



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair
Councilmember Rebecca Kaplan,
City of Oakland

AC Transit
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Mayor Jerry Thorne

City of San Leandro
Councilmember Michael Gregory

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, October 13, 2014, 12:00 p.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

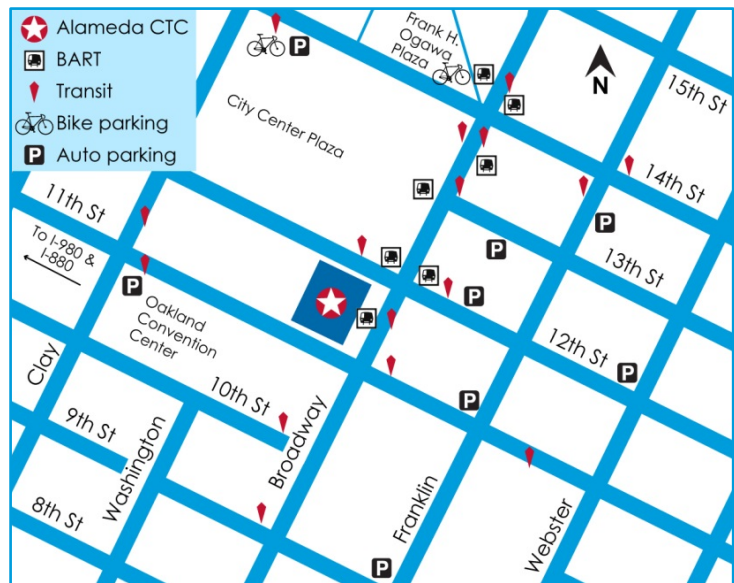
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Programs and Projects Committee Meeting Agenda Monday, October 13, 2014, 12 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

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. [September 8, 2014 PPC Meeting Minutes](#)

1

A

Recommendation: Approve the September 8, 2014 meeting minutes.

5. Programs

5.1. [Lifeline Transportation Program Cycle 4 Guidelines](#)

5

A

Recommendation: Approve the project evaluation criteria and weighting to be used for the project selection process of the Cycle 4 Lifeline Transportation Program.

5.2. [Comprehensive Investment Plan](#)

37

A

Recommendation: Approve draft principles, policy framework process, schedule and programming fund estimate.

5.3. [Safe Routes to Schools Program Annual Report](#)

49

I

5.4. Transportation Expenditure Plan (TEP) Update (Verbal)

I

5.5. [Alameda CTC Semi-Annual Programs and Projects Update](#)

67

I

6. Projects

6.1. [Metropolitan Transportation Commission \(MTC\) I-880 Express Lane Project](#)

87

I

6.2. [East Bay Greenway Project - Coliseum BART to 85th Avenue \(635.1\): Amendment to the Memorandum of Understanding \(MOU\) A12-0029 with San Francisco Bay Area Rapid Transit District and the City of Oakland](#)

91

A

Recommendation: Authorize the Executive Director or designee of the Executive Director, to: 1) Amend MOU A12-0029 to modify limits of maintenance responsibilities, and 2) modify and/or execute any necessary agreements to fulfill the stipulations of the

amended MOU.

- | | | | |
|------|---|----|---|
| 6.3. | <u>I-880 Southbound HOV Lane Project (730.1/730.2): Hardscape Component</u> | 95 | A |
|------|---|----|---|

Recommendation: Approve the programming actions and authorize the Executive Director to execute agreements required to advance the Hardscape component of the project.

- | | | | |
|------|---|-----|---|
| 6.4. | <u>Various Projects: Time Extension Only Amendments</u> | 101 | A |
|------|---|-----|---|

Recommendation: Approve and authorize the Executive Director, or his designee, to execute amendments for requested time extensions in support of the Alameda CTC's Capital Projects and Program delivery commitments.

7. Committee Member Reports (Verbal)

8. Staff Reports (Verbal)

9. Adjournment

Next Meeting: November 10, 2014

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



Programs and Projects Committee Meeting Minutes Monday, September 8, 2014, 12 p.m.

4.1

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1. Pledge of Allegiance

2. Roll Call

The Clerk conducted a roll call. All members were present with the exception of Larry Reid.

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. July 14, 2014 PPC Meeting Minutes

4.2. California Transportation Commission August 2014 Meeting Summary

Commissioner Capitelli moved to approve the Consent Calendar. Commissioner Atkin seconded the motion. The motion passed unanimously (Reid absent).

5. Programs

5.1. FY 2014-15 Transportation Fund For Clean Air (TFCA) Program

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

Commissioner Atkin wanted more information on the type of buses being purchased by AC Transit. Chris Andrichak from AC Transit stated that the funds requested for open procurement for different types of buses.

Commissioner Kaplan moved to approve the item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Reid absent).

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

Jacki Taylor recommended that the Commission approve Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) Gap Grant Cycle 5 Funding for Ala Costa Centers. She stated that Ala Costa Centers is a non-profit that provides life skills training to youth and adults with developmental disabilities and is requesting \$7,500 for the purchase of a van. She stated that PAPCO has reviewed and recommended approval of the request.

Commissioner Kaplan motioned to approve this item. Commissioner Atkin

seconded the motion. The motion passed unanimously(Reid absent).

5.3. Regional Measure 2 Program Update

Art Dao and Matt Todd presented the Regional Measure 2 Program Update. Art stated that RM2 was passed in 2004 to fund capital projects and transit operations. He stated that the MTC Commission has successfully delivered most projects under this measure and staff is anticipating a new measure in the future. Matt Todd covered potential principals that may be considered for identifying a new program of projects and stated that staff is looking for input and direction from the commission to help with coordination with partners and representatives on the MTC Commission.

Commissioner Dutra-Vernaci stated that there has not been a quorum on the Dumbarton Rail Committee and wanted to know who can address the dissolution of the committee. Art stated that San Mateo County Transportation Authority as well as MTC are the creating agencies for the committee.

Commissioner Harrison requested an emphasis placed on local roads when considering new program priorities. Art stated that staff is refocusing on major arterials and the hope is that they will be competitive for future RM2 funding.

This item was for information only.

5.4. Transportation Expenditure Plan (TEP) Update

Tess stated that all documents have been submitted to the registrar of voters for Measure BB to be placed on the ballot. She stated that there has been a lot of support since the last report including support from the League of Woman Voters, the Democratic Party, the Sierra Club, League of Conservation of Voters, the Port of Oakland as well as many chambers of commerce and local businesses throughout the county. Tess concluded by providing a brief update on the opposition argument against the Measure.

6. Projects

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

Kanda Raj recommended that the Commission authorize the Executive Director to execute amendments to Professional Services Agreements in support of automated toll violation services for the I-580 Express Lanes: 1) Amendment No. 2 to Agreement No. A09-007 with Electronic Transaction Consultants Corporation (ETCC) for an additional not-to-exceed amount of \$2,760,000 for a total not-to-exceed amount of \$12,492,086 and a contract time extension to November 30, 2016 to accommodate new scope of services; and 2) Amendment No. 1 to Agreement No. A13-0092 with

ETCC for an additional not-to-exceed amount of \$535,000 for a total not-to-exceed amount of \$3,299,405 and a contract time extension to November 30, 2016 to accommodate new scope of services. He stated that the amendments are required to include new scope of services to enforce automated toll violation to curb revenue leakage. In addition the new scope includes scope of services for training, spare equipment and warranties that were deferred previously.. *Commissioner Freitas moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously (Reid absent).*

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

Stewart Ng recommended that the Commission approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A05-0004 with URS Corporation for an additional not-to-exceed amount of \$1,000,000 for a total not-to-exceed amount of \$14,750,000 and a contract time extension to June 2018. He stated that the amendment is the result of updated Contract designs from Caltrans.

Commissioner Dutra-Vernaci moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously (Reid absent).

6.3. I-880/Broadway - Jackson Interchange Improvements Project(610.0): Professional Services Contract for the Project Approval and Environmental Document (PA/ED) Phase

Trinity Nguyen recommended that the Commission approve the top ranked firm, and authorize the Executive Director, or a designee of the Executive Director, to negotiate a Professional Services Agreement with the top ranked firm for the Project Approval and Environmental (PA&ED) Phase of the I-880/Broadway-Jackson Interchange Improvement Project (PN 610.0). She stated that a RFP was issued on July 30, 2014 with seven proposals being received and evaluated. Trinity stated that after interviewing five firms, HNTB was selected as the highest ranked firm.

Commissioner Freitas motioned to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Reid absent).

6.4. Time Extension Only Amendments

Trinity Nguyen recommended that the Commission approve and authorize the Executive Director to execute amendments for requested time extensions (as shown in Table A) in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Commissioner Kaplan stated that there has been difficulty with negotiations for the East Bay BRT project and attention needs to be paid to the community engagement

portion of the project. Art stated that the commission approved TFCA funding to keep the project moving forward and could sit down with AC Transit and see how Alameda CTC can add value to the project.

Commissioner Kaplan motioned to approve this item. Commissioner Dutra-Vernaci seconded the motion. The motion passed unanimously (Reid absent).

7. Committee Members

There were no committee member reports.

8. Staff Reports

Art Dao informed the committee the Alameda CTC was selected to receive 2014 Active Transportation Program Program funds. A summary of all agencies in Alameda County that are recommended for funding was provided to the committee.

Raj Murthy provided the committee with a brief update and photos of the I-80 Integrated Corridor Mobility gantry installation.

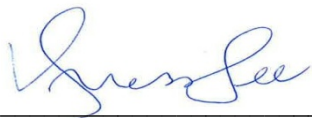
9. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, October 13, 2014 @12:00 p.m.

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

Attested by:



Vanessa Lee,
Clerk of the Commission



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: Lifeline Transportation Program - Cycle 4 Programming Process

RECOMMENDATION: Approve the project evaluation criteria and weighting to be used for the project selection process of the Cycle 4 Lifeline Transportation Program.

Summary

The Metropolitan Transportation Commission (MTC) is scheduled to release guidelines for the Cycle 4 Lifeline Transportation Program on October 22, 2014. As with Cycle 3, the Alameda County Transportation Commission (Alameda CTC) will be administering the call for projects. A proposed schedule for Cycle 4 programming is attached (Attachment C). The MTC guidelines allow for additional evaluation criteria and weighting to be added to MTC's standard evaluation criteria (Attachment D). Adopted county programs are tentatively due to MTC in March 2015.

Background

MTC established the Lifeline Transportation Program in 2006 to address the mobility needs of low-income residents of the San Francisco Bay Area. The Lifeline Program is intended to support community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders.
- Expand the range of transportation choices by adding a variety of new or expanded services.
- Address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations.

Lifeline projects are selected at the county level and are tailored to meet locally identified needs, including fixed-route transit, transit stop improvements, senior and children's transportation, community shuttles, auto loan programs, and mobility management activities. Three funding cycles have been completed, providing \$162 million for 213 projects regionally.

Cycle 4 Program

For Cycle 4, MTC is proposing an estimated \$65 million in funding for the region from the following mix of state and federal funds:

- Proposition 1B Transit,
- State Transit Assistance (STA), and
- Section 5307/Job Access and Reverse Commute (JARC)

Attachment B, prepared by MTC, provides an overview of the funding available, of which \$8.9 million is estimated for Alameda County from STA and JARC sources with an additional \$8.9 million of Proposition 1B funds going to eligible transit operators in the county by formula. Appendix 1 of the MTC Guidelines provides detailed information by fund source, including sponsor and project eligibility, local match, timing of funds, and reporting requirements.

Generally, the Cycle 4 guidelines are similar to the Cycle 3 guidelines, however, key issues for this cycle and proposed changes from the previous cycle include the following:

- **Non-transit sponsors.** Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators. This is a challenge because many of the Lifeline projects identified in Community Based Transportation Plans (CBTPs) are not traditional transit projects. In previous Lifeline cycles, the JARC funds in particular could more easily be directed to non-profits and local government agencies. However, in Moving Ahead for Progress in the 21st Century Act (MAP-21), the Federal Transit Administration (FTA) JARC program was rolled into the FTA Section 5307 Urbanized Area program, resulting in additional federal requirements that make it more difficult for non-FTA grantees to receive the funds (e.g., National Transit Database reporting, drug and alcohol testing, fare discount requirements). Non-profits and local government agencies are still eligible subrecipients of STA and Section 5307 (JARC) funds in Cycle 4, but they must partner with an entity that is an eligible direct recipient that is willing to pass-through the funds.
- **Means-Based Fare Project recommendation.** MTC staff is proposing to set aside up to \$700,000 in STA funds toward the potential development and implementation of a regional means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.
- **Recognition of Mobility Managers/ Consolidated Transportation Service Agencies (CTSAs).** Mobility management was a key coordination strategy recommended in the 2013 Coordinated Plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the county or subregional level was an essential component of that strategy. Consistent with those

recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with county or subregional mobility managers or CTAs.

- **Formula updates.** Low-income population factors and transit ridership factors have been updated with 2012 data.
- **Communities of concern (CoC).** An MTC mapping tool showing both the CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at:
http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.

Project Selection Process

Attachment C is the Alameda CTC's proposed programming schedule for the Lifeline Cycle 4 program. The Call for Projects is scheduled for release by early November. In light of the complex mix of funding sources and eligibility requirements, the Alameda CTC plans to hold an application workshop in mid-November. Applications will be due to Alameda CTC in mid-December. Received applications for STA and Section 5307 (JARC) funding will be evaluated by a review panel consistent with MTC Guidelines.

MTC has established standard evaluation criteria to be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators may establish the weight to be assigned for each criterion in the assessment process. Per MTC Guidelines, additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs. Attachment D details the evaluation criteria and weighting used for the Cycle 3 Lifeline Program and the proposed criteria for Cycle 4. No substantive changes are proposed for Cycle 4.

The projects proposed for Proposition 1B funding will not be scored, but the proposed projects will require the concurrence of the Alameda CTC Board before being transmitted to MTC for approval.

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

Attachments

- A. MTC Cycle 4 Lifeline Transportation Program Guidelines
- B. Fund Estimate (MTC material)
- C. Lifeline Transportation Program Cycle 4 – Proposed Programming Schedule
- D. Evaluation Criteria and Weighting Lifeline Cycle 3 and Cycle 4

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

Date: October 22, 2014
W.I.: 1310
Referred by: PAC

Attachment A
MTC Resolution No. 4159
Page 1 of 19



METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 4 Guidelines

October 2014

METROPOLITAN TRANSPORTATION COMMISSION

**LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES
FY 2014 THROUGH FY 2016**

October 2014

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Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

**METROPOLITAN TRANSPORTATION COMMISSION
LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES
FY 2014 THROUGH FY 2016**

October 2014

1. **PROGRAM GOAL.** The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at:
http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.¹

¹ There is a user's guide available to aid in the use of this tool.

2. **PROGRAM ADMINISTRATION.** The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

| County | Lifeline Program Administrator |
|---------------|--|
| Alameda | Alameda County Transportation Commission |
| Contra Costa | Contra Costa Transportation Authority |
| Marin | Transportation Authority of Marin |
| Napa | Napa County Transportation Planning Agency |
| San Francisco | San Francisco County Transportation Authority |
| San Mateo | City/County Association of Governments |
| Santa Clara | Santa Clara Valley Transportation Authority and Santa Clara County |
| Solano | Solano Transportation Authority |
| Sonoma | Sonoma County Transportation Authority |

3. **FUNDING APPORTIONMENT AND AVAILABILITY.** Fund sources for the Cycle 4 Lifeline Transportation Program include State Transit Assistance (STA), Proposition 1B - Transit, and Section 5307 Job Access and Reverse Commute (JARC)² funds. Cycle 4 will cover a three-year programming cycle, FY2013-14 to FY2015-16.
- a. **STA and Section 5307 (JARC).** Funding for STA and Section 5307 (JARC) will be assigned to counties by each fund source, based on the county's share of the regional low-income population (see Figure 1).³ Lifeline Program Administrators will assign funds to eligible projects in their counties. See Section 5 for details about the STA and Section 5307 (JARC) programming process and Appendix 1 for detailed eligibility requirements by fund source.

