <u>\$3,444,103.96</u> |
| 9. Estimated Total TFCA funds available for projects (Line 8 minus Line 5) | Line 9: | <u>\$3,348,115.00</u> |

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: \_\_\_\_\_

Date: \_\_\_\_\_

<sup>1</sup> The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 5% of the actual total revenue received from the Air District.

## SUMMARY INFORMATION - ADDENDUM

*Complete if there are TFCA Funds available for reprogramming*

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code*
10ALA03	Fremont	Signal Retiming: Paseo Padre and Auto Mall Parkways	\$210,000.00	\$202,210.00	\$7,790.00	UB
10ALA08	AC Transit/ Transform	Travel Choice Transit Information Program	\$165,000.00	\$139,165.00	\$25,834.00	UB
11ALA15	LAVTA	Route 10 - Dublin/ Pleasanton BART	\$141,542.00	\$123,956.21	\$17,585.00	UB
12ALA07	BAAQMD	Drayage Truck Program	\$1,430,000.00	\$ 0.00	\$1,430,000.00	CP
14ALA08	Alameda CTC	East Bay Greenway	\$190,000.00	\$142,000.00	\$48,000.00	Note 1
NA	Alameda CTC	Reported interest earned - correction	NA	NA	-\$11,406.56	Note 2

**TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING****\$1,517,802.44***(Enter this amount in Part B, Line 7 of Summary Information form)*

\* Enter UB (for projects that were completed under budget) and CP (for cancelled project).

## Notes:

- 1) The originally programmed amount of \$190,000 was revised to \$142,000 due to an adjustment by the Air District to the project's cost-effectiveness calculation. The \$142,000 has yet to be expended. The \$48,000 difference is being reallocated to FYE 15.
- 2) A reconciliation of the earned TFCA interest found that between 2006 and 2012, the reported interest included \$11,406.56 above the amount earned. To correct the prior overstatement of interest, \$11,406.56 is being subtracted from the amount of funds available for reprogramming in FYE15.





# Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** Route 92/Clawiter – Whitesell Interchange and Reliever Route Project (PN 615.0): Measure B Funding Allocation and an Amendment to the Funding Agreement with the City of Hayward

**RECOMMENDATION:** (1) Approve Measure B Funding Allocation and (2) Authorize the Executive Director to execute an Amendment to the Funding Agreement with the City of Hayward for the project.

## Summary

On January 22, 2014, staff received a letter from the City of Hayward (Attachment A) requesting an amendment to the Project Specific Funding Agreement with the Alameda CTC for the Utility Relocation and Protection, Construction Support, and Construction Capital Phases for the Route 92/Clawiter – Whitesell Interchange and Reliever Route project (PN 615.0).

The recommended actions will allow the project sponsor, the City of Hayward, to move this voter-approved sales tax measure project into the construction phase of project development.

The allocation of \$14.5 million of Measure B funds, which are identified in the 2000 Measure B Transportation Sales Tax Expenditure Plan and programmed in the adopted FY 2012-13 Strategic Plan, will provide financial resources for continuing project implementation efforts. Table 1 below summarizes the Measure B commitment to the project.

## Background

The Route 92/Clawiter – Whitesell Interchange and Reliever Route project in the City of Hayward is one of 27 capital projects included in the Measure B Expenditure Plan. The plan identifies \$19.5 million (1997-98 dollars) in Measure B Tier 1 funds for this project. The escalated Measure B funding commitment in the adopted FY 2012-13 Strategic Plan is \$27.037 million.

<b>Table 1: Summary of Measure B Commitment</b>		
<b>Route 92/Clawiter – Whitesell Interchange and Reliever Route Project</b>		
<b>(ACTC 615)</b>		
<b>Description</b>	<b>Allocated Amount (\$ 1,000)</b>	<b>Program Balance (\$ 1,000)</b>
Total Measure B Commitment (Adopted 2010-11 Strategic Plan)	0	\$ 27,037
Previously Allocated Total	\$ 12,605	\$ 14,432
Recommended Allocation (This Agenda Item)	\$ 14,432	\$ 0
<b>Remaining Programmed Balance</b>		<b>\$ 0</b>