² The Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072 and 4140), in the FY2013-14, FY2014-15 and FY2015-16 Section 5307 programs, a portion of the Bay Area's large urbanized area funds have been set aside for the Lifeline program.

³ FTA Section 5307 funds are apportioned by urbanized area (UA), so the distribution of 5307 funds will also need to take UA boundaries into consideration.

Figure 1. County and Share of Regional Poverty Population

| <i>County</i> | <i>Share of Regional Low Income (<200% Poverty) Population</i> |
|---------------|---|
| Alameda | 22.6% |
| Contra Costa | 14.3% |
| Marin | 2.6% |
| Napa | 2.0% |
| San Francisco | 12.5% |
| San Mateo | 8.4% |
| Santa Clara | 23.1% |
| Solano | 6.4% |
| Sonoma | 7.9% |
| Total | 100% |

Source: ACS 2010 and 2012 1-Year Estimates

- b. Proposition 1B. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership, and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is shown in Figure 2. See Section 6 for details about the Proposition 1B programming process and Appendix 1 for detailed eligibility requirements by fund source.

**Figure 2. Transit Operator & Hybrid Formula
(Share of Regional Low Income Ridership & Share of Regional Low Income Population)**

| <i>Transit Operator</i> | <i>Hybrid Formula Share</i> |
|-----------------------------------|-----------------------------|
| AC Transit | 17.3% |
| BART | 18.5% |
| County Connection (CCCTA) | 1.0% |
| Golden Gate Transit/Marin Transit | 3.2% |
| Wheels (LAVTA) | 0.5% |
| Muni (SFMTA) | 24.9% |
| SamTrans | 5.0% |
| Tri Delta Transit (ECCTA) | 0.7% |
| VINE (NCTPA) | 1.2% |
| VTA | 19.5% |
| WestCat (WCCTA) | 0.3% |
| Solano County Operators | 3.6% |
| Sonoma County Operators | 4.2% |
| Total | 100% |

Note: Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

- c. Regional Means-Based Transit Fare Program. MTC will set aside up to \$700,000 in Cycle 4 STA funds toward the potential development and implementation of a regional

means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.

- d. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 4. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

- a. STA. There are three categories of eligible recipients of STA funds: a) transit operators; b) Consolidated Transportation Service Agencies (CTSAs); and c) Cities and Counties that are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds.

Non-profit organizations and Cities/Counties that are not eligible TDA Article 4, 4.5 or 8 claimants are only eligible for STA funds if they partner with an eligible STA recipient (e.g., a transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit or City/County, and if they have a project eligible to use.

- b. Section 5307 (JARC). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 (JARC) funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 (JARC) funds and pass through the funds to the subrecipient non-profit or public agency.

Section 5307 (JARC) recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.⁴ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

- c. Proposition 1B. Transit operators are the only eligible recipients of Proposition 1B funds.

⁴ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

5. STA AND SECTION 5307 PROGRAMMING PROCESS. For STA and Section 5307 funds, Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages Lifeline Program Administrators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach. Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each Lifeline Program Administrator's public outreach strategy will be tailored accordingly.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on the CMA website, and sending targeted postcards and e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

Further guidance for public involvement is contained in MTC's Public Participation Plan.

- a. Competitive Process. STA and Section 5307 (JARC) projects must be selected through an open, competitive process with the following exception: In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA and/or Section 5307 (JARC) funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.
 - b. STA Contingency Programming. Due to the uncertainty of forecasting STA revenues, the Lifeline Program Administrators will program 95 percent of their county's estimated STA amount, and develop a contingency plan for the remaining five percent should it be available.
6. PROPOSITION 1B PROGRAMMING PROCESS. In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA,⁵ transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Transportation Program reporting requirements. For Marin, Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

⁵ CMA concurrence may be provided via a board resolution or a letter from an authorized representative.

7. ELIGIBLE ACTIVITIES

- a. Eligible operating projects. Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source.
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.
- c. Section 5307 restrictions
 - (1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) projects. For details regarding eligible JARC projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf. Also see Appendix 1 for detailed eligibility requirements by fund source
 - (2) New and existing services. Consistent with FTA's Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or "maintenance project" as follows:
 - i. Development Projects. "Development of transportation services" means new projects that meet the statutory definition and were not in service as of the date MAP-21 became effective October 1, 2012. This includes projects that expand the service area or hours of operation for an existing service.
 - ii. Maintenance Projects. "Maintenance of transportation services" means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.

8. LOCAL MATCHING REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.
- a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:
- (1) FTA Section 5307 (JARC) operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for *both* JARC and STA funds.
 - (2) All auto-related projects require a 50% match.
- b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For Section 5307 JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Transportation Development Credits ("Toll Credits") are not an eligible source of local match for the Lifeline Transportation Program.

9. COORDINATED PLANNING. Under MAP-21, projects funded with Section 5307 JARC funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan ("Coordinated Plan"); however, in the Bay Area's Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions.

The Bay Area's Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Mobility management was a key coordination strategy recommended in the 2013 plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or subregional level was an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with County or subregional Mobility Managers or CTSAs.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

10. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

11. APPLICATION EVALUATION

- a. Evaluation criteria. Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators will establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

See Appendix 2 for the detailed standard evaluation criteria.

- b. Evaluation panel. Each county will appoint a local evaluation panel of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council (if available), and representatives of local stakeholders, such as transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local evaluation panel. Each county will

assign local priorities for project selection by establishing the weight for each criterion and, at the CMA's discretion, adding local criteria to the standard regional criteria.

12. COUNTYWIDE PROGRAM OF PROJECTS. A full program of projects is due to MTC from each Lifeline Program Administrator on **March 13, 2015**. However, given state and federal funding uncertainties, sponsors with projects selected for FY2015 and FY2016 Section 5307 (JARC) funds and FY2016 STA funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to allot FY2014 and FY2015 funds to high scoring projects so they can be started quickly. MTC staff will work with Lifeline Program Administrators on this sequencing; MTC staff expects that more will be known about the FY2015 Section 5307 (JARC) funds and the FY2016 STA and Section 5307 (JARC) funds in calendar year 2015.

13. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. Prior to MTC's programming of Lifeline Cycle 4 funds (STA, Section 5307 JARC and/or Proposition 1B) to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. The County Lifeline Program Administrators have the option of collecting the resolutions of local support from project sponsors along with the project applications, or after the project is selected by the County for funding.

Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board.

- b. Lifeline Program Administrator/CMA Board Resolution and Concurrence

- (1) STA and Section 5307 (JARC). Projects recommended for STA and Section 5307 (JARC) funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator.
- (2) Proposition 1B. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable Lifeline Program Administrator/CMA. Concurrence may be provided by a board resolution or by a letter from an authorized representative.

14. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. Section 5307 (JARC). Project sponsors must expend the Lifeline Transportation Program Section 5307 (JARC) funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 (JARC) funds from lapsing on the federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:
 - June 30, 2015 for FY2014 and FY2015 funds (the deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.)
 - June 30, 2016 for FY2016 funds

Direct recipients are responsible for carrying out the terms of their grants.

- b. STA. Project sponsors must expend the Lifeline Transportation Program STA funds within three years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.
 - c. Proposition 1B. Project sponsors must expend the Lifeline Transportation Program Proposition 1B funds within three years of the date that funds are available. Disbursement timing depends on the timing of State bond sales.
15. PROJECT OVERSIGHT. For Lifeline projects funded by STA and Section 5307 (JARC), Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for monitoring project sponsors in meeting the MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however the Lifeline Program Administrators are responsible for approving budget and scope of work changes prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they determine that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

16. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing

milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

17. FUND ADMINISTRATION

- a. Section 5307 (JARC). MTC will enter all Lifeline Section 5307 (JARC) projects into the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

For Section 5307 (JARC) projects sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the subrecipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their subrecipients comply with all federal requirements. See Section 18 for federal compliance requirements.

- b. STA. For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely enter into a funding agreement directly with the project sponsor. Project sponsors are responsible for entering their own STA projects into the TIP.
- c. Proposition 1B Transit. Project sponsors receiving Proposition 1B funds must submit a Proposition 1B allocation request to MTC for submittal to Caltrans with prior review by MTC. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales. Project sponsors are responsible for entering their own Proposition 1B projects into the TIP.

18. COMPLIANCE WITH FEDERAL REQUIREMENTS.

- a. Lifeline Program Administrator Responsibilities. For the selection of FTA Section 5307 (JARC) projects, in accordance with federal Title VI requirements, Lifeline Program Administrators must distribute the Section 5307 (JARC) funds without regard to race, color, and national origin, and must assure that minority populations are not being denied the benefits of or excluded from participation in the program. Lifeline Program Administrators shall develop the program of projects or competitive selection process to ensure the equitable distribution of FTA Section 5307 (JARC) funds to project sponsors

that serve predominantly minority populations. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of applicants that serve predominantly minority populations.

- b. Project Sponsor Responsibilities. FTA Section 5307 (JARC) applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 (JARC) direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all subrecipients and third-party contractors comply with FTA requirements.

19. TIMELINE. The anticipated timeline for Cycle 4 is as follows:

| Program | Action | Anticipated Date* |
|-------------------|--|-----------------------------------|
| All | Commission approves Cycle 4 Program Guidelines | October 22, 2014 |
| All | MTC issues guidelines to counties | October 22, 2014 |
| Prop 1B | Transit operators submit draft project lists to County Lifeline Program Administrators | January 15, 2015 |
| Prop 1B | Allocation requests due to MTC (concurrence** from the CMA is required) | March 13, 2015 |
| 5307 (JARC) & STA | Board-approved** programs due to MTC from CMAs | March 13, 2015 |
| All | Commission approval of Program of Projects | April 22, 2015 |
| 5307 (JARC) | MTC submits TIP amendment for FY14, FY15 and FY16 projects | End of April – Deadline TBD |
| Prop 1B & STA | Project sponsors submit TIP amendments | End of April – Deadline TBD |
| Prop 1B | MTC submits allocation requests to Caltrans | Deadline TBD by Caltrans* |
| STA | Operators can file claims for FY14 and FY15 | After 4/22/15 Commission Approval |
| 5307 (JARC) | Deadline for transit operators (FTA grantees) to submit FTA grants for FY14 and FY15 funds | June 30, 2015 |
| STA | Operators can file claims for FY16 | After July 1, 2015 |
| 5307 (JARC) | Deadline for transit operators (FTA grantees) to submit FTA grants for FY16 funds | June 30, 2016 |

* Dates subject to change depending on State and Federal deadlines and availability of funds.

** CMA Board approval and concurrence may be pending at the time of deadline.

Appendix 1
Lifeline Transportation Program Cycle 4
Funding Source Information

| | | | |
|---|---|---|--|
| | State Transit Assistance (STA) | Proposition 1B – Transit | Section 5307 Job Access and Reverse Commute (JARC) |
| Purpose of Fund Source | To improve existing public transportation services and encourage regional transportation coordination | To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment | To support the continuation and expansion of public transportation services in the United States |
| Detailed Guidelines | http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf | http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf | http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf |
| Use of Funds | For public transportation purposes including community transit services | For public transportation purposes | For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment. |
| Eligible Recipients | <ul style="list-style-type: none"> ▪ Transit operators ▪ Consolidated Transportation Service Agencies (CTSAs) ▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds | <ul style="list-style-type: none"> ▪ Transit operators | <ul style="list-style-type: none"> ▪ Transit operators that are FTA grantees |
| Eligible Subrecipients (must partner with an eligible recipient that will serve as a pass-through agency) | <ul style="list-style-type: none"> ▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds | <ul style="list-style-type: none"> ▪ N/A | <ul style="list-style-type: none"> ▪ Private non-profit organizations ▪ Public agencies that are not FTA grantees (e.g., cities, counties) |

| Eligible Projects | State Transit Assistance (STA) <u>Transit Capital and Operations, including:</u> | Proposition 1B – Transit <u>Transit Capital</u> (including a minimum operable segment of a project) for: | Section 5307 Job Access and Reverse Commute (JARC) <u>New and existing services.</u> Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects). |
|-------------------|--|---|--|
| | <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (e.g., GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. | <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p> | <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Late-night & weekend service; ▪ Guaranteed ride home service; ▪ Shuttle service; ▪ Expanding fixed route public transit routes, including hours of service or coverage; ▪ Demand-responsive van service; ▪ Ridesharing and carpooling activities; ▪ Transit-related aspects of bicycling; ▪ Administration and expenses for voucher programs; ▪ Local car loan programs; ▪ Intelligent Transportation Systems (ITS); ▪ Marketing; and ▪ Mobility management. <p>See FTA C 9030.1E, Chapter IV, Section 5 for details regarding eligible JARC projects.</p> |

| | State Transit Assistance (STA) | Proposition 1B – Transit | Section 5307 Job Access and Reverse Commute (JARC) |
|---|--|--|--|
| Lifeline Program Local Match | 20% | 20% | <ul style="list-style-type: none"> 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) 50% for auto projects 20% for capital projects |
| Estimated timing for availability of funds to project sponsor | <p>Transit operators, CTSAs and eligible cities and counties can initiate claims for FY14 and FY15 funds immediately following MTC approval of program of projects, and can initiate claims for FY16 funds after July 1, 2015.</p> <p>For subrecipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of a program of projects. Funds will be available on a reimbursement basis after execution of the agreement.</p> | <p>Project sponsors must submit a Proposition 1B allocation request to MTC for submittal to Caltrans by March 13, 2015. Disbursement timing depends on bond sales.</p> | <p>Following MTC approval of the program of projects, MTC will add projects to the TIP. Following TIP approval, FTA grantees must submit FTA grants for FY14 and FY15 funds by June 30, 2015. (The deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.) FTA grantees must submit FTA grants for FY16 funds by June 30, 2016.</p> <p>FTA grantees can begin their projects after the funds are obligated in an FTA grant (estimated Fall 2015 for FY14 & FY15 funds; estimated Fall 2016 for FY16 funds). For subrecipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.</p> |
| Accountability & Reporting Requirements | <p>Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.</p> | <p>Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website.</p> <p>Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial. MTC and/or the Lifeline Program Administrators may request to be copied on progress reports that are submitted to Caltrans.</p> | <p>FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 (JARC) grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 (JARC) grant reports to FTA.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Subrecipients will also submit Title VI reports annually to the pass-through agency.</p> |

Note: Information on this chart is accurate as of October 2014. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2

Lifeline Transportation Program Cycle 4

Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- b. Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused outreach to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at: http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.¹

- c. Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

¹ There is a user's guide available to aid in the use of this tool.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- d. **Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. **Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. **Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

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**Table A – Lifeline Transportation Program
Cycle 4 Funding
FY2013-14 through FY2015-16**

| Fund Source | FY2014 | FY2015 | FY2016 | Total |
|---|----------------------|----------------------|----------------------|----------------------|
| STA ¹ | \$ 10,446,392 | \$ 10,541,289 | \$ 10,541,289 | \$ 31,528,970 |
| Prop 1B ² | - | \$ 24,827,359 | - | \$ 24,827,359 |
| 5307 Lifeline Set-Aside (JARC) ³ | \$ 2,681,772 | \$ 2,889,856 | \$ 2,936,094 | \$ 8,507,722 |
| 5307 Lifeline Set-Aside (JARC) Small UA Carryover ⁴ | \$ 469,974 | \$ - | \$ - | \$ 469,974 |
| Total | \$ 13,598,138 | \$ 38,258,504 | \$ 13,477,383 | \$ 65,334,025 |

Notes:

(1) FY14 & FY15 total STA revenue generation amounts are consistent with those in the most recent MTC Fund Estimate (MTC Resolution No. 4133). As such, the FY14 STA revenue generation is based on the \$392 million in the enacted FY2013-14 State Budget and the FY15 STA revenue generation is based on the \$373 million estimated in the proposed FY2014-15 State Budget. The FY14 STA amount does not include the \$1.05 million that was used for the Cycle 3 JARC funding restoration. The FY16 STA estimate assumes no growth. These amounts will be updated as the MTC Fund Estimate (Res. 4133) is updated.

(2) FY15 Prop 1B appropriations will be the only appropriations for Cycle 4 and the final Prop 1B appropriations for the Lifeline Transportation Program.

(3) FY14 5307 amounts are based on actual apportionments. FY14 amount does not include the \$208K that was used for the Cycle 3 JARC funding restoration. FY15 assumes a 0% growth rate over FY14 (including \$208K that was used for the Cycle 3 JARC funding restoration) and FY16 assumes a 1.6% growth rate over FY15. These growth rates are consistent with projected growth rates for the FY15 & FY16 Transit Capital Priorities program. Preliminary projections subject to revision.

(4) FY14 5307 Small UA Carryover amount is FY13 actual small UA apportionments that were not programmed in Lifeline Cycle 3.

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Table B – Estimated STA & JARC (5307) Funding Targets by County

| | County & Share of Regional Low Income Population ¹ | FY2014 | | | FY2015 | | FY2016 | | Total |
|--------------------------------|--|------------|-------------------------------------|------------------|------------|-------------|------------|-------------|------------|
| | | STA | FY13 Small UA Carryover JARC (5307) | FY14 JARC (5307) | STA | JARC (5307) | STA | JARC (5307) | |
| | | | Actual | Actual | | Actual | | Estimate | |
| Alameda | 22.6% | 2,365,598 | 31,800 | 615,465 | 2,387,087 | 646,829 | 2,228,571 | 657,178 | 8,932,528 |
| Contra Costa | 14.3% | 1,495,905 | - | 389,194 | 1,509,494 | 409,028 | 1,409,256 | 415,572 | 5,628,449 |
| Marin | 2.6% | 273,857 | - | 71,250 | 276,345 | 74,881 | 257,994 | 76,079 | 1,030,406 |
| Napa | 2.0% | 212,406 | 71,632 | 72,621 | 214,336 | 72,621 | 200,103 | 73,783 | 917,502 |
| San Francisco | 12.5% | 1,309,667 | - | 340,740 | 1,321,564 | 358,104 | 1,233,805 | 363,834 | 4,927,714 |
| San Mateo | 8.4% | 880,699 | - | 229,134 | 888,700 | 240,811 | 829,685 | 244,664 | 3,313,693 |
| Santa Clara | 23.1% | 2,415,237 | 61,111 | 642,383 | 2,437,177 | 642,383 | 2,275,335 | 652,661 | 9,126,287 |
| Solano | 6.4% | 668,858 | 273,831 | 277,612 | 674,934 | 277,612 | 630,115 | 282,054 | 3,085,016 |
| Sonoma | 7.9% | 824,165 | 31,600 | 43,373 | 831,652 | 167,587 | 776,425 | 170,268 | 2,845,070 |
| MTC - Means-Based Fare Project | | - | - | - | - | - | 700,000 | - | 700,000 |
| Total | 100.0% | 10,446,392 | 469,974 | 2,681,772 | 10,541,289 | 2,889,856 | 10,541,289 | 2,936,093 | 40,506,665 |

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| County | & Share of Regional Low Income Population ¹ | Three-Year Total | | 95% STA Programming Targets | | | |
|--------------------------------|--|-------------------|------------------|-----------------------------|-------------------|-------------------|-------------------|
| | | STA ¹ | JARC (5307) | FY2014 | FY2015 | FY2016 | Total |
| | | | | | | | |
| Alameda | 22.6% | 6,981,256 | 1,951,272 | 2,247,318 | 2,267,733 | 2,117,143 | 6,632,194 |
| Contra Costa | 14.3% | 4,414,655 | 1,213,794 | 1,421,110 | 1,434,020 | 1,338,793 | 4,193,922 |
| Marin | 2.6% | 808,196 | 222,210 | 260,164 | 262,527 | 245,094 | 767,786 |
| Napa | 2.0% | 626,845 | 290,657 | 201,786 | 203,619 | 190,098 | 595,503 |
| San Francisco | 12.5% | 3,865,036 | 1,062,678 | 1,244,184 | 1,255,486 | 1,172,115 | 3,671,784 |
| San Mateo | 8.4% | 2,599,084 | 714,609 | 836,664 | 844,265 | 788,201 | 2,469,130 |
| Santa Clara | 23.1% | 7,127,749 | 1,998,538 | 2,294,475 | 2,315,318 | 2,161,568 | 6,771,361 |
| Solano | 6.4% | 1,973,907 | 1,111,109 | 635,415 | 641,188 | 598,609 | 1,875,212 |
| Sonoma | 7.9% | 2,432,242 | 412,828 | 782,957 | 790,069 | 737,604 | 2,310,630 |
| MTC - Means-Based Fare Project | | 700,000 | - | - | - | 665,000 | 665,000 |
| Total | 100.0% | 31,528,970 | 8,977,695 | 9,924,072 | 10,014,225 | 10,014,225 | 29,952,522 |

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(1) Note that the "Share of Regional Low Income Population" percentages reflect the most recent population data from the 2012 American Community Survey, as is proposed in the Lifeline Cycle 4 program guidelines; however, the county STA distribution percentages in the MTC Fund Estimate (Res. 4133) have not been updated to reflect the most recent population data. If updated percentages are approved as part of the Lifeline Transportation Program Cycle 4 Guidelines, the county STA distribution percentages in the FY2015-16 MTC Fund Estimate will be shown accordingly in February 2015.

Table C – Proposition 1B Transit Funding Targets by Transit Operator and County

| Transit Operator ² & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income 2012 Population) | Prop 1B ¹ | | | |
|--|----------------------|-------------------|----------|-------------------|
| | FY2014 | FY2015 | FY2016 | Total |
| AC Transit | - | 4,299,828 | - | 4,299,828 |
| BART | - | 4,604,653 | - | 4,604,653 |
| County Connection (CCCTA) | - | 255,194 | - | 255,194 |
| Golden Gate Transit/Marin Transit | - | 787,196 | - | 787,196 |
| Wheels (LAVTA) | - | 125,625 | - | 125,625 |
| Muni (SFMTA) | - | 6,189,054 | - | 6,189,054 |
| SamTrans | - | 1,230,533 | - | 1,230,533 |
| Tri Delta Transit (ECCTA) | - | 178,754 | - | 178,754 |
| VINE (NCTPA) | - | 299,070 | - | 299,070 |
| VTA | - | 4,832,062 | - | 4,832,062 |
| WestCat (WCCTA) | - | 81,113 | - | 81,113 |
| Solano County Operators | - | 899,217 | - | 899,217 |
| Sonoma County Operators | - | 1,045,061 | - | 1,045,061 |
| Total | 0 | 24,827,359 | 0 | 24,827,359 |

(1) FY15 Prop 1B appropriations are the only appropriations in Cycle 4.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution.

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Alameda CTC Proposed Programming Schedule for Lifeline Cycle 4

| Programming Activities | Proposed Date |
|---|-----------------------|
| Draft fund estimate and schedule to ACTAC | September 4, 2014 |
| MTC to approve final guidelines | October 22, 2014 |
| Program information / Process to Alameda CTC Committees & Board | October 2014 |
| Alameda CTC to release Call for Projects (CFP) | Early November 2014 |
| Alameda CTC to hold application workshop | Mid-November 2014 |
| Applications due to Alameda CTC | Mid-December 2014 |
| Final program to Alameda CTC Committees and Board | March 2015 |
| Alameda CTC approved program due to MTC | March 2015 |
| MTC approval of program | April 2015 |

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Evaluation Criteria

| Lifeline Cycle 3 | | Lifeline Cycle 4 | |
|--|-----------------------------|---|-----------------------------|
| MTC Standard Criteria: | Alameda CTC-Proposed Weight | MTC Standard Criteria: | Alameda CTC-Proposed Weight |
| Project need/goals and objectives | 30% | Project need/goals and objectives | 30% |
| Project is a CBTP ¹ priority project. Priority projects from other local planning efforts will be considered on a case-by-case basis ² | 10% | Project is a CBTP-identified priority or an identified priority from other local planning effort ² | 10% |
| Implementation plan and project management capacity | 10% | Implementation plan and project management capacity | 10% |
| Project budget/sustainability | 10% | Project budget/sustainability | 10% |
| Coordination and program outreach | 5% | Coordination and program outreach | 5% |
| Cost-effectiveness and performance indicators | 10% | Cost-effectiveness and performance indicators | 10% |
| Alameda CTC Additional Criteria: | | Alameda CTC-Proposed Additional Criteria: | |
| Demand | 10% | Demand | 10% |
| Matching funds above minimum required | 5% | Matching funds above minimum required | 5% |
| Project Readiness | 10% | Project Readiness | 10% |
| | 100% | | 100% |

Notes:

- 1) Community-Based Transportation Plan
- 2) MTC standard criteria is community-identified priority. Due to the age of the Alameda County CBTPs, it is recommended that priorities from other local planning efforts also be included as meeting the criteria.

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: Comprehensive Investment Plan Development

RECOMMENDATION: Approve the Comprehensive Investment Plan's guiding principles, development process, and programming fund estimate

Summary

In March 2013, the Alameda CTC adopted a Strategic Planning and Programming Policy to consolidate existing planning and programming processes to improve the efficiency and effectiveness of future policy decisions on transportation investments in Alameda County. This policy would result in the integration of existing planning and programming practices performed by Alameda CTC into a single streamlined strategic planning and programming document that identifies short and long-term transportation solutions that meet the vision and goals established in the Countywide Transportation Plan (CTP). The vehicle document to implement this policy is the development of a Comprehensive Investment Plan (CIP) that translates long-range plans into short-range implementation by establishing a list of short-range (5-year period) priority transportation improvements to enhance and maintain Alameda County's transportation system.

The Commission-approved policy goals for the CIP are designed to:

- streamline the Alameda CTC's planning, programming and delivery efforts;
- facilitate strategic programming of funds managed by the Alameda CTC;
- establish effective feedback loops into decision making through monitoring, data collection, evaluation and collaborative information sharing; and
- improve the public understanding of the benefits of projects and programs delivered by Alameda CTC.

As a programming document, the CIP will identify anticipated transportation funding over a five-year period, and strategically match these funding sources to targeted transportation priorities. Projects and programs will utilize an objective evaluation process to formulate programming recommendations and financing decisions. The CIP will consist of a two-year allocation plan that will be consistent with the Alameda CTC's budget.

Each year, the CIP will be updated with current financial projections and included in the annual agency budget for project and program allocations. Every two years, the CIP will be

updated and approved by the Commission for new project and program additions through a public process. The CIP will ensure that public funds are strategically invested in projects and programs that provide public benefits, advance the development of projects and programs to construction and implementation, and support leveraging of regional, state and federal dollars for Alameda County's priority transportation projects and programs.

Discussion

CIP Objectives, Guiding Principles and Development Process

The Alameda CTC is responsible for strategically planning and programming local, regional, state and federal funds to transportation improvements that facilitate safe, reliable, convenient, and accessible travel. To identify and plan for these investments, the Alameda CTC prepares long-range planning documents such as the CTP and transportation expenditure plans that identify project and program priorities generally over a 25 to 30 year horizon. These plans focus on specific types of transportation needs, such as transit, arterials, goods movement, bicycle, pedestrian, community based transportation, and local voter approved transportation projects and programs, such as those funded by local transportation sales tax and vehicle registration fee measures.

In March 2013, the Commission adopted the Strategic Planning and Programming Policy framework to streamline agency planning, programming and delivery efforts. This policy promotes a better relationship between countywide long-term visions and goals and short-range planning efforts. Thus, the policy framework seeks to integrate existing Alameda CTC planning and programming processes such as those for the preparation of the Measure B and Vehicle Registration Fee Strategic Plans, the Congestion Management Program's performance report, the State Transportation Improvement Program (STIP) candidate project submission, and the Alameda CTC discretionary programs, into a single process that will be documented by the Comprehensive Investment Plan (CIP). The adopted policy framework is depicted in Attachment A.

CIP Objectives: The CIP is a programming document that strategically invests public funds under Alameda CTC's purview. It replaces multiple planning and programming efforts, at both the local and countywide level, to create a comprehensive near-term transportation planning/programming tool that local agencies and Alameda CTC can use to better direct their staffing and financial resources. The objectives of the CIP are to:

1. Translate long-range plans into short-range implementation: The CIP transitions long-range plans into focused project/program delivery over a five-year period with a two-year allocation program.
2. Serve as the Strategic Plan: The CIP serves as the Alameda CTC's strategic plan for voter-approved transportation funding. This includes identifying uses and finance strategies for Alameda CTC's transportation sales tax measures and the vehicle registration fee collections to implement priority projects and programs over time.

3. Establish a Comprehensive and Consolidated Programming Document: The CIP is a programming decision document that will be used to strategically program funding sources under the Alameda CTC's authority for capital improvements, operations and maintenance projects and programs, as appropriate. Integrating all funding sources into one programming document permits Alameda CTC to comprehensively and strategically allocate funds to improvements that accomplish long-range objectives more effectively.

The CIP is a dynamic document that will be periodically updated to address changing transportation needs, revenue projections, available funding sources, and policy changes. Every year, the CIP will update financial projections. Every two years, a comprehensive update of the CIP will be conducted to provide an opportunity to include new projects and programs. The Alameda CTC will monitor CIP investments through performance feedback mechanisms built into the CIP and other countywide planning processes.

CIP Policy Principles: The CIP's five fundamental policy principles guiding the document's development and the ultimate selection of projects and programs include the following:

1. Implementing the County's Adopted Vision: All funding decisions will support implementation of the Alameda CTC's adopted long-range transportation vision. The Alameda CTC's vision (adopted 2012) is:

"Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities".

This CIP's countywide goals includes prioritizing and investing in projects and programs that promote economic, health, and transportation access and sustainability in relation to land-use patterns. The CIP will support implementation of the CIP's transportation vision and goals to build and maintain a fully integrated multimodal transportation system by strategically translating the long-range plan priorities into a five-year investment strategy.

2. Balanced Strategic Program Across Project Delivery Phases: Alameda CTC strategically invests the limited financial resources available to the agency to optimize its transportation planning, project delivery process and performance analysis. The CIP will identify investments in all stages of project development, from scoping/initiation, environmental, and design, and into capital project phases including right-of-way, construction and project closeout. It is desired to strike a balance between project development and capital phases that will provide for the delivery of a combination of project phase that can efficiently utilize the available programming capacity available. This will position the county to leverage the federal, state and regional funding sources as they become available, and that the strategic program can

provide a sustainable inventory of deliverable project phases. This will include considering the delivery status of projects/programs and to optimize competitiveness for future grant opportunities. The CIP will also include countywide program/operational investments, including, but not limited to, Safe Routes to Schools, senior travel training/mobility management, and system performance monitoring efforts. The Alameda CTC will identify direct fund allocations to ongoing program and operational activities to maintain essential services to Alameda County.

3. Maximizing Transportation Investments: The Alameda CTC will work with local agencies to focus financial investments on project and programs that are implementation ready, have a credible funding plan, are able to meet the requirements of the funding source, and provide a maximize benefit to the transportation network. The CIP will examine opportunities to leverage local fund sources to the maximum extent possible. In addition, the Alameda CTC will use the CIP to identify projects and programs for funding that have a synergistic effect, where practical and feasible to maximize the benefit of investments to the public.
4. Investments in All Modes: The CIP will identify appropriate levels of investment in all transportation modes, project phases, and geographic areas to the maximum extent possible. The CIP will be constrained to the revenue projected for the five-year programming cycle. Alameda CTC and local jurisdictions will collaborate throughout the CIP process to define appropriate and feasible levels of investments. The CIP will be used to monitor geographic equity and modal equity investments over time. More detail on geographic equity will be brought to the Commission for approval at a future date.
5. Delivering Solutions While Ensuring Accountability: Projects/Programs included in the CIP will support the CTP's vision and goals. The CIP's selection criteria will consider needs/benefits, project readiness, and community support. Specific evaluation criteria will come to the Commission for consideration in early 2015. The Alameda CTC will require timely and cost-effective project and program delivery, and will monitoring their implementation. The CIP will promote the timely delivery of projects and programs, and the benefits including investments in our transportation system, leveraging of local funds, and minimizing cost increases due to delays.