On January 22, 2014, staff received a letter from the City of Hayward (Attachment A) requesting a Project Specific Funding Agreement amendment with the Alameda CTC for the Utility Relocation and Protection, Construction Support, and Construction Capital Phases for the Route 92/Clawiter – Whitesell Interchange and Reliever Route project. The project is sponsored by the City of Hayward and is being delivered in two segments, with Phase 1 being the West A Street and Whitesell Drive Extensions to be delivered with Measure B funds administered by the Alameda CTC and Phase 2 being the Route 92/Clawiter Road – Whitesell Drive Interchange to be delivered with other funds. The City of Hayward approved the Phase 1 project and certified the environmental document on March 22, 2011. Final design is expected to be complete in 2014 and construction will begin thereafter. Environmental studies for the Phase 2 project will commence when funds are available from the Local Alternative Transportation Improvement Program (LATIP), which was approved by the California Transportation Commission in May 2010. The environmental study and approval of the Phase 2 project will require additional time extensions.

Staff recommends approval of the proposed actions to allow the project to proceed with Utility Relocation and Protection, Construction Support, and Construction Capital Phase activities to deliver the project.

**Fiscal Impact:** Approval of the recommended actions will allocate \$14.432 million of Measure B funds and make them available for encumbrance in funding agreements and/or amendments to funding agreements for Alameda CTC PN 615.0.

## Attachments

- A. City of Hayward letter dated January 22, 2014.

## Staff Contact

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

[Hank Haugse](#), Project Controls Team

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January 22, 2014

Mr. Arthur Dao, Executive Director  
Alameda County Transportation Commission  
1111 Broadway Avenue, Suite 800  
Oakland, CA 94607

Subject: ***Route 92/Clawiter-Whitesell Interchange and Reliever Route Project, Phase I - Request for a Utility Relocation and Protection, Construction Support and Construction Capital Phases Amendment to an existing Project Specific Funding Agreement for the Final Design (PS&E) and Right of Way Support and Capital Phases***

Dear Mr. Dao:

The City of Hayward requests a Utility Relocation and Protection, Construction Support and Construction Capital Phases Amendment (Construction Amendment), to the current Project Specific Funding Agreement (PSFA) with the Alameda County Transportation Commission (Alameda CTC) for the Route 92/Clawiter-Whitesell Interchange and Reliever Route Project – Phase I, for the balance of the programmed amount.

On May 26, 2011, a PSFA between the Alameda CTC and the City of Hayward became effective for the Final Design (PS&E), Right of Way Support and Right of Way Capital Phases for the Route 92/Clawiter-Whitesell Interchange and Reliever Route Project – Phase I. Construction is dependent upon right-of-way acquisition and is currently scheduled to begin during July 2014.

Since construction will begin more than three (3) years after the effective date of the PSFA for the Final Design and Right of Way Phases, the City is requesting an Amendment that provides a one (1) year extension for the deadline of construction to four (4) years after the effective date of the PSFA as listed under Section III, Items (16) i-iii.

If you have any questions during the preparation of the funding agreement amendment, please contact Angela Louie at (510) 583-4761.

Sincerely,



MORAD FAKHRAI

Director of Public Works – Engineering & Transportation

cc: Yaw Owusu, Assistant City Engineer  
Kevin Briggs, Senior Civil Engineer  
Angela Louie, Associate Civil Engineer  
Hank Haugse, Project Manager, Alameda CTC



# Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** Various Projects: Encumbrance Authorization for Construction Phase of Project

**RECOMMENDATION:** Approve an increase to the construction phase encumbrance and authorize all contractual actions relative to the use of the authorized construction budget for eight (8) projects for a cumulative total not to exceed amount of \$5,672,710.

## Summary

Alameda CTC is the sponsor for design and in some cases has the added responsibility to Advertise, Award, and Administer (AAA) various projects within the Capital Program. Agreements are entered into for the construction capital and support of the project based upon estimated known project needs for scope, cost, and schedule.

Eight (8) projects have previously requested Commission authority for less than the construction phase budget. These projects now require additional construction phase encumbrance authority to provide continued design support during construction, construction management support services, and to implement construction change orders as necessary to successfully deliver the projects.