CIP Process: The CIP process will integrate existing planning and programming practices performed by the Alameda CTC into a single concerted planning and programming effort, where feasible and appropriate. With the first CIP and future biennial updates, the process begins by extrapolating the CTP's identified projects and programs inventory into the CIP's five-year horizon. For this first CIP, Alameda CTC will use projects and programs in the adopted 2012 CTP that demonstrate readiness within the five-year programming horizon (FY 2015/16 to 2019/20). This fall, the Alameda CTC will work with local agencies to confirm

project/program inventories, project status, and implementation readiness. Refer to Attachment B for a summary of the integrated planning and programming Process.

Upon the establishment of the initial inventory, the Alameda CTC will screen and evaluate the projects/programs for incorporation into the CIP and its allocation plan. The evaluation criteria will come to the Commission for consideration in early 2015. The Alameda CTC's programming assessment will take into account criteria mandated by particular funding sources, as required and appropriate. The final CIP programming and fund allocation recommendations will include a public process and ultimate approval at an Alameda CTC Commission meeting.

Alameda CTC's programming capacity is limited to the available programming revenue during a given five-year CIP cycle to establish a fiscally constrained plan. Projects and programs outside the Alameda CTC's programming availability will be considered for inclusion in future CIP updates.

The CIP will contain a two-year allocation plan to reflect funding appropriations to projects and programs in the CIP's first two-years. This allocation plan incorporates all current and anticipated programming under Alameda CTC's responsibilities into a coordinated programming effort that streamlines the programming decision making process. Additionally, the allocation plan's appropriations will tie directly into the agency's annual budgetary process to facilitate cash-flow distributions and financing strategies. Each year, Alameda CTC will update the CIP to provide the latest financial projections and fund commitments to the CIP projects and programs.

In subsequent comprehensive biennially CIP updates, the Alameda CTC will reassess the CIP development process, prioritization methodology and allocation process for consistency with any updated policies and goals. Alameda CTC will update and amend the CIP accordingly to account for project/program changes resulting from schedule modifications, change in priorities, and funding adjustments. Programmed funds may be re-prioritized, with Commission approval, if there are fund balances or projects/programs are not meeting the CIP delivery requirements. More detail on CIP delivery requirements will come to the Commission for consideration in early 2015. Future updates will also include performance feedback summaries gathered from project/program reporting and ongoing countywide monitoring studies such as CMP level of services reports.

Programming Fund Estimate

Over the first five-year CIP, Alameda CTC will be responsible for over \$1.5 billion for capital projects and programs investments, which includes Measure B/Vehicle Registration Fee Direct Local Distributions, set allocations to Measure B Capital Projects, 2014 Transportation Expenditure Plan allocations, and other discretionary fund sources. Attachment C, Annual Programming Revenue, describes the programming estimate available (fiscal year 2015/16 to 2019/20) and highlights the discretionary funding available within the two-year Allocation Plan.

The Alameda CTC anticipates enhanced coordination between local agencies through the implementation of the policy framework and the CIP development process. The CIP process will streamline requests for project and program submissions, thereby reducing administrative efforts at both the local and countywide levels. As a result, the CIP provides all agencies a fiscally constrained and prioritized programs/projects inventory to serve as a roadmap of transportation investments for the county.

Next Steps

Alameda CTC will bring components of the CIP for consideration to the Commission over the coming months. Each approval step will feed into the development and finalization of the following components of the CIP as detailed in the schedule below.

| Month | No. | Task |
|---------------|-----|--|
| October 2014 | 1. | Approve DRAFT CIP guiding principles, development process, and programming fund estimate |
| Nov/Dec 2014 | 2. | Approve FINAL CIP guiding principles, development process, and programming fund estimate |
| | 3. | Approve DRAFT Project Selection Methodology |
| January 2015 | 4. | Approve FINAL Project Selection Methodology |
| | 5. | Approve Funding Levels by project types/categories |
| | 6. | Approve DRAFT Selection Criteria |
| February 2015 | 7. | Approve FINAL Selection Criteria |
| March 2015 | 8. | Approve DRAFT Project/Programs Inventory Recommendations |
| April 2015 | 9. | Approve DRAFT CIP Document including prioritization recommendations and two-year allocation plan |
| May 2015 | 10. | Approve FINAL CIP Document including prioritization recommendations and two-year allocation plan |

Fiscal Impact: There is no fiscal impact.

Attachments

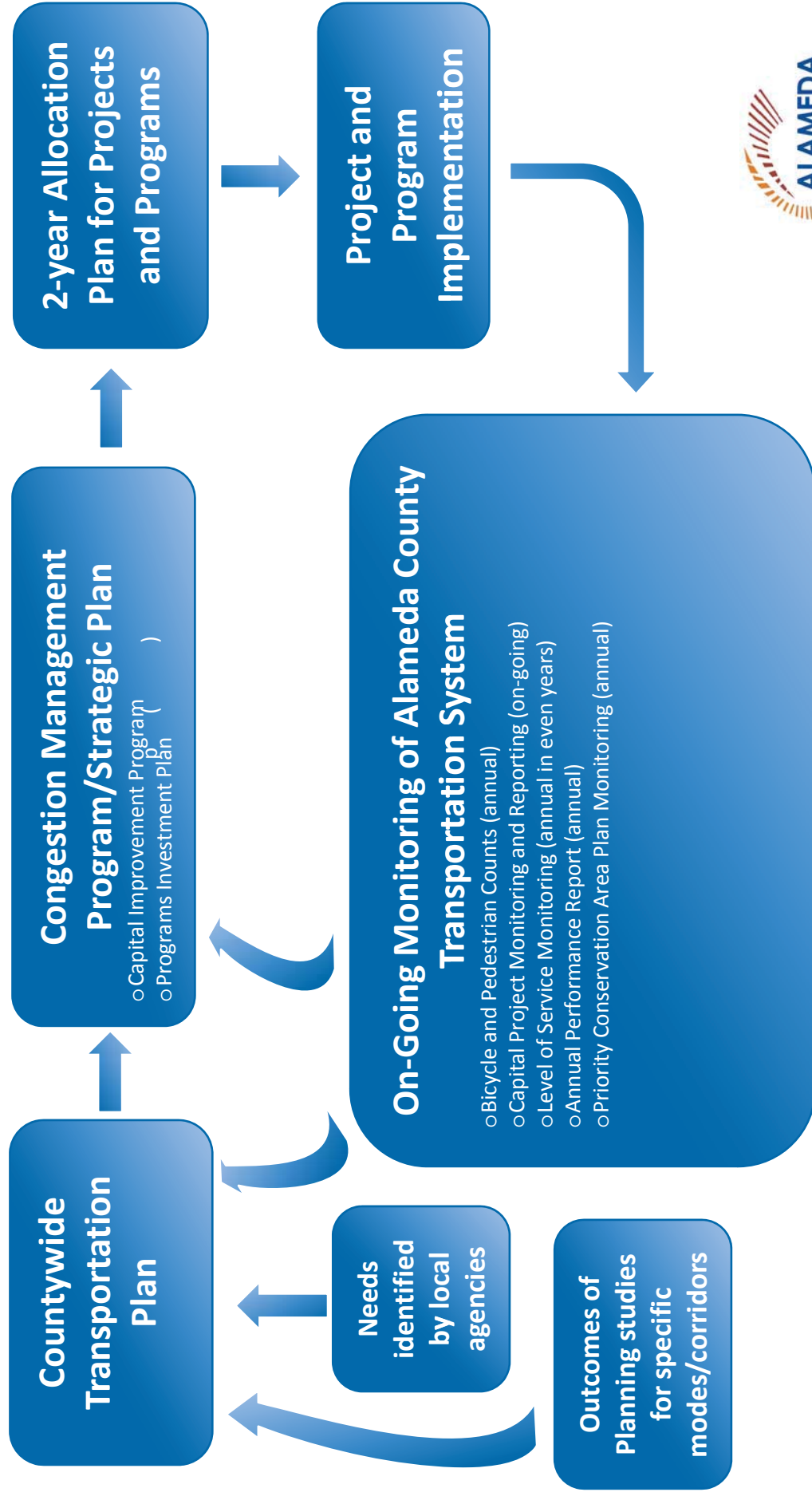
- A. Alameda CTC Policy Framework for Planning, Programming, and Monitoring Feedback Flowchart
- B. Integrated Planning and Programming Processes
- C. Summary of Annual Programming Revenue

Staff Contact

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

Alameda CTC Policy Framework

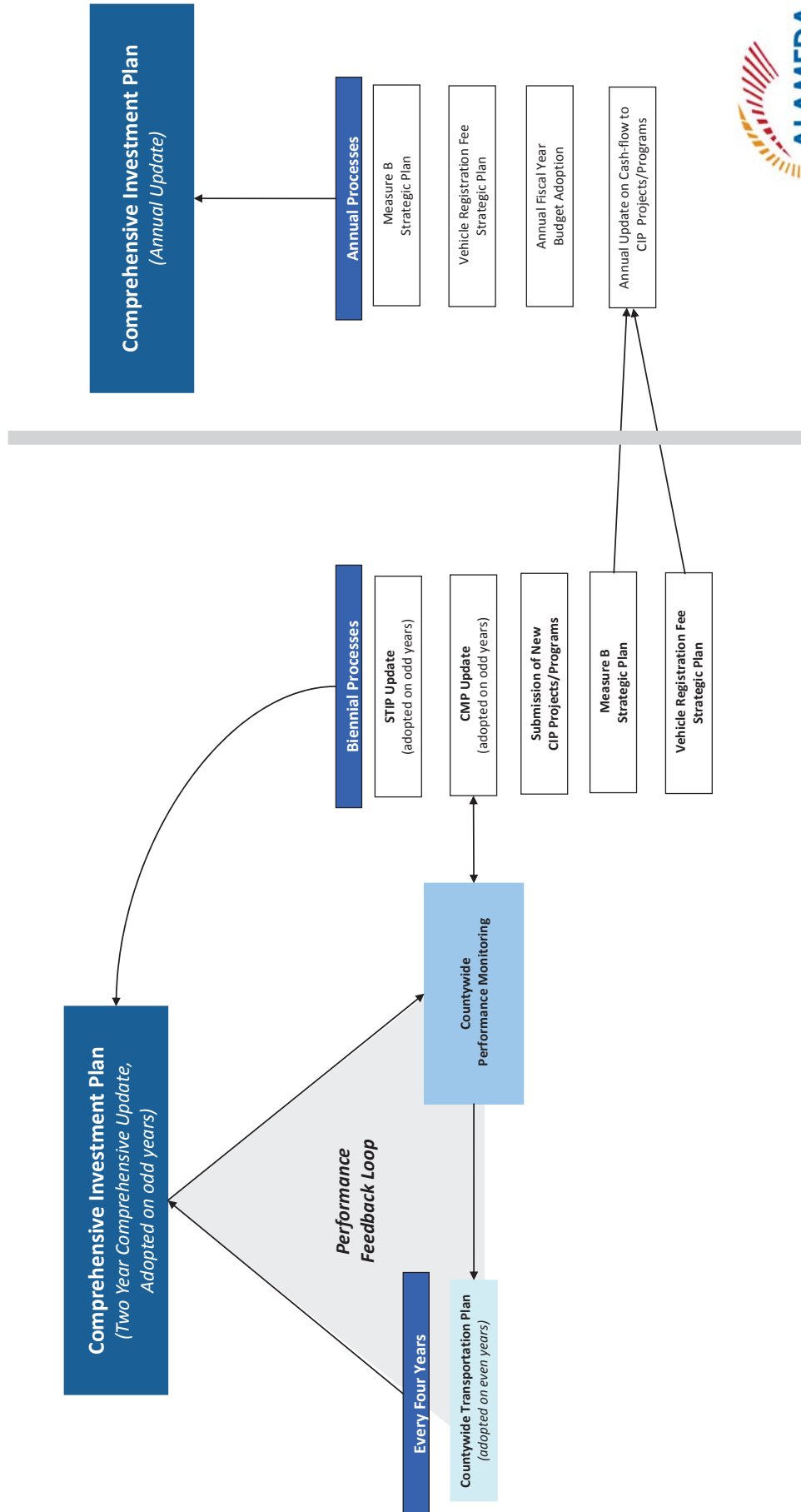
Planning, Programming and Monitoring Process



This flowchart only illustrates Alameda CTC's role in the overall process.

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Comprehensive Investment Plan Integrated Planning and Programming Processes



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Comprehensive Investment Plan Summary Annual Programming Revenue

Table 1 Summary:

The Alameda CTC is responsible for approximately \$307.7 million in funding annually for capital projects and programs. Over the five-year Comprehensive Investment Plan (FY 15/16 through FY 19/20), this amounts to approximately \$1.5 billion. The Annual Revenue Projections are based on prior year's revenue distributions and assumptions.

| FUNDING SOURCES | Fiscal Year | | | | | TOTAL |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-------------------------|
| | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 19/20 | |
| FEDERAL | | | | | | |
| Federal Safe Route to School (SRTS) | \$ 1,575,000 | \$ 1,575,000 | \$ 1,575,000 | \$ 1,575,000 | \$ 1,575,000 | \$ 7,875,000 |
| STP/CMAQ (inc TE Program) | \$ 13,500,000 | \$ 13,500,000 | \$ 13,500,000 | \$ 13,500,000 | \$ 13,500,000 | \$ 67,500,000 |
| Subtotal Federal | \$ 15,075,000 | \$ 15,075,000 | \$ 15,075,000 | \$ 15,075,000 | \$ 15,075,000 | \$ 75,375,000 |
| STATE | | | | | | |
| State Transportation Improvement Program (STIP) | \$ 14,750,000 | \$ 14,750,000 | \$ 15,000,000 | \$ 15,000,000 | \$ 15,000,000 | \$ 74,500,000 |
| Subtotal State | \$ 14,750,000 | \$ 14,750,000 | \$ 15,000,000 | \$ 15,000,000 | \$ 15,000,000 | \$ 74,500,000 |
| LOCAL/REGIONAL | | | | | | |
| Transportation Fund for Clean Air (TFCA) | \$ 1,710,000 | \$ 1,710,000 | \$ 1,710,000 | \$ 1,710,000 | \$ 1,710,000 | \$ 8,550,000 |
| Lifeline Transportation Program | \$ 3,050,000 | \$ 3,050,000 | \$ 3,050,000 | \$ 3,050,000 | \$ 3,050,000 | \$ 15,250,000 |
| NET 2000 MB REVENUE | \$ 124,389,153 | \$ 126,876,936 | \$ 129,414,474 | \$ 132,002,764 | \$ 134,642,819 | \$ 647,326,145 |
| MB Programs (59.9% of Net) | \$ 73,750,793 | \$ 75,225,809 | \$ 76,730,325 | \$ 78,264,931 | \$ 79,830,230 | \$ 383,802,088 |
| MB Capital Projects (40.1% of Net) | \$ 50,638,360 | \$ 51,651,127 | \$ 52,684,149 | \$ 53,737,832 | \$ 54,812,589 | \$ 263,524,057 |
| NET 2014 TEP REVENUE | \$ 126,941,351 | \$ 129,480,178 | \$ 132,069,782 | \$ 134,711,178 | \$ 137,405,401 | \$ 660,607,891 |
| TEP Programs (64.98% of Net) | \$ 82,486,490 | \$ 84,136,220 | \$ 85,818,944 | \$ 87,535,323 | \$ 89,286,030 | \$ 429,263,007 |
| TEP Capital Projects (35.02% of Net) | \$ 44,454,861 | \$ 45,343,958 | \$ 46,250,838 | \$ 47,175,854 | \$ 48,119,371 | \$ 231,344,883 |
| NET VRF REVENUE | \$ 11,400,000 | \$ 11,400,000 | \$ 11,400,000 | \$ 11,400,000 | \$ 11,400,000 | \$ 57,000,000 |
| VRF Local Road Direct Local Program Dist. (60%) | \$ 6,840,000 | \$ 6,840,000 | \$ 6,840,000 | \$ 6,840,000 | \$ 6,840,000 | \$ 34,200,000 |
| VRF Corridor Operations (Local Transportation Technology (10%)) | \$ 1,140,000 | \$ 1,140,000 | \$ 1,140,000 | \$ 1,140,000 | \$ 1,140,000 | \$ 5,700,000 |
| VRF Discretionary Programs (30%) | \$ 3,420,000 | \$ 3,420,000 | \$ 3,420,000 | \$ 3,420,000 | \$ 3,420,000 | \$ 17,100,000 |
| Subtotal Local/Regional | \$ 269,381,550 | \$ 274,445,981 | \$ 279,611,701 | \$ 284,880,735 | \$ 290,255,149 | \$ 1,398,575,115 |
| TOTAL | \$ 297,315,504 | \$ 302,342,114 | \$ 307,719,256 | \$ 312,948,941 | \$ 318,283,220 | \$ 1,538,609,036 |

Note:

1. The Measure B, 2014 TEP, and VRF net revenues do not include general administrative, core functions and/or program management fees reserved for Alameda CTC functions.

**Comprehensive Investment Plan
Summary Annual Programming Revenue**

TABLE 2a Direct Local Distributions Revenue

| FUNDING SOURCES | | Fiscal Year | | | | TOTAL | |
|----------------------------------|---|----------------|----------------|----------------|----------------|----------------|----------------|
| LOCAL/REGIONAL | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 19/20 | | |
| 2000 Measure B Programs | | | | | | | |
| | Local Streets and Roads | \$ 27,505,721 | \$ 28,055,836 | \$ 28,616,953 | \$ 29,189,292 | \$ 29,773,077 | \$ 143,140,879 |
| | Mass Transit | \$ 26,126,742 | \$ 26,649,277 | \$ 27,182,262 | \$ 27,725,907 | \$ 28,280,425 | \$ 135,964,613 |
| | Paratransit | \$ 11,105,712 | \$ 11,327,826 | \$ 11,554,383 | \$ 11,785,470 | \$ 12,021,180 | \$ 57,794,572 |
| | Bike/Pedestrian | \$ 4,617,120 | \$ 4,709,462 | \$ 4,803,651 | \$ 4,899,724 | \$ 4,997,719 | \$ 24,027,677 |
| 2014 TEP Programs | | | | | | | |
| | Local Streets and Roads | \$ 25,388,270 | \$ 25,896,036 | \$ 26,413,956 | \$ 26,942,236 | \$ 27,481,080 | \$ 132,121,578 |
| | Mass Transit | \$ 27,355,861 | \$ 27,902,978 | \$ 28,461,038 | \$ 29,030,259 | \$ 29,610,864 | \$ 142,361,000 |
| | Paratransit | \$ 11,424,722 | \$ 11,653,216 | \$ 11,886,280 | \$ 12,124,006 | \$ 12,366,486 | \$ 59,454,710 |
| | Bike/Pedestrian | \$ 3,808,241 | \$ 3,884,405 | \$ 3,962,093 | \$ 4,041,335 | \$ 4,122,162 | \$ 19,818,237 |
| Vehicle Registration Fee Program | | | | | | | |
| | Local Road Improvement & Repair | \$ 6,840,000 | \$ 6,840,000 | \$ 6,840,000 | \$ 6,840,000 | \$ 6,840,000 | \$ 34,200,000 |
| | Corridor Operations (Local Transportation Technology) | \$ 1,140,000 | \$ 1,140,000 | \$ 1,140,000 | \$ 1,140,000 | \$ 1,140,000 | \$ 5,700,000 |
| TOTAL | \$ 145,312,389 | \$ 148,059,036 | \$ 150,860,617 | \$ 153,718,229 | \$ 156,632,994 | \$ 754,583,266 | |

TABLE 2b Discretionary Funding Revenue

| TABLE 20 Discretionary Funding Revenue | | | | | | |
|--|---------------|---------------|---------------|---------------|---------------|----------------|
| FUNDING SOURCES | Fiscal Year | | | | | TOTAL |
| | FY 15/16 | FY 16/17 | FY 17/18 | FY 18/19 | FY 19/20 | |
| FEDERAL | | | | | | |
| STP/CMAQ (inc TE Program and SR25) | \$ 15,075,000 | \$ 15,075,000 | \$ 15,075,000 | \$ 15,075,000 | \$ 15,075,000 | \$ 75,375,000 |
| STATE | | | | | | |
| State Transportation Improvement Program (STIP) | \$ 14,750,000 | \$ 14,750,000 | \$ 15,000,000 | \$ 15,000,000 | \$ 15,000,000 | \$ 74,500,000 |
| LOCAL/REGIONAL | | | | | | |
| Transportation Fund for Clean Air | | | | | | |
| City/County Share (70%) | \$ 1,197,000 | \$ 1,197,000 | \$ 1,197,000 | \$ 1,197,000 | \$ 1,197,000 | \$ 5,985,000 |
| Transit Discretionary (30%) | \$ 513,000 | \$ 513,000 | \$ 513,000 | \$ 513,000 | \$ 513,000 | \$ 2,565,000 |
| Lifeline Transportation Program | | | | | | |
| | \$ 3,050,000 | \$ 3,050,000 | \$ 3,050,000 | \$ 3,050,000 | \$ 3,050,000 | \$ 15,250,000 |
| 2000 Measure B | | | | | | |
| Express Bus (0.7%) | \$ 861,862 | \$ 879,100 | \$ 896,682 | \$ 914,615 | \$ 932,908 | \$ 4,485,166 |
| Paratransit (1.43%) | \$ 1,760,662 | \$ 1,795,875 | \$ 1,831,792 | \$ 1,868,428 | \$ 1,905,797 | \$ 9,162,554 |
| Bike/Pedestrian (25% of the 5%) | \$ 1,539,040 | \$ 1,569,821 | \$ 1,601,217 | \$ 1,633,241 | \$ 1,665,906 | \$ 8,009,226 |
| Transit Center Development (0.19%) | \$ 233,934 | \$ 238,613 | \$ 243,385 | \$ 248,253 | \$ 253,218 | \$ 1,217,402 |
| 2014 Transportation Expenditure Plan | | | | | | |
| Transit Innovative Grants (2.24%) | \$ 2,843,486 | \$ 2,900,356 | \$ 2,958,363 | \$ 3,017,530 | \$ 3,077,881 | \$ 14,797,617 |
| Service Gap Coordination (1.0%) | \$ 1,269,414 | \$ 1,294,802 | \$ 1,320,698 | \$ 1,347,112 | \$ 1,374,054 | \$ 6,606,079 |
| Bike/Pedestrian (2%) | \$ 2,538,827 | \$ 2,589,604 | \$ 2,641,396 | \$ 2,694,224 | \$ 2,748,108 | \$ 13,212,158 |
| Freight and Economic Development (1%) | \$ 1,269,414 | \$ 1,294,802 | \$ 1,320,698 | \$ 1,347,112 | \$ 1,374,054 | \$ 6,606,079 |
| Technology, Innovation and Development (1%) | \$ 1,269,414 | \$ 1,294,802 | \$ 1,320,698 | \$ 1,347,112 | \$ 1,374,054 | \$ 6,606,079 |
| Community Investments - Transit to Jobs and Schools (4%) | \$ 5,077,654 | \$ 5,179,207 | \$ 5,282,791 | \$ 5,388,447 | \$ 5,496,216 | \$ 26,424,316 |
| Affordable Student Transit Pass Program (0.19%) | \$ 241,189 | \$ 246,012 | \$ 250,933 | \$ 255,951 | \$ 261,070 | \$ 1,255,155 |
| Vehicle Registration Fee | | | | | | |
| Mass Transit (25%) | \$ 2,850,000 | \$ 2,850,000 | \$ 2,850,000 | \$ 2,850,000 | \$ 2,850,000 | \$ 14,250,000 |
| Bike/Pedestrian Safety (5%) | \$ 570,000 | \$ 570,000 | \$ 570,000 | \$ 570,000 | \$ 570,000 | \$ 2,850,000 |
| Subtotal Local/Regional | \$ 27,084,894 | \$ 27,462,992 | \$ 27,848,652 | \$ 28,242,025 | \$ 28,643,266 | \$ 139,281,830 |
| TOTAL | \$ 56,909,894 | \$ 57,287,992 | \$ 57,923,652 | \$ 58,317,025 | \$ 58,718,266 | \$ 289,156,830 |

Note:

1. Shaded (GREEN) boxes are anticipated discretionary funds requiring Alameda CTC programming actions that are within the timeframe of the two-year allocation plan.
2. Table 2a and 2b do not include Measure B or TEP Capital Projects.



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: Safe Routes to Schools Program Annual Update

RECOMMENDATION: Receive an annual update on Safe Routes to Schools Program.

Summary

The purpose of this item is to provide the Commission with information related to the Alameda County Safe Routes to Schools (SR2S) Program for 2013-2014 Year-End Report and key activities for 2014-2015 school year. This item is for information only.

This staff report and presentation will briefly review the following key areas:

- Growth of the SR2S Program over the past eight years;
- An update on the High School Program;
- How students are traveling; and,
- A look ahead to 2014-15 school year.

Background

Alameda County's SR2S Program is a countywide program that promotes and encourages safe walking and bicycling to school, as well as carpooling and public transit use. As part of the Metropolitan Transportation Commission's Climate Initiatives program, the eight year-old Alameda County Safe Routes to Schools Program has expanded and will reach over 175 schools across the county in the upcoming 2014-15 school year, engaging students from kindergarten through 12th grade.

The Alameda County SR2S program promotes safe and healthy transportation choices for parents and children. The program began in 2006 as a pilot at four schools, funded with a Caltrans SR2S grant and Measure B funds. Since then, the program has expanded dramatically, in 2013-2014 it reached more than 150 schools across Alameda County. The current program is administered by the Alameda County Transportation Commission and funded by Federal Congestion Mitigation and Air Quality funds, Federal Surface Transportation Program funds, and local Measure B funds.

During the 2013-2014 school year, Alameda County's SR2S team organized and delivered over 400 individual events to 105 schools. Similar to the FY2013-2014 program, a selection process was used to select the school locations with the dual goals of distributing the programming equitably throughout the County and identifying schools with optimal chances of success. Schools were evaluated based on socio-economic characteristics, land use, barriers to active transportation, collision history, and the presence of a school champion and task force to assist with program implementation. The extensive SR2S program provided a comprehensive program to 105 elementary, middle, and high schools and technical assistance to 50 elementary and middle schools in Alameda County.

The Alameda County SR2S program was primarily structured around three big events: International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. The 2013-14 school year saw increased participation and engagement of students for these events throughout the County. To maintain the enthusiasm generated by these coordinated events, Alameda County SR2S worked with schools to organize ongoing walking and biking activities. In 2013-2014, 39 schools held regular Walk and Roll to School Days and 16 schools had parent-led Walking School Buses.

In 2012, Alameda County Transportation Commission launched the BikeMobile, a free mobile bicycle repair service. This service is independent of but coordinated with Alameda County SR2S programs. During the 2013-2014 school year, the BikeMobile made 115 visits throughout Alameda County, including 67 visits at schools participating in Alameda County's Safe Routes to Schools program. The BikeMobile made over 2,100 repairs, and follow-up surveys indicate bicycle ridership has more than doubled at these locations after the visits.

During the 2013-2014 school year, the high school program shifted into a fully integrated aspect of the Alameda County Safe Routes to Schools program. In 2014, the high school program will expand from six to eight schools. Integrating Alameda County SR2S into existing clubs and classes has helped establish program activities as part of the ongoing school curriculum. Furthermore, there is a demonstrated level of interest and enthusiasm in the topic area of public health and the environment, and about projects that impact behavior changes.

The primary goal of the Alameda County SR2S program is to increase the percentage of students that travel to and from school by walking, biking, carpooling, school bus and transit. To measure these changes, the program has conducted student hand tallies and parent surveys since 2008. Beginning the spring semester 2012, the evaluation effort expanded, with all schools enrolled in the comprehensive program asked to complete standardized surveys which provides a basis to measure mode shift.

According to the student tally data, thirty-six percent of trips are via active transportation, with 30 percent of trips by foot and 3.5 percent of trips by bike.

During the 2014-2015 school year, Alameda County SR2S will focus on the following improvements and new items:

- Strengthen program evaluation by collecting more data and continuing to build data collection into programming.
- Expand participation at the three key events (International Walk and Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May).
- Provide two new outreach programs: pedestrian safety rodeos and a theatre show focused on pedestrian and bicycle safety skills for elementary students.
- Provide and present information to School Districts and Cities about the program in their respective jurisdiction to facilitate better coordination and further growth of the program.

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

Attachments

- A. [Draft Alameda County Safe Routes to Schools Program 2013-2014 Year-End Report](#)
(Introduction only, full report hyperlinked to the web)

Staff Contact

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

[Arun Goel](#), Program Manager (Safe Routes to School)

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Alameda County Safe Routes to Schools 2013-2014 Year-End Report



Alameda County Transportation Commission

5.3A



Alameda County

www.alamedacountysr2s.org



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TRANSPORTATION
COMMISSION



Acknowledgements

Alameda County Transportation Commission

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City of Union City

Carol Dutra-Vernaci, Mayor

Alameda CTC Executive Director

Art Dao

Alameda CTC Program Manager

Arun Goel

Program Consultant Team

Alta Planning + Design, TransForm,

Cycles of Change, Bike East Bay,

Finger Design, Convey

Alameda County's Safe Routes to Schools Program wishes to thank all school district, school staff, school teachers, parent champions and students who support active and shared transportation to school.

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Alameda County



Alameda County Safe Routes to Schools promotes safe and healthy transportation choices as being fun and easy options for parents and children throughout the County.

The 2013-2014 school year was Alameda County Safe Routes to Schools' (SR2S) eighth year of promoting active transportation choices to students. The program has expanded annually and now reaches more than 100 schools across all areas of the County.

The program is administered by the Alameda County Transportation Commission (Alameda CTC) and funded by Federal funds and local Measure B funds.



Searles Elementary
(Union City) students
line up to give the Bike
Safety Trivia Wheel a
spin.

2013-2014 Highlights

Alameda County SR2S continued to promote walking, biking, and carpooling through well-established countywide events as well as testing out new activities and programs to improve student and school engagement. In the 2013-2014 school year, Alameda County SR2S increased the number of schools participating in the overall program and increased program participation in core activities to record levels. Successes from the 2013-2014 school year include:

- 84% of schools participated in Bike to School Day in May 2014, a 24% increase from 2013. Over 5,000 students biked to school, more than twice the number that rode during the event in 2013.
- The BikeMobile mobile bicycle repair service made 115 visits during the school year, repaired over 2,100 bikes, and more than doubled bicycle ridership based on counts of bicycles before and after the visit.
- 39 K-8 schools held regular Walk and Roll to School Days.
- 16 elementary schools organized parent-led Walking School Buses.
- 105 schools participated in the comprehensive program.
- 50 schools received technical assistance
- 84% of schools held three or more events, and 46% held five or more events.
- 91% of schools participated in International Walk & Roll to School Day, a 10% increase from fall 2012.
- 68% of schools participated in the Golden Sneaker Contest in March 2014, a 14% increase from spring 2013.