## Background

Alameda CTC is the sponsor for design and in some cases has the added responsibility to Advertise, Award, and Administer (AAA) various projects within the Capital Program. As the sponsor for design, Alameda CTC provides for the Engineer of Record throughout the project life to ensure all construction issues can be addressed. Additionally, during the construction phase of the project, situations may arise that require a change to the construction bid components. These are addressed through the issuance of Contract Change Orders (CCO) as approved by the Commission Engineer. The phase contingency amount, which takes into consideration the specific project risk factors, ranges from 10 - 20 percent of the construction estimate and is included in the project funding plan to address increases to the capital costs and associated construction management costs to ensure the successful completion of the project.

Construction phase funds have been fully allocated by the respective funding agency. Staff recommends that the Commission approve the additional encumbrance of the

construction budget as shown in Attachment A and authorize all contractual actions relative to the use of the authorized construction budget.

**Fiscal Impact:** The fiscal impact for approving this item is as shown in Attachment A. Appropriate action will be taken to include the required amounts in the appropriate fiscal year budgets.

### **Attachments**

A. Table A: Construction Budget Summary

### **Staff Contact**

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

[Raj Murthy](#), Project Controls Team



A. Table A: Construction Budget Summary

Index No.	Project No.	Project Description	Project Schedule	Construction Budget	Previously Authorized	Requested Authorization	Funding Source
1	635.1	East Bay Greenway	CCA: 4/2014	\$2,063,058 (C,S)	\$1,893,289 (C,S)	\$169,769 (S)	Local
2	724.4	I-580 WB HOV Lane (East)	CCA: 8/2015	\$3,806,000 (C,S)	\$3,488,000 (C,S)	\$318,000 (C,S)	Local State
3	724.5	I-580 WB HOV Lane (West)	CCA: 11/2014	\$1,627,700 (C,S)	\$1,149,700(C,S)	\$478,000 (C,S)	Local State
4	791.1	I-80 ICM Project No. 1 - Software and Systems Integration	CCA: 12/2015	\$7,584,000 (C,S)	\$ 6,932,095 (C,S)	\$651,228 (C,S)	State
5	791.2	I-80 ICM Project No. 2 - Specialty Material Procurement	CCA: 12/2014	\$5,363,000 (C,S)	\$4,659,00 (C)	\$704,000 (S)	State
6	791.4	I-80 ICM Project No. 4 - Adaptive Ramp Metering	CCA: 9/2014	\$189,000 (S)	\$100,000 (S)	\$89,000 (S)	State
7	791.5	I-80 ICM Project No. 5 - Active Traffic Management	CCA: 12/2014	\$506,000 (S)	\$250,000 (S)	\$256,000 (S)	State
8	791.6	I-80 ICM Project No. 6 - Traffic Light Synchronization Program	CCA: 12/2014	\$18,718,405 (C,S)	\$15,711,692 (C,S)	\$3,006,713 (S)	State
						TOTAL:	\$5,672,710

Legend:

- (C) Capital
- (S) Support
- (CCA) Construction Contract Acceptance

Note:

Funding sources identified are presently assigned to the Construction phase. Previously allocated funds to the project, not specifically identified, may be substituted as required to meet project funding needs.

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# Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** Various Projects: Encumbrance Authorization for Right of Way Phase of Project

**RECOMMENDATION:** Approve an increase to the right of way phase encumbrance and authorize all contractual actions relative to the use of the authorized right of way phase budget for five (5) projects for a cumulative total not to exceed amount of \$30,317,400.

## Summary

Alameda CTC is the sponsor for various projects within the Capital Program. Right of way clearance is a subcomponent that must be identified and addressed in order to successfully deliver a project and avoid unnecessary delays and costs.

Agreements are entered into for the right of way capital and support elements of the project based upon estimated known project needs for scope, cost, and schedule.

Five (5) projects have previously requested Commission authority for less than the right of way phase budget. These projects now require additional right of way phase encumbrance and contractual authority to address permit requirements, unforeseen construction issues, utility relocations, and other right of way actions, as required, in order to successfully deliver the projects.