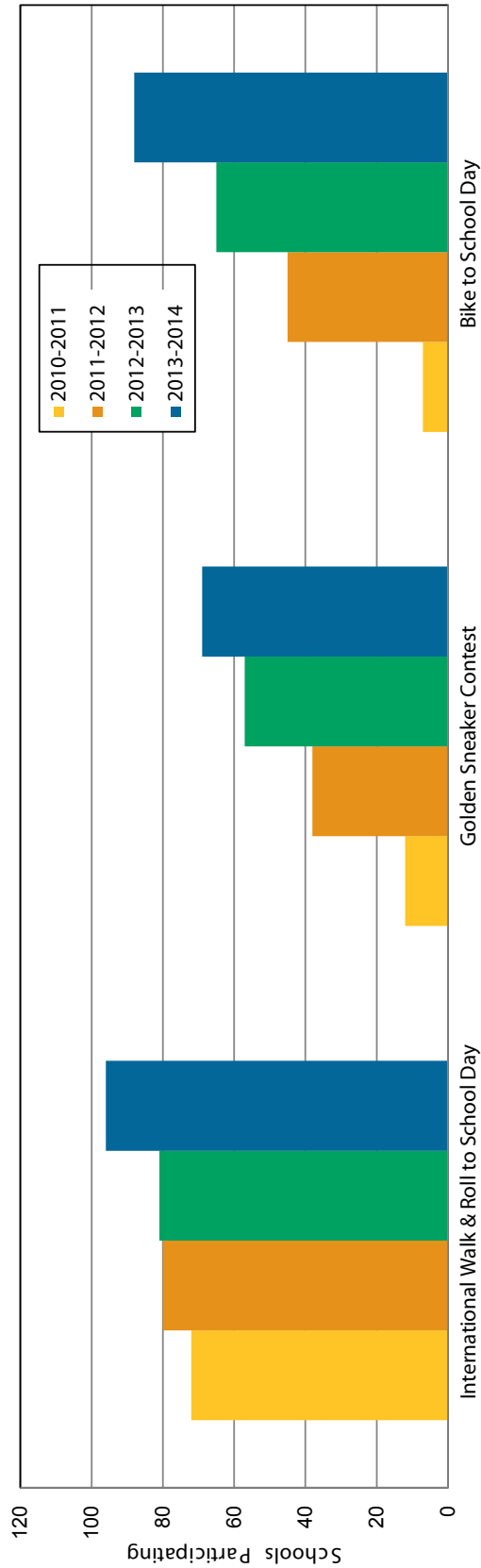


Figure 1 Schools Participating in Countywide Events

Figure 1 shows the growth in number of schools participating in the countywide events offered through the Alameda County SR2S program.

Most schools participating in the Alameda County SR2S program have increased rates of walking and bicycling, according to the ongoing evaluation of how students get to school (based on a partial data set).

The analysis also found a correlation between the number of walking and biking programs and active transportation mode share.

Strong relationships exist between Safe Routes activities and events and their impact on student travel behaviors:

- Schools with more walking programs tend to have a higher active mode share.
- Schools with more bicycling programs tend to have a higher biking mode share.

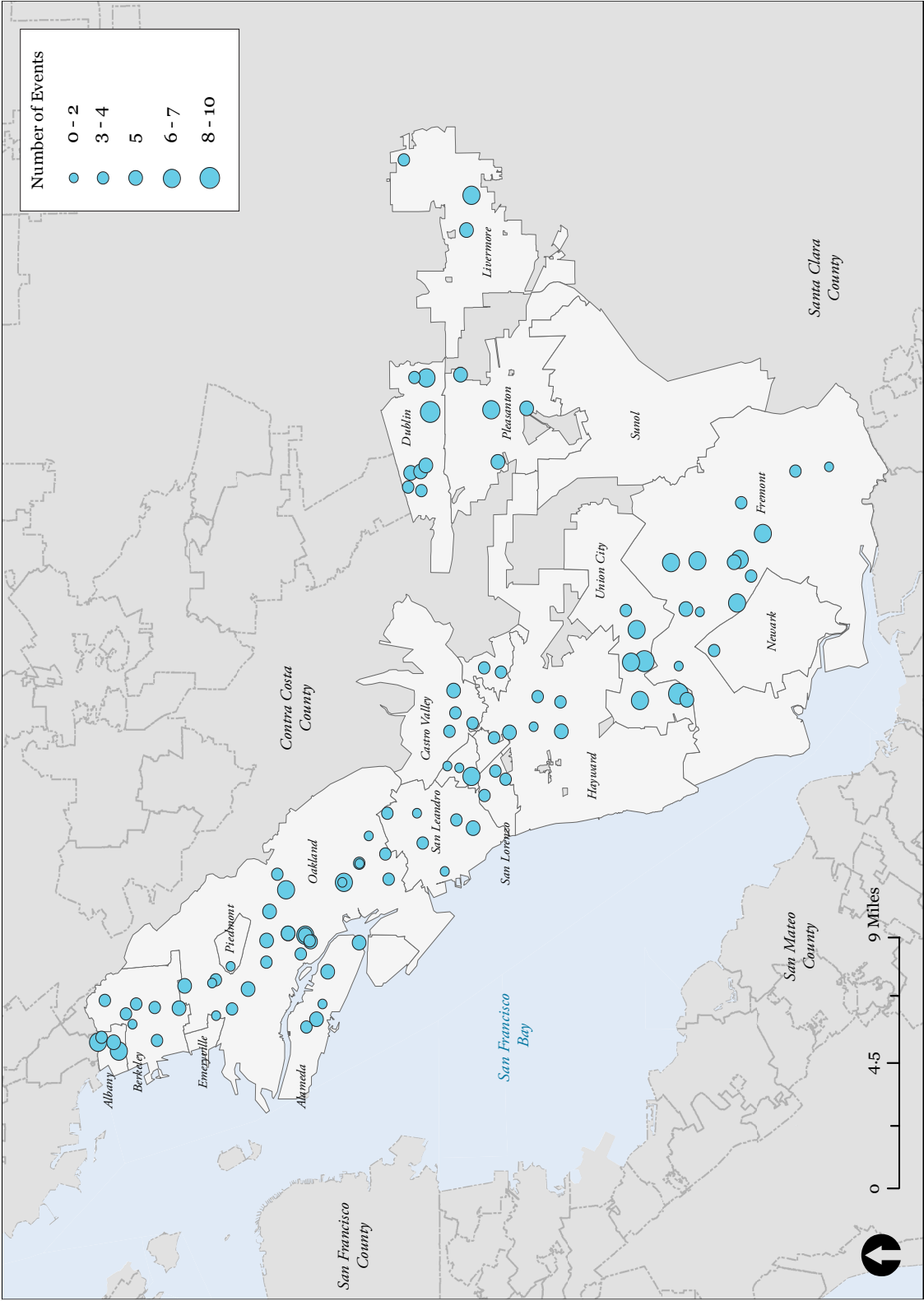


Figure 2 Number of Events at Participating Schools, 2013-2014 School Year

About this Report

This report covers programming undertaken during the 2013-2014 school year. Specifically, it:

- Presents an overview of K-8 and high school program activities
- Reports the results of three years of travel data, including an analysis of activities correlated with mode shift
- Tracks progress made toward goals established for the 2013-2014 school year
- Makes recommendations for continuing to enhance programming and program implementation for the remainder of the three-year grant cycle

This report is organized into the following chapters:

- Chapter 2, Program Overview, provides a brief history and overview of Alameda County's Safe Routes to Schools Program.
- Chapter 3, Elementary and Middle School Program, describes the selection process, program delivery, and program activities provided to elementary and middle schools.
- Chapter 4, High School Program, describes the program activities implemented at high schools and the growth of the program following the end of the two-year trial period in spring 2013.
- Chapter 5, Travel Choice, discusses how students get to school, identifies program elements that are associated with higher than typical walking, biking, and carpooling rates, and presents mode shift since 2011.

- Chapter 6, A Look Ahead, expands on program plans for the next two years.

The following appendices support this report:

- Appendix A: School Participation Matrix summarizes the programming provided at Alameda County schools enrolled in the comprehensive program.
- Appendix B: School Participation provides one-page sheets for each participating school, describing how the school participated in 2013-2014.



Students participating in a middle school Drive Your Bike class

In 2013-2014, Alameda County's Safe Routes to Schools program offered three major countywide events: International Walk & Roll to School Day in October, the Golden Sneaker Contest in March, and Bike to School Day in May. Throughout the year, schools participated in a variety of ongoing education and encouragement activities.

History

Alameda County's Safe Routes to Schools (SR2S) program began in 2006 as a Caltrans grant-funded pilot program at two schools in Oakland. In 2007, the Alameda County Transportation Improvement Authority authorized \$1.3 million in Measure B grant funding to continue the program¹. With renewed funds, by July 2011 the program had expanded to 88 schools and all four of the County's planning areas.

¹ The Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency merged in 2010 to form the Alameda County Transportation Commission.

The 5 E's

Alameda County's SR2S program is guided by the 5 E's framework that is a hallmark of successful SR2S programs:

Encouragement programs, such as Walk and Roll to School Days, provide incentives and support to help children and their parents try walking or bicycling instead of driving.

Education programs, such as the puppet show assembly, teach key messages about pedestrian and bicyclist safety, health, and the joys of active transportation. Classroom activities teach students how to navigate busy streets and make the connection between active transportation, health, and the environment.

Engineering programs, such as school site assessments, help identify and address physical barriers to active transport.

Enforcement programs reinforce legal and respectful walking, bicycling, and driving behaviors. Partnerships with law enforcement officials improve traffic safety around schools.

Evaluation programs help schools measure their success at encouraging walking and bicycling.

In July 2011, as a program of the Alameda CTC, Alameda County SR2S was funded with Federal Congestion Mitigation and Air Quality (CMAQ) funds, Federal Surface Transportation Program funds, and local Measure B funds.

The current program funding cycle runs from 2013-2016, with plans to incrementally expand program participation and breadth of events and services offered to participating schools.



Students at Haight Elementary (City of Alameda) participating in a bike festival

Comprehensive vs Technical Assistance

Alameda County SR2S provides two levels of assistance as program resources currently cannot accommodate the demand for comprehensive SR2S programming in the County. Therefore, a competitive application process is undertaken to put schools into two categories:

Schools accepted into the comprehensive program receive one-on-one school-based assistance from a site coordinator, are eligible for a variety of high-quality programming free of charge, and may receive support materials such as posters, banners, safety incentives, and safety vests. Each site coordinator works with between 15-20 schools.

Schools not accepted into the comprehensive program may receive technical assistance from the site coordinators through their school district's Safe Routes to School Task Force, but are generally not eligible for free programming or incentives. Schools accepting technical assistance agree to participate in a minimum number of events each year.

In 2013-2014, the Alameda County SR2S program expanded comprehensive programming to 99 elementary and middle schools. The high school program, which had been pilot tested from 2011-2013, transitioned to a permanent part of the Alameda County SR2S program, with six schools enrolled.

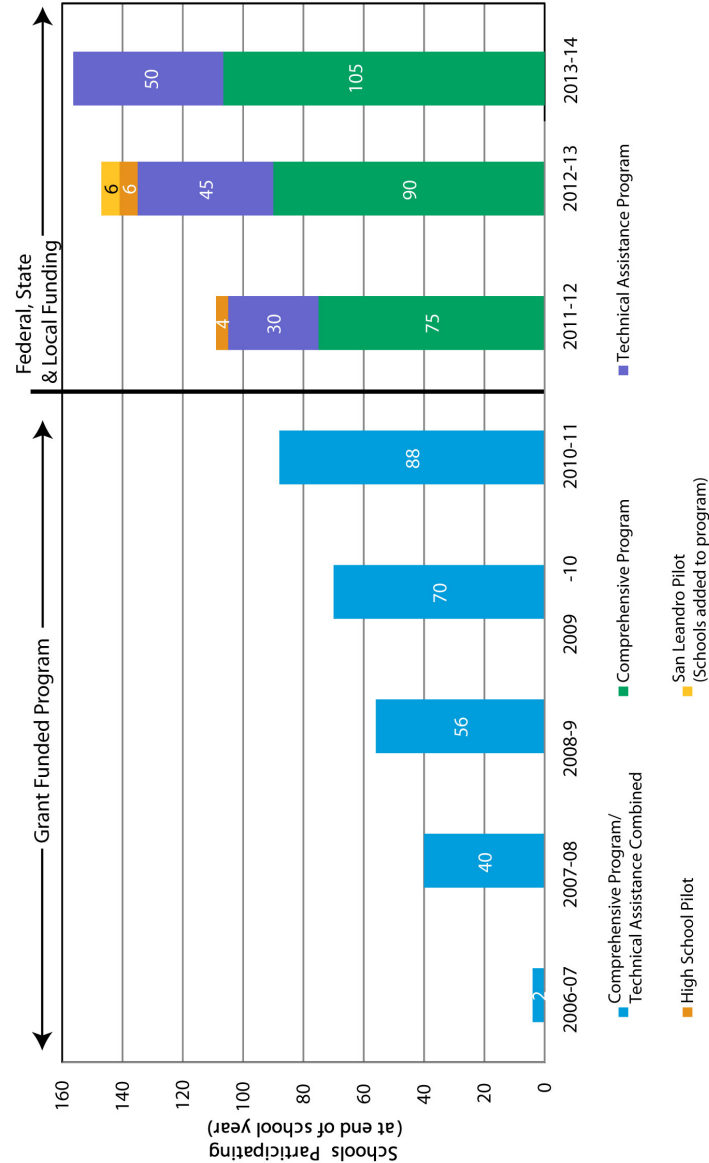
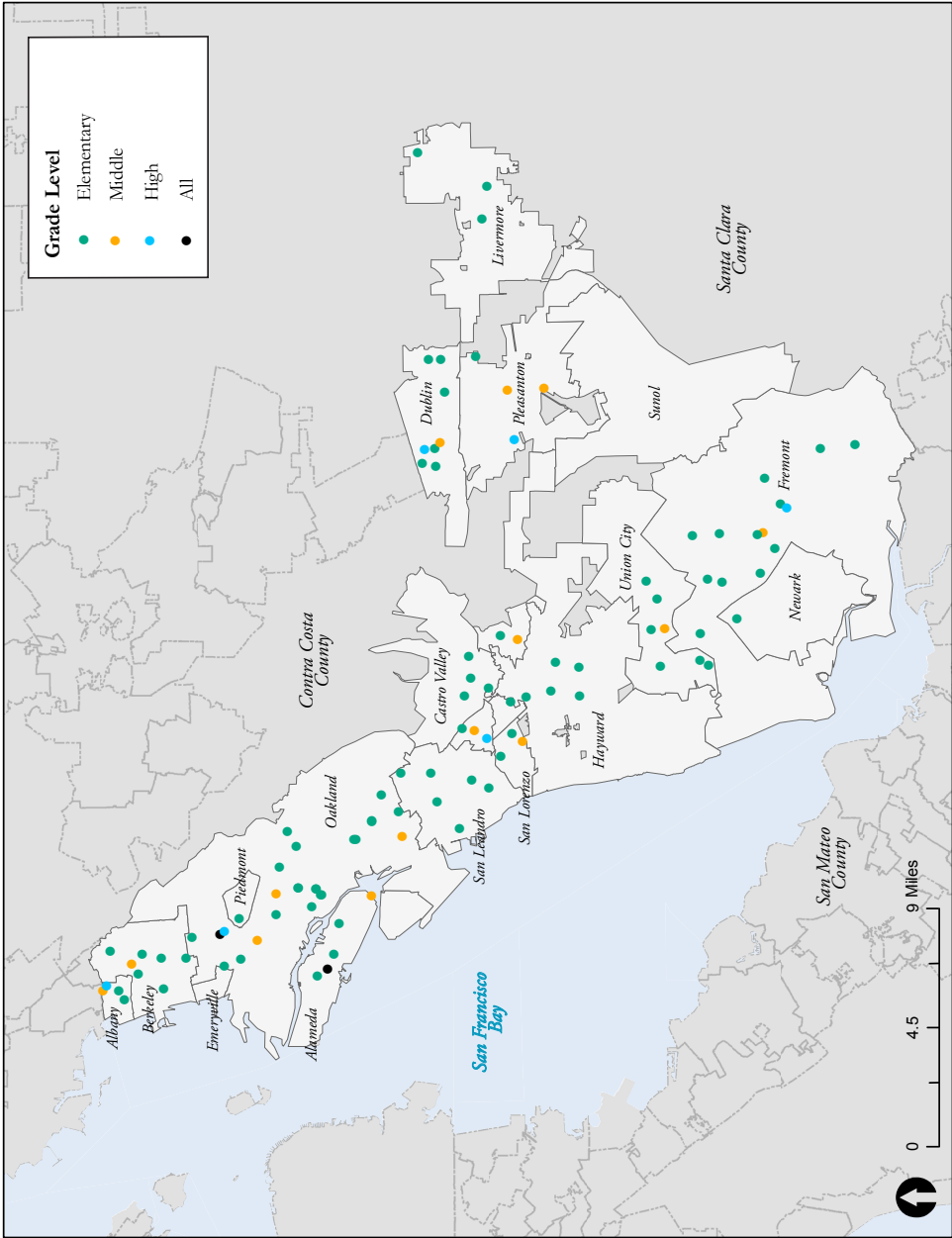


Figure 3 Growth of Alameda County SR2S Program 2006-07 through 2013-14

The current program funding cycle includes

- Bicycle safety training, including rodeos, family cycling clinics, adult safety courses, and the establishment of a diversion program for ticketed bicyclists
- Number of schools in the comprehensive program by at least 10% every school year
- BikeMobile visits throughout the County
- More robust evaluation tracking and reporting procedures, to better understand effectiveness of program elements and provide future program direction

Figure 4 2013-2014 Alameda County Safe Routes to Schools Participating Schools



Program Activities and Delivery

Alameda County SR2S programming offers a variety of activities and events for schools and students. Schools selected to participate in the program are assigned a Site Coordinator. The Site Coordinators work with designated School Champions, who are volunteer parents, teachers, or school staff that assist in program implementation at a specific school site.

Table 1 shows activities offered during the 2013-2014 school year.

Schools not accepted into the comprehensive program may receive technical assistance from the Site Coordinators through their school district's Safe Routes to School Task Force or by consulting with a Safe Routes to Schools staff member. During the 2013-2014 school year, 50 schools received technical assistance through the Alameda County SR2S program.

Table 1 Program Activities for 2013-2014

| Activity/Event | Schools Participating | | | Total | Notes |
|---|-----------------------|--------|------|-------|-------------------------------|
| | Elementary | Middle | High | | |
| Core Activities | | | | | |
| International Walk & Roll to School Day | 78 | 12 | 6 | 96 | More than 21,000 participated |
| Golden Sneaker Contest | 56 | 9 | 6 | 71 | More than 34,000 participated |
| Bike to School Day | 69 | 13 | 6 | 88 | More than 5,000 participated |
| | | | | | |
| BikeMobile Visit | 41 | 10 | 6 | 57 | 1,600 bicycles repaired |
| | | | | | |
| Walk and Roll to School Days | 34 | 5 | 0 | 39 | |
| Walking School Bus | 15 | 1 | 0 | 16 | |
| Bike Rodeos | 19 | 0 | 0 | 19 | |
| | | | | | |
| Drive Your Bike Program | 0 | 7 | 2 | 9 | |
| | | | | | |
| Family Cycling Workshop | 3 | 1 | 0 | 4 | |
| Educator Training | 17 | 3 | 0 | 20 | |
| | | | | | |
| School Site Assessment | 4 | 3 | 0 | 7 | |

In the 2013-2014 school year, 99 elementary and middle schools participated in the Safe Routes comprehensive program. The program offered three major countywide events, with ongoing educational and encouragement events and activities available based on school interest and capacity.

Selection Process

The Alameda County SR2S Program seeks to distribute Safe Routes programming equitably around the County. All schools in the County were invited during the summer months of 2013 to apply to the 2013-2014 program.

The program team compiled demographic, land use, and collision data for all applicants, which resulted in a score and rank for each school. In addition to the 99 elementary and middle schools selected for the Alameda County SR2S program, all six high schools that participated in the 2012-2013 high school pilot program were invited to participate in the 2013-2014 school year.

Alameda County Planning Areas

| |
|---|
| North: Oakland, Berkeley, Albany, Piedmont, Emeryville, Alameda |
| Central: Ashland, Castro Valley, Cherryland, Hayward, San Leandro, San Lorenzo |
| South: Fremont, Union City, Newark |
| East: Dublin, Pleasanton, Livermore |



Washington students (Berkeley) enjoy a healthy snack at the Bike to Work Day welcome table



Wells Middle School Golden Sneaker Classroom Champion

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Memorandum

5.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: Alameda CTC Semi-Annual Programs and Projects Update

RECOMMENDATION: Receive a semi-annual update on the Alameda CTC's Measure B and Vehicle Registration Fee Programs and the Capital Projects Program.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs and services in Alameda County. The remaining balance, approximately 40 percent, of the net sales tax revenues are earmarked for specific capital projects as set forth in the 2000 Measure B Transportation Expenditure Plan.

In November 2010, voters approved the Measure F Vehicle Registration Fee (VRF) Program, authorizing the collection of an annual \$10 per vehicle registration fee for transportation purposes.

The Alameda CTC provides the Commission a semi-annual update on the status of the Measure B/VRF programs, capital projects implemented by Alameda CTC, and projects that are being funded with Measure B Capital funds.

Measure B/VRF Programs

The Alameda CTC is responsible for administering the Measure B and the VRF Programs. Measure B/VRF funds are distributed by formula allocations to 20 eligible local jurisdictions and transit agencies as Direct Local Distributions (DLD) and through discretionary grant allocations. DLD funds are provided to local agencies to implement locally prioritized transportation projects and programs. Measure B/VRF revenues finance local transportation needs, bicycle/pedestrian, mass transit, and paratransit improvements to maintain and enhance Alameda County's transportation system. At the end of each calendar year, Alameda CTC requires recipients to submit Audited Financial Statements and compliance reports to monitor Measure B/VRF expenditures and planned uses.

Through fiscal year 2013-2014 (FY 13-14), the DLD fund recipients received approximately \$66.6 million in Measure B and \$7.2 million in VRF distributions, as summarized by program in Table 1.

Table 1: Measure B/VRF Direct Local Distributions (FY 13-14)

| Measure B Programs | Measure B Funds (in millions) | Vehicle Registration Fee Program | VRF Funds (in millions) | Total Funds (in millions) |
|---|--|---|------------------------------------|--------------------------------------|
| Local Transportation Funds (includes Local Streets and Roads) | \$26.4 | Local Road Improvement and Repair Program | \$7.2 | \$33.6 |
| Mass Transit | \$25.1 | | | \$25.1 |
| Special Transportation for Senior and People with Disabilities (Paratransit) | \$10.7 | | | \$10.7 |
| Bicycle and Pedestrian Safety | \$4.4 | | | \$4.4 |
| TOTAL | \$66.6 | | \$7.2 | \$73.8 |

Alameda CTC also sets aside a portion of Measure B/VRF funds specifically for competitive grant programs. Grant recipients are required to submit progress reports every six months providing grant status and expenditure updates.

Capital Projects Program

The Alameda CTC Capital Projects Program includes both capital projects implemented by Alameda CTC, and projects that are being funded with Measure B Capital funds; including projects funded through the 1986 Measure B, 2000 Measure B, and the Proposition 1B (Prop 1B) "I-Bond" Programs. The update discusses the overall status of each funding program and major milestones achieved since the previous semi-annual update.

The Alameda CTC's capital projects program is listed in Attachment C. Since the last update, \$300 million of countywide improvements have been substantially completed and are in the project closeout phase. The current list of projects includes 35 active capital projects funded by \$3.2 billion in federal, state, regional and local fund sources. A project with activities from scoping through construction phase is defined as an active project. Since the passage of Measure B in 1986 and its reauthorization in 2000, it has provided a consistent source of vital transportation funding to numerous capital projects in Alameda County.

Over the last 3 decades, local Measure B funding has successfully attracted 400% of external funding sources to its original investment to provide significant transportation improvements and advancements in Alameda County. Alameda CTC has executed on 96% of the 2000 Measure B capital investments and successfully moved projects through the development, design, right-of-way and construction phases. In 2006, this local funding source was critical to securing over \$400 million in state Prop 1B Bond funding and created thousands of much needed construction jobs in Alameda County during the

recent recession. This update provides an overview, current status and highlights of the Alameda CTC capital program which are summarized in the following three groups:

1. 1986 Measure B Projects
2. 2000 Measure B Projects
3. Proposition 1B "I-Bond" and Other Projects

Background

Measure B Direct Local Distribution Program

Since the start of 2000 Measure B half-cent sales tax collections from April 1, 2002 through June 30, 2014, Alameda CTC has distributed approximately \$706.1 million in Measure B Direct Local Distribution (DLD) funds to twenty local jurisdictions and transit agencies for transportation purposes.

For FY 13-14, Measure B sales tax revenues generated approximately \$119.6 million in net sales tax revenues. Of this amount, local jurisdictions received approximately \$66.6 million in DLD funds to support their bicycle/pedestrian, local transportation, mass transit, and paratransit programs.

Measure B is a flexible funding source that allows Alameda CTC and local jurisdictions to address a variety of Alameda County's transportation needs. The Master Programs Funding Agreement (MPFA) states that Local Transportation funds are eligible on a variety of improvements include traditional roadway improvements such as pavement maintenance and rehabilitation, as well as other improvements including geometric improvements, transportation mitigation, access improvements, and other eligible transportation needs. Thus, Local Transportation funds are an option for improvements that support bicycle/pedestrian, paratransit and transit enhancements. Additionally, there are also examples of the Alameda CTC assisting in project delivery using Measure B DLD funds or grant funds. These include implementing programs such as the countywide Safe Routes to School Program or the Same Day Transportation Program in Hayward. There may be additional projects or programs with regional benefits that are prioritized in the future that the Alameda CTC may want to implement through Measure B programs.

In 2012, new timely use of funds and reserve policies were approved by the Alameda CTC and incorporated into updated MPFA contracts. As a result, local agencies are utilizing the DLD funds expeditiously on transportation improvement projects and programs. Overall, the fund balances have decreased by over 25% since the timely use of funds and reserve policy implementation. Further reductions of the Measure B/VRF DLD fund balances are expected. Alameda CTC will continue to implement the reserve policies and monitor jurisdictions' DLD expenditure plans that are reported through the annual Compliance Reporting process. Compliance Reports for the FY 13-14 are due at the end

of December, and the Alameda CTC will provide a status update on the fund balances in the Spring.

Vehicle Registration Fee Direct Local Distribution Program

Since the start of Vehicle Registration Fee (VRF) collections on May 1, 2011 through December 31, 2013, Alameda CTC has distributed approximately \$21.6 million in VRF DLD funds to fifteen local jurisdictions for local road improvements. These funds are eligible exclusively for locally prioritized street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY 13-14, VRF receipts generated approximately \$12.0 million in net revenues. Of this amount, local jurisdictions received approximately \$7.2 million in DLD funds to improve and maintain their local roadways. Additionally, the Alameda CTC is also administering the Local Transportation Technology Program, a component of the VRF Program, as a DLD program. These funds represent 10 percent of VRF revenues (approximately \$1 million annually) and are directed to Alameda CTC transportation management technology projects such as the "Smart Corridors Program" operated by the Alameda CTC.

Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four grant programs:

- 1) Bicycle and Pedestrian Countywide Discretionary Fund Grant Program
- 2) Express Bus Grant Program
- 3) Paratransit Gap Grant Program
- 4) Transit Center Development Program

These grant funds are available to local agencies, transit agencies and nonprofit organizations for transportation improvements through a competitive process. Alameda CTC goes through an extensive evaluation process to award discretionary funding. Community advisory committees are also included in the funding process for the Bicycle/Pedestrian and Paratransit grant funds.

In FY 13-14, the Alameda CTC reimbursed project sponsors approximately \$1.7 million in Measure B grant funding. The four competitive grant programs are described below.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Grant Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Since the start of the program, Alameda CTC has allocated approximately \$12.2 million to 51 bicycle and pedestrian projects. Currently, there are eight active bicycle/pedestrian projects funded through this grant program.

In FY 13-14, the Alameda CTC reimbursed approximately \$150,000 to project sponsors.

Express Bus Service Grant Program

The Express Bus Service program is designed to improve rapid bus service throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

Since the start of the program, Alameda CTC has allocated approximately \$9.6 million to 10 express bus service projects. Currently, there are four active express bus service projects.

In FY 13-14, the Alameda CTC reimbursed approximately \$975,000 to project sponsors.

Paratransit Gap Grant Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi service, transportation/outreach service (including special transportation service for individuals with dementia), volunteer driver services, travel escorts, and travel training. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding.

Since the start of the program, Alameda CTC has allocated approximately \$14.4 million to 72 projects and programs for seniors and people with disabilities. Currently, there are fourteen active Paratransit Gap projects.

In FY 13-14, Alameda CTC reimbursed over \$1.0 million to project sponsors.

Transit Center Development Grant Program

The Transit Center Development (TCD) grant program focuses on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Oriented Development Projects (TOD) or Priority Development Areas (PDA). These funds are available to support development efforts near transit centers.

Since the start of the program, Alameda CTC allocated over \$1 million to TCD projects throughout Alameda County. TCD funds are currently supporting the Sustainable Communities Technical Assistance Program (SCTAP).

VRF Grant Programs

Alameda CTC distributes VRF funds through two grant programs:

- 1) Pedestrian and Bicyclist Access and Safety Program
- 2) Transit for Congestion Relief Program

These grant funds are available through a competitive process to local jurisdictions and transit agencies for transportation improvements. Alameda CTC goes through an extensive evaluation process to award discretionary funding.

In May 2013, the first cycle of grant funding for these programs were allocated as part of the Coordinated Funding Program. The VRF funding allocation included \$1.5 million to two Bicycle/Pedestrian Program projects and \$10.0 million to four Transit Program projects.

In FY 13-14, Alameda CTC has reimbursed approximately \$236,000 to project sponsors.

Capital Projects Program

The Alameda CTC's capital projects program is detailed in Attachment C. The list of projects includes 35 active capital projects funded by \$3.2 billion in federal, state, regional and local fund sources. Of the active capital projects, 25 are funded in whole or in part with funding from either the 1986 Measure B (ACTA) or the 2000 Measure B (ACTIA) Capital Program. Seven projects are categorized in the I-Bond program funded by Prop 1 B funding, and another three projects are being implemented using non-Measure B funding sources. The table in Attachment C provides a summary of current project status information including the current project phase, schedule, and funding. In Summary:

- All capital projects in the 1986 Measure B program have been completed except for three projects which are still active and have remaining, unexpended commitments of 1986 Measure B funding.
- Of the committed \$786.4 million for 2000 Measure B capital projects, \$753.4 million has been allocated, essentially delivering 96% of the program in just twelve (12) years.
- Alameda CTC Measure B Sales Tax Revenue Bonds given an 'AAA' rating; Series 2014 bonds were issued in March 2014 to provide required funding to advance the regionally significant projects such as BART Warm Springs Extension, Oakland Airport Connector, the I-580 Corridor Projects.
- Measure B funding programmed for emerging projects was successfully utilized to secure \$420 million in Prop 1B Bond funds towards the delivery of \$800 million in

highway projects collectively termed as the I-Bond Highway Program. All of the Alameda CTC I-Bond projects are in construction or complete. The I-880 North Safety and Operational Improvements at 23rd and 29th Avenues project in Oakland was the final I-bond project to be awarded in April 2014, construction activities began in July 2014 and will continue through spring of 2018.

The following is the funding breakdown by phase for the list of 35 active projects in the Alameda CTC Capital Project Program which total approximately \$3.2 billion:

- Fourteen (14) projects with total project costs of more than \$2.5 billion are in the Construction phase;
- Ten (10) projects are currently in the Design and/or Right of Way phases with total costs estimated at more than \$552 million;
- Five(5) projects are in the Preliminary Engineering/Environmental Studies phase with more than \$57 million of funding;
- Six (6) projects are in the Scoping phase, two of which are Planning projects with approximately \$20 million in funding; and

Additional project-specific, information is available in the Project Fact Sheets which are updated regularly and available on the Alameda CTC website.

I. 1986 Measure B (ACTA) Capital Projects Program

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan. Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects. Amendment No. 2, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added the I-880 to Mission Boulevard East-West Connector Project to replace the Historic Parkway Project.

Program Highlights:

- Widened the Nimitz Freeway to eight and ten lanes, added auxiliary lanes and upgraded interchanges;
- Built Airport Roadway from Harbor Bay/Maitland to Airport Drive adding alternative access to Oakland International Airport;
- Constructed local road improvements in San Leandro and Hayward;

- Added freeway to freeway connections at the Route 13/24 Interchange;
- Modified and upgraded the I-580/680 Interchange;
- Realigned Route 84 and diverted cut through traffic out of downtown Livermore to the current Route 84 corridor; and
- Extended BART from Bay Fair to Dublin/Pleasanton

Current Status:

All capital projects in the 1986 Measure B have been completed except for three projects which are still active and have remaining, unexpended commitments of funding from the 1986 Measure B:

- Castro Valley Local Area Traffic Circulation Improvement Project (MB241, Project No. 509): This "study only" project is in the scoping phase. The local area circulation project consists of multiple project phases and potentially, multiple projects. The schedule for construction will be determined as the individual improvements to be funded are identified during the project development phases.
- I-880 to Mission Boulevard East-West Connector Project (Project No. 505.0): This project is being implemented in cooperation with the cities of Union City and Fremont. Final design is on hold, pending additional funding. The project is included in the 2014 Transportation Expenditure Plan which is currently on the November 2014 ballot as Measure BB.
- I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 501.0), The remaining portion of this project (Phase 1B) has been integrated into the Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project implemented by the VTA. This project is currently under construction estimated to complete in spring 2015.