## Background

The Alameda CTC is the sponsor for various projects within the Capital Program and bears the responsibility to address all right of way issues. Right of way tasks may occur during design, into construction, and through closeout of a project. Agreements are entered into with various entities, including Caltrans, utility owners, local agencies, property owners, and support vendors, as required. Right of way phase funds have been fully allocated by the respective funding agency.

Staff recommends that the Commission approve the additional encumbrance of the project right of way budget as shown in Attachment A and authorize all contractual actions relative to the use of the authorized right of way budget.

**Fiscal Impact:** The fiscal impact for approving this item is as shown in Attachment A. Appropriate action will be taken to include the required amounts in the appropriate fiscal year budgets.

### **Attachments**

A. Table A: Right of Way Budget Summary

### **Staff Contact**

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

[Raj Murthy](#), Project Controls Team

A. Table A: Right of Way Phase Budget Summary

Index No.	Project No.	Project Description	Current Phase	Right of Way and Utilities Budget	Previously Authorized	Requested Authorization	Funding Source
1	717.0	I-880 North Safety and Operational Improvements a 23 <sup>rd</sup> and 29 <sup>th</sup>	Advertisement Construction start: 12/2014	\$9,295,000	\$8,785,700	\$509,300	Local Regional State Federal
2	624.0-2	Route 84 Expressway	RTL: 4/2015	\$31,883,000	\$3,107,000	\$28,776,000	Local
3	720.4	I-580 Eastbound Express Lane	RTL: 4/2014	\$200,000	\$0	\$200,000	Local
4	724.1	I-580 Westbound Express Lane	RTL: 4/2014	\$170,000	\$0	\$170,000	Local
5	724.0	I-580 Westbound HOV Lane	CCA: December 2015	\$2,531,000	\$1,869,000	\$662,100	Local Regional
						TOTAL:	\$30,317,400

Legend:

- CCA Construction Contract Acceptance
- RTL Ready-to-list

Note:

1. Funding sources identified are presently assigned to the Right of Way phase. Previously allocated funds to the project, not specifically identified, may be substituted as required to meet project funding needs.
2. Right of Way phase includes utilities capital and support work.

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# Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** East Bay Greenway Project – Segment 7A (PN 635.1): Approval of the Issuance of a Request for Proposals (RFP) for Path Maintenance and Authorization to Negotiate and Execute a Contract

**RECOMMENDATION:** (1) Authorize the procurement of a contractor to perform path maintenance for East Bay Greenway Project – Segment 7A (PN 635.1)  
(2) Authorize all contractual actions relative to the use of the maintenance budget for a total not-to-exceed amount of \$350,000.

## Summary

The Alameda CTC is the sponsor of the East Bay Greenway Project – Segment 7A. The project is a half-mile segment of the East Bay Greenway Trail located between 75<sup>th</sup> and 85<sup>th</sup> Avenues, adjacent to San Leandro Street and beneath the aerial Bay Area Rapid Transit (BART) tracks, in the City of Oakland.

The Memorandum of Understanding (MOU), Agreement A12-0029, for the project between Alameda CTC, BART and the City of Oakland stipulates that Alameda CTC is responsible for maintaining the East Bay Greenway – Segment 7A path. In order to fulfill the obligations of the MOU, Alameda CTC intends to procure a contractor to perform the path maintenance upon the completion of the construction work, which is anticipated by spring 2014.

A budget of \$350,000 has been reserved from previously allocated Measure B funds for the maintenance phase, inclusive of contractor work, staff cost, and other costs as necessary.

## Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75<sup>th</sup> and 85<sup>th</sup> Avenues, adjacent to San Leandro Street and beneath the aerial BART tracks in the City of Oakland. The project started construction in October 2013 and is anticipated to be completed by spring 2014.

The project is located in the City of Oakland's right of way and the City is the owner/operator of the path. During the project planning and design phase, the City of Oakland determined that it was unable to assume the responsibility for maintenance obligations for the new path improvements. On June 28, 2012, Alameda CTC, BART and the

City of Oakland executed an MOU which set forth the above referenced parties understandings and agreements in connection with the maintenance and liability for East Bay Greenway Project – Segment 7A. In accordance with the MOU, Alameda CTC is responsible for maintaining Segment 7A of the path.

The project is presently in construction and is anticipated to be completed by spring 2014. In order to have a contractor on board to perform the maintenance for the project after the construction is completed, it is recommended that staff be authorized to (1) proceed with the procurement of a contractor and (2) perform all contractual actions relative to the use of the maintenance budget for a total not-to-exceed amount of \$350,000.

**Fiscal Impact:** The recommended action will authorize the encumbrance of up to \$350,000 of previously allocated Measure B project funds for subsequent expenditure.

#### **Staff Contact**

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

[Connie Fremier](#), Project Controls Team





# Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** I-80 Integrated Corridor Mobility Project (PN 791.1/791.2): Cooperative Agreements (District Agreements 04-2300-A1 & 04-2301-A1) with Caltrans

**RECOMMENDATION:** Approve the Cooperative Agreements (District Agreement Nos. 04-2300-A1 & 04-2301-A1) with Caltrans to amend existing agreements to change the invoice procedure for reimbursement of funds.

## Summary

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

## Background

Previously, Alameda CTC entered into Cooperative Agreements with Caltrans for projects #1 and #2 (Caltrans Agreements 04-2301 and 04-2300 respectively).

Agreement 04-2301 outlined the roles and responsibilities for the specialty materials procurement (Project #2). Per this agreement, Caltrans is to provide Independent Quality Assurance, including project management and source inspection services, for an agreed upon amount of \$100,000 funded with CMIA project funds. Per the Agreement, Caltrans was to retain the CMIA funds for their portion of the work.

Agreement 04-2300 outlined the roles and responsibilities for the software procurement and systems integration (Project #1). Per this agreement, Caltrans is to provide Independent Quality Assurance, including reviewing test plans and conducting independent verification and validation for the system integration, for an agreed upon amount of \$206,000 funded with CMIA project funds. Per the Agreement, Caltrans was to retain the CMIA funds for their portion of the work.

Subsequent to the execution of the above referenced agreements, the CMIA funds for Projects 1 and 2 were allocated to Alameda CTC. Due to this action, Caltrans is unable to retain the funds for their work as originally planned. Instead, Caltrans must invoice Alameda CTC and request reimbursement for the work they perform. The Cooperative Agreement Amendments No. 04-2301-A1 and 04-2300-A1 change the process for fund reimbursement. Caltrans will now invoice Alameda CTC for the services to be provided by Caltrans in lieu of retaining the funds as designated in the original agreements. There is no change to the cost of the services to be provided by Caltrans.

**Fiscal Impact:** There is no fiscal impact for approving this item. The necessary funding for the work to be performed by Caltrans has been previously allocated by the California Transportation Commission.

### **Attachments**

- A. Cooperative Agreement: District Agreement No. 04-2300-01
- B. Cooperative Agreement: District Agreement No. 04-2301-01

### **Staff Contact**

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

[Connie Premier](#), Project Controls Team

**AMENDMENT NO. 1 TO AGREEMENT 04-2300**

This Amendment No. 1 to Agreement (AMENDMENT), entered into and effective on \_\_\_\_\_, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

**RECITALS**

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Agreement No. 04-2300, (AGREEMENT) on August 25, 2011. AGREEMENT outlines the terms and conditions of cooperation between PARTNERS for software procurement and system integration for the I-80 Integrated Corridor Mobility (ICM) and local arterials in Alameda and Contra Costa counties, referred to as PROJECT.
2. PARTNERS hereto now wish to enter into AMENDMENT to reflect that CALTRANS will invoice ALAMEDA CTC for PROJECT Management Services to be provided by CALTRANS. Initially CALTRANS, who administers CMIA funds, was set to retain the funds. Now the billing becomes necessary since the funds are obligated to ALAMEDA CTC by the California Transportation Commission (CTC) for CONSTRUCTION.

**IT IS THEREFORE MUTUALLY AGREED:**

3. Article 46 of the original AGREEMENT is hereby deleted in its entirety, without affecting the numbering of the subsequent Articles.
4. Article 47 of the original AGREEMENT is hereby revised to read as follows:

The following partners will submit invoices for CONSTRUCTION Support:

- ALAMEDA CTC will invoice CALTRANS
- CALTRANS will invoice ALAMEDA CTC

5. Article 48 of the original AGREEMENT is hereby revised to read as follows:

ALAMEDA CTC will invoice CALTRANS for a \$108,000 initial deposit 30 working days prior to the award date. This deposit represents two (2) months' estimated CONSTRUCTION Support costs.

ALAMEDA CTC will invoice CALTRANS for an additional \$206,000 deposit upon execution of AMENDMENT.

Thereafter, ALAMEDA CTC will submit to CALTRANS monthly invoices for estimated monthly costs based on the prior month's actual expenditures.

CALTRANS will invoice ALAMEDA CTC for PROJECT Management Services as a lump sum amount not to exceed \$206,000 upon execution of this AMENDMENT.

After PARTNERS agree that all Scope activities are complete, ALAMEDA CTC and CALTRANS will submit a final accounting for all WORK costs. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the obligation of this agreement.

6. SPENDING SUMMARY of AGREEMENT is hereby replaced in its entirety by SPENDING SUMMARY A1 attached to and made a part of AMENDMENT, and any reference to SPENDING SUMMARY in AGREEMENT is deemed to be a reference to SPENDING SUMMARY A1.
7. All other terms and conditions of AGREEMENT shall remain in full force and effect.
8. AMENDMENT is deemed to be included in, and made part of, AGREEMENT.

### **CONTACT INFORMATION**

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Dina El-Nakhal, Project Manager  
111 Grand Avenue  
Oakland, California 94612  
Office Phone: (510) 286-6247  
Email: [dina.el.nakhal@dot.ca.gov](mailto:dina.el.nakhal@dot.ca.gov)

The primary agreement contact person for ALAMEDA CTC is:

Raj Murthy, Project Manager  
1111 Broadway, Suite 800  
Oakland, California 94607  
Office Phone: (510) 208-7470  
Email: [rmurthy@alamedactc.org](mailto:rmurthy@alamedactc.org)

**SIGNATURES**

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into AMENDMENT.
3. The people signing AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION  
COMMISSION

By: \_\_\_\_\_  
Helena (Lenka) Culik-Caro  
Deputy District Director, Design

By: \_\_\_\_\_  
Arthur L. Dao  
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: \_\_\_\_\_  
Kevin M. Strough  
District Budget Manager

By: \_\_\_\_\_  
Stewart D. Ng  
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL  
CONTROLS

By: \_\_\_\_\_  
Patricia Reavey  
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: \_\_\_\_\_  
Wendel, Rosen, Black & Dean LLP  
Legal Counsel to ALAMEDA CTC

**FUNDING SUMMARY**

Funding Source	Funding Partner	Fund Type	CON Capital	CON-Support	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$5,577,000	\$2,007,000	\$7,584,000

**SPENDING SUMMARY A1**

Fund Source	Fund Type	Construction Support		Construction Capital		Total
		CALTRANS	ALAMEDA CTC	CALTRANS	ALAMEDA CTC	
STATE	Bond – CMIA	\$206,000*	\$1,801,000	\$0	\$5,577,000	\$7,584,000
	TOTAL		\$2,007,000		\$5,577,000	\$7,584,000

\* CALTRANS will invoice ALAMEDA CTC a lump sum amount of \$206,000 for PROJECT Management Services.

**AMENDMENT NO. 1 TO AGREEMENT 04-2301**

This Amendment No. 1 to Agreement (AMENDMENT), entered into and effective on \_\_\_\_\_, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

Alameda County Transportation Commission, a joint powers agency, referred to as ALAMEDA CTC.

**RECITALS**

1. CALTRANS and ALAMEDA CTC, collectively referred to as PARTNERS, entered into Agreement No. 04-2301, (AGREEMENT) on December 10, 2011. AGREEMENT outlines the terms and conditions of cooperation between PARTNERS for specialty materials procurement for I-80 Integrated Corridor Mobility (ICM) in Alameda and Contra Costa counties, referred to as PROJECT.
2. PARTNERS hereto now wish to enter into AMENDMENT to reflect that CALTRANS will invoice ALAMEDA CTC for PROJECT Management Services and Source Inspection to be provided by CALTRANS. Initially CALTRANS, who administers CMIA funds, was set to retain the funds. Now the billing becomes necessary since the funds are obligated to ALAMEDA CTC by the California Transportation Commission (CTC) for CONSTRUCTION.

**IT IS THEREFORE MUTUALLY AGREED:**

3. Article 43 of the original AGREEMENT is hereby deleted in its entirety, without affecting the numbering of the subsequent Articles.
4. Article 44 of the original AGREEMENT is hereby revised to read as follows:

The following partners will submit invoices for CONSTRUCTION Support:

- ALAMEDA CTC will invoice CALTRANS
- CALTRANS will invoice ALAMEDA CTC

5. Article 45 of the original AGREEMENT is hereby revised to read as follows:

ALAMEDA CTC will invoice CALTRANS for a \$78,000 initial deposit 30 working days prior to the award date. This deposit represents two (2) months' estimated CONSTRUCTION Support costs.

ALAMEDA CTC will invoice CALTRANS for an additional \$100,000 deposit upon execution of AMENDMENT.

Thereafter, ALAMEDA CTC will submit to CALTRANS monthly invoices for estimated monthly costs based on the prior month's actual expenditures.

CALTRANS will invoice ALAMEDA CTC for PROJECT Management and Source Inspection Services as a lump sum amount not to exceed \$100,000 upon execution of AMENDMENT.

After PARTNERS agree that all Scope activities are complete, ALAMEDA CTC and CALTRANS will submit a final accounting for all WORK costs. Based on the final accounting, PARTNERS will refund or invoice as necessary in order to satisfy the obligation of this agreement.

6. SPENDING SUMMARY of AGREEMENT is hereby replaced in its entirety by SPENDING SUMMARY A1 attached to and made a part of AMENDMENT, and any reference to SPENDING SUMMARY in AGREEMENT is deemed to be a reference to SPENDING SUMMARY A1.
7. All other terms and conditions of AGREEMENT shall remain in full force and effect.
8. AMENDMENT is deemed to be included in, and made part of, AGREEMENT.

### **CONTACT INFORMATION**

The information provided below indicates the primary contact data for each PARTNER to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. Contact information changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:

Dina El-Nakhal, Project Manager  
111 Grand Avenue  
Oakland, California 94612  
Office Phone: (510) 286-6247  
Email: [dina.el.nakhal@dot.ca.gov](mailto:dina.el.nakhal@dot.ca.gov)

The primary agreement contact person for ALAMEDA CTC is:

Raj Murthy, Project Manager  
1111 Broadway, Suite 800  
Oakland, California 94607  
Office Phone: (510) 208-7470  
Email: [rmurthy@alamedactc.org](mailto:rmurthy@alamedactc.org)



**SIGNATURES**

PARTNERS declare that:

1. Each PARTNER is an authorized legal entity under California state law.
2. Each PARTNER has the authority to enter into AMENDMENT.
3. The people signing AMENDMENT have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION  
COMMISSION

By: \_\_\_\_\_  
Helena (Lenka) Culik-Caro  
Deputy District Director, Design

By: \_\_\_\_\_  
Arthur L. Dao  
Executive Director

CERTIFIED AS TO FUNDS:

RECOMMENDED FOR APPROVAL

By: \_\_\_\_\_  
Kevin M. Strough  
District Budget Manager

By: \_\_\_\_\_  
Stewart D. Ng  
Deputy Director of Programming and Projects

REVIEWED AS TO BUDGET/FINANCIAL  
CONTROLS

By: \_\_\_\_\_  
Patricia Reavey  
Director of Finance

APPROVED AS TO FORM AND LEGALITY

By: \_\_\_\_\_  
Wendel, Rosen, Black & Dean LLP  
Legal Counsel to ALAMEDA CTC

**FUNDING SUMMARY**

Funding Source	Funding Partner	Fund Type	Capital (Procurement)	Support (Procurement)	Subtotal Funds Type
STATE	CALTRANS	Bond - Corridor Mobility Improvement	\$4,659,000	\$704,000	\$5,363,000
		Subtotals by Component	\$4,659,000	\$704,000	\$5,363,000

**SPENDING SUMMARY A1**

Fund Source	Fund Type	Material Procurement Support	Material Procurement	Total
		ALAMEDA CTC	ALAMEDA CTC	
		CALTRANS	CALTRANS	
STATE	Bond – CMIA	\$100,000*	\$0	\$5,363,000
	TOTAL	\$704,000	\$4,659,000	\$5,363,000

\* CALTRANS will invoice ALAMEDA CTC a lump sum amount of \$100,000 for PROJECT Management and Source Inspection Services.



# Memorandum

6.6

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

**DATE:** January 27, 2014

**SUBJECT:** Regional Measure 2 Program: Projects No. 29 Savings Plan

**RECOMMENDATION:** (1) Approve distribution of Regional Measure 2 Project No. 29 funds savings to the I-880 North Safety and Operational Improvements at 23<sup>rd</sup> 29<sup>th</sup> Avenues (PN 717.0) and AC Transit's Bus Rapid Transit projects. (2) Authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of RM2 funds to deliver the I-880 North Safety and Operational Improvements at 23<sup>rd</sup> 29<sup>th</sup> Avenues (PN 717.0) project.

## Summary

The Metropolitan Transportation Commission (MTC) is responsible for administering the Regional Measure 2 (RM2) program. Thirty-six capital projects are listed in RM2 (California Streets and Highway Code Section 30914(c)). These projects range from studies to transit vehicle procurement to freeway improvements. The Alameda CTC and AC Transit are co-sponsors of RM2 Project No. 29 (Express Bus South- \$22 million). Project 29 had five sub-projects that have been delivered and resulted in a project cost savings of approximately \$2.9 million. It is recommended that \$2.3 million of project 29 savings be programmed to Alameda CTC sponsored I-880 North Safety and Operational Improvements at 23<sup>rd</sup> 29<sup>th</sup> Avenues project and \$0.6 million be programmed to AC Transit's Bus Rapid Transit (BRT) project. The AC Transit BRT project will also be programmed with an additional \$1.7 million STIP funds, resulting in both project receiving \$2.3 million.

## Background

Alameda CTC and AC Transit are the co-sponsors of Project No. 29 Express Bus South which received an initial RM2 programming of \$22 million. As a project delivery strategy, the project was subdivided into five (5) sub projects. Over the past few years the Alameda CTC and AC Transit have partnered and successfully delivered the 5 sub projects. Approximately \$2.9 million of RM2 funds still remain.

Alameda CTC and AC Transit propose to utilize the RM2 project 29 project cost savings. Alameda CTC and AC Transit staff have reached a consensus to propose two projects to utilize the savings towards capital and capital support phase needs. The proposal includes \$2.3 million of project 29 savings be programmed to Alameda CTC sponsored I-880 North Safety and Operational Improvements at 23<sup>rd</sup> 29<sup>th</sup> Avenues project and \$0.6 million programmed to AC Transit's BRT project. The AC Transit BRT project will also be programmed with an additional \$1.7 million STIP funds, resulting in both project receiving \$2.3 million. The draft cost savings proposal was forwarded to MTC staff last month. MTC review may result in additional programming actions required by Alameda CTC.

It is recommended the Commission approve distribution of Regional Measure 2 Project No. 29 funds savings to the I-880 North Safety and Operational Improvements at 23<sup>rd</sup> 29<sup>th</sup> Avenues project and AC Transit's BRT projects and authorize the Executive Director, or his designee, to negotiate and execute all necessary agreements and contracts for the allocation and use of RM2 funds to deliver the I-880 North Safety and Operational Improvements at 23<sup>rd</sup> 29<sup>th</sup> Avenues project.

**Fiscal Impact:** There is no fiscal impact.

#### **Staff Contact**

[Matt Todd](#), Principal Transportation Engineer

[Vivek Bhat](#), Senior Transportation Engineer