II. 2000 Measure B (ACTIA) Capital Projects Program

The 2000 Measure B (ACTIA) program of capital projects includes 27 original projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. The 2000 Measure B has accomplished significant transportation improvements in Alameda County. Of the committed \$786.4 million for 2000 Measure B capital projects, \$753.4 million has been allocated, essentially delivering 96% of the program in just twelve (12) years.

Program Highlights:

- Implemented the first Rapid Bus Service and Bus Rapid Transit in the East Bay;
- Widened I-238 to six lanes;
- Widened southbound I-680 and implemented the first Bay Area Express Lane;
- Built the new Isabel Ave Interchange and added carpool lanes along I-580;
- Widened Route 84 to expressway standards;
- Provided for local street and road improvements in Oakland, Newark, San Leandro and Hayward;
- Extending BART to Warm Springs to connect to San Jose;
- Building the Oakland Airport Connector between BART and Oakland International Airport;
- Converting carpool lanes to express lanes along I-580; and
- Implementing major innovative traffic relief technology on 22 miles of I-80.

Current Status:

The current project construction schedules and total project funding amounts for the active capital projects included in this update are shown in Attachment C.

Projects in the Project Development Phase

1. Telegraph Avenue Corridor Bus Rapid Transit – (Project No. 607.0): AC Transit is the sponsor of the Telegraph Avenue Corridor BRT project. The project is currently in the design phase with advance utilities and construction of parking lots and the Fruitvale Bypass scheduled to begin fall 2014 and construction of the primary construction contract starting in summer 2015.
2. I-880/Broadway-Jackson Interchange Improvements Project (Project No. 610.0): This project is in the project approval and environmental document (PA&ED) phase and is sponsored by the Alameda CTC. A request for proposals for consultant to complete the PA&ED phase was released in June 2014. The selection review panel ultimately recommended HNTB as the top ranked firm and the Alameda CTC Commission approved the ranking in September 2014. Contract negotiations are currently underway.
3. Iron Horse Transit Route (Project No. 609.0): The project scope was revised in 2010 to reflect the changing project area in the vicinity of the Dublin-Pleasanton BART

Station. The project is currently in the design and right of way phases. Construction is scheduled to begin spring 2015.

4. Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 615.0): The City of Hayward is the project sponsor and is currently implementing the design and right of way phases funded by recent allocations of 2000 Measure B funding. Construction for the first phase is scheduled to begin early 2015.
5. East 14th Street/Hesperian Blvd./150th Street Intersection Improvements (Project No. 619.0): The City of San Leandro is the project sponsor. The project is currently in the design/right of way phase. Construction is scheduled to begin in summer 2016.
6. Dumbarton Corridor Improvements (Project No. 625.0): The Dumbarton Rail Corridor element (Study Only) of this project will extend rail service from San Mateo County to the Union City Intermodal Station. The project is significantly under-funded. The project sponsor, SamTrans, and the Project Development Team has placed the project on hold until funding shortfall has been addressed. MTC has reallocated the remaining RM2 funds programmed to the project. Interim bus operations are in place to enhance ridership on the Dumbarton Bridge. The Alameda CTC Commission has reallocated the remaining \$15.8 million in 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor known as the Central Avenue Overpass Project (625.1).
7. Dumbarton Corridor Improvements - Central Avenue Overpass (Project No. 625.1): The project will construct a four-lane grade separated structure at the rail-road crossing on Central Ave. between Sycamore St. and Morton Ave. and will provide traffic relief and improve safety in the Dumbarton Corridor. Preliminary engineering and environmental studies are underway for the project.
8. I-680 Sunol Express Lane - Northbound (Project No. 721.0): The northbound project is currently in the preliminary engineering and environmental studies phase. The Draft Environmental Document (DED) is expected to be released for public circulation in fall 2014 with final environmental approval expected by fall 2015.
9. Route 84 Expressway – South Segment (Project No. 624.2): The project is currently in the design phase with right of way and utility relocation activities occurring concurrently with design. The project limits of the south segment are from North of Concannon Blvd. to Ruby Hills Dr.
10. I-680 Cross Connector Studies (Study Only) (Project No. 770): This project is currently on hold; the project team is working to identify an approach to move this study forward.

Projects in the Construction Phase

1. Westgate Parkway Extension: The first phase was completed in 2006 and the remaining second phase is being coordinated with the larger project to

reconstruct the I-880/Davis Street interchange as part of the I-Bond funded I-880 Southbound HOV Lane - South Segment, which is currently under construction.

2. BART Warm Springs Extension (Project No. 602): Expected completion scheduled for December 2015.
3. BART Oakland Airport Connector (Project No. 603): Expected completion scheduled for November 2014.
4. Downtown Oakland Streetscape Improvement (Project No. 604): The City of Oakland has reported that progress has been made in working with individual property owners such that improvements at Latham square will proceed. Expected completion scheduled for December 2015.
5. Altamont Commuter Express Rail (Project No. 725.1): Locomotive overhaul and maintenance facility improvements are currently underway.
6. I-580 Express Lanes (Project No. 720.4/724.1): Construction of the civil infrastructure necessary to support express lane operations has been included as part of the current I-580 construction contracts. Work began in June 2014 and is currently underway as are education and outreach efforts. The new facility is scheduled to open to the public fall 2015.

III. Proposition 1B "I-Bond" and Other Projects

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from Prop 1B Program for vital highway projects throughout Alameda County. Seven Alameda County candidate projects were selected by the CTC for funding under the Prop 1B program. Alameda CTC has successfully secured a total of \$420 million in Prop 1B Bond funding towards the delivery of an \$800 million highway program.

The Alameda CTC took the lead on securing Proposition 1B funding, project development, right of way, and delivered these projects. Staff is monitoring the construction phase closely to ensure construction completion on schedule and within budget.

Program Highlights:

- 100% of Prop 1B bond funding committed to Alameda CTC projects has been allocated;
- Constructed the new Isabel Ave – Route 84/I-580 Interchange;

- Added carpool lanes along I-580 in both the eastbound and westbound directions;
- Widened Route 84 to four and six lanes between Jack London and Concannon Boulevards;
- Constructing carpool lanes in the southbound direction along I-880 from Hegenberger Road to Marina Boulevard and reconstructing the Davis St. and Marina Blvd. interchange/overcrossings; and
- Implementing added improvements at Marina Blvd. to facilitate increased demand generated by the new Kaiser hospital development which opened in spring 2014.

Current Status:

All Alameda CTC Prop 1 B Bond projects are in construction or complete. The final construction contract for the I-880 North Safety and Operational Improvements at 23rd - 29th Project was awarded in April 2014 and construction activities began in July 2014. Four projects are being implemented by Alameda CTC using non Measure B capital funding. The detailed status of this suite of projects is listed below.

Projects in the Project Development Phase (Other Projects)

1. I-580 Westbound HOV Lane – Landscaping (Project No. 724.6): This landscape project will be completed after construction of the primary facility is completed.
2. I-80 Gilman (Study Only) - (Project No. 765.0): The consultant analyzed traffic data and prepared conceptual designs for roundabouts and signalized intersection alternatives. The Project Study Report was completed summer 2014 and is awaiting approval by Caltrans.

Projects in the Construction Phase (I-Bond and Other Projects)

1. I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 720.5): Construction began fall 2012 and is 74 percent complete. Due to inclusion of express lane civil construction, the project is scheduled to finish fall 2015.
2. I-580 Westbound HOV Lane – East Segment (Project No. 724.4): Construction on the HOV lane from Greenville overcrossing to Isabel Avenue began fall 2012 and is 51 percent complete. Due to inclusion of express lane civil construction, the project is scheduled to finish early 2016.
3. I-580 Westbound HOV Lane – West Segment (Project No. 724.5): Construction on the HOV lane from Isabel Ave. to San Ramon/Foothill Road overcrossing began fall 2012 and is 77 percent complete. Due to inclusion of express lane civil construction, the project is scheduled to finish summer 2015.

4. I-880 Southbound HOV Lane – South Segment (Project No. 730.1): Construction on the southbound HOV lane from Davis St. to Marina Blvd. began fall 2012 and is 63 percent complete. The project is scheduled to finish summer 2015.
5. I-880 Southbound HOV Lane – North Segment (Project No. 730.2): Construction on the southbound HOV lane from Hegenberger Rd. to Davis St. began fall 2012 and is 81 percent complete. The project is scheduled to finish in December 2014.
6. I-880 North Safety and Operational Improvements at 23rd - 29th (Project No. 717): Caltrans awarded the contract in April 2014 and construction activities began in July 2014.
7. I-80 Integrated Corridor Mobility (ICM) (Project No. 791): The project will enable operational improvements and implement intelligent transportation (ITS) strategies, such as adaptive ramp metering and incident management on I-80 from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge in Alameda and Contra Costa Counties. The project includes improvements to San Pablo Avenue and the arterials connecting with mainline I-80, administered by Alameda CTC. Eleven overhead sign gantries are being erected above I-80 during the months of August, September, and October 2014 under sub-project #5. Due to the complexity of the project, it is being implemented under separate construction / ITS contracts:
 - a. Sub-project #1 (EA 3A7741): Software & Systems Integration (SI); Software implementation and SI activities will continue through spring 2015
 - b. Sub-project #2 (EA 3A7751): Specialty Materials Procurement; the contract was awarded June 2012; sign manufacturing, contract management and administration activities underway.
 - c. Sub-project #3 (EA 3A7711): Traffic Operations Systems (TOS); Work on this contract was completed summer 2012.
 - d. Sub-project #4 (EA 3A7764): Adaptive Ramp Metering (ARM); contract awarded fall 2012 with expected completion in fall 2014. This contract is being administered by Caltrans.
 - e. Sub-project #5 (EA 3A7774): Active Traffic Management (ATM); contract awarded fall 2012 with expected completion in early 2015.
 - f. Sub-project #6 (EA 3A7734): San Pablo Corridor and Arterial Improvements; construction is complete; with certain change order work expected to continue through December 2014 to facilitate system integration.
2. Webster Street SMART Corridor - (Project No. 740.0): Construction of the project is complete. Final testing of system components was completed in early 2014. System integration is ongoing and contract closeout is underway.
3. East Bay Greenway (Coliseum BART to 85th Avenue) - (Project No. 635.2) - The East Bay Greenway project from the Coliseum BART station to 85th Avenue is a Measure

B Bicycle and Pedestrian Grant funded project being implemented by the Alameda CTC. Construction started in October 2013 and is nearing completion. Following completion of the project the Alameda CTC is responsible for maintaining this half-mile segment of the path. The project team is preparing to procure a contractor to perform the path maintenance and subsequently will be responsible for managing the ongoing maintenance contract.

Since the passage of Measure B in 1986 and its reauthorization in 2000, it has provided a consistent source of vital transportation funding to numerous capital projects in Alameda County. The 2000 Measure B program alone has leveraged almost \$3 billion in external funding sources which equates to almost four times the funding from Measure B to date for transportation investments. Alameda CTC has executed on 96% of the 2000 Measure B capital investments and successfully moved projects through the development, design, right-of-way and construction phases. In 2006, this local funding source was critical to securing over \$400 million in state Prop 1B Bond funding and created thousands of much needed construction jobs in Alameda County during the recent recession. Alameda CTC continues its mission to expand access and improve mobility; it has developed a plan to address immediate and future transportation needs through the 2014 Transportation Expenditure Plan. Measure BB has been placed on the ballot this November to extend and augment the current funding to provide an additional \$8 billion in transportation program and project investments over the next 30 years.

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

Attachments

- A. Measure B Program Active Grants List
- B. Vehicle Registration Fee Program Active Grants List
- C. Alameda CTC Capital Projects Program Summary

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

[Raj Murthy](#), Program Manager, Project Controls Team

Alameda County Transportation Commission

Measure B Grants Program

Active Project Sponsor Agreements

| Index | | Agreement Number | Project Number (APN) | Sponsor | Project Name | Measure B Funds Awarded | | Status |
|------------------------------------|--|------------------|----------------------|--|---|-------------------------|-----------|-------------|
| BICYCLE AND PEDESTRIAN PROGRAM | | | | | | | | |
| 1 | | A09-0022 | 634.5 | City of Newark | Newark Pedestrian and Master Plan | \$ | 119,000 | In Progress |
| 2 | | A13-0059 | 636.2 | City of Emeryville | Christie Ave Bay Trail Gap Closure | \$ | 50,000 | In Progress |
| 3 | | A13-0062 | 636.5 | City of Alameda | Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi) | \$ | 793,000 | In Progress |
| 4 | | A13-0063 | 636.6 | City of Albany | Buchanan/Marin Bikeway | \$ | 536,000 | In Progress |
| 5 | | A13-0064 | 636.7 | City of San Leandro | W. Juana Ped Improvements | \$ | 346,000 | In Progress |
| 6 | | A13-0065 | 636.8 | City of Oakland | Fruitvale Alive Gap Closure Streetscape Project (Fruitvale Ave E.12th to Estuary) | \$ | 113,000 | In Progress |
| 7 | | A13-0066 | 636.9 | City of Piedmont | Piedmont Pedestrian and Bicycle Master Plan | \$ | 102,000 | In Progress |
| 8 | | A13-0067 | 637.0 | Cycles of Change | Bike-Go-Round (education/safety program) | \$ | 240,000 | In Progress |
| 8 Active Bike/Pedestrian Projects | | | | | | \$ | 2,299,000 | |
| EXPRESS BUS PROGRAM | | | | | | | | |
| 1 | | A14-0026 | 651.3 | AC Transit | AC Transit Expansion of Transit Center at San Leandro BART | \$ | 321,000 | In Progress |
| 2 | | A13-0060 | 636.3 | AC TRANSIT | East Bay Bus Rapid Transit Bike/Pedestrian Elements | \$ | 200,000 | In Progress |
| 3 | | A13-0070 | 637.3 | LAVTA | Route 10 & Rapid Route Operations | \$ | 1,000,000 | In Progress |
| 4 | | A13-0071 | 637.4 | LAVTA | Route 12v, 20x, and 70x Operations | \$ | 1,000,000 | In Progress |
| 4 Active Express Bus Projects | | | | | | \$ | 2,521,000 | |
| PARATRANSIT PROGRAM | | | | | | | | |
| 1 | | A13-0041 | 668.1 | Alzheimer's Services of the East Bay | Special Transportation Services for Individuals with Dementia | \$ | 200,000 | In Progress |
| 2 | | A13-0043 | 668.2 | Center for Independent Living, Inc. | Mobility Matters Project | \$ | 350,000 | In Progress |
| 3 | | A13-0042 | 668.3 | Bay Area Outreach & Recreation Program | Accessible Group Trip Transportation for Youth and Adults with Disabilities | \$ | 272,000 | In Progress |
| 4 | | A13-0045 | 668.4 | City of Fremont | Tri-City Mobility Management and Travel Training Program | \$ | 200,000 | In Progress |
| 5 | | A13-0052 | 668.5 | Senior Support Program of The Tri Valley | Volunteer Assisted Senior Transportation Program | \$ | 150,000 | In Progress |
| 6 | | A13-0050 | 668.6 | City of Pleasanton | Downtown Route Shuttle (DTR) | \$ | 85,544 | In Progress |
| 7 | | A13-0046 | 668.7 | City of Fremont | Tri-City Volunteer Driver Programs | \$ | 250,000 | In Progress |
| 8 | | A13-0047 | 668.8 | City of Fremont | Tri-City Taxi Voucher Program | \$ | 150,000 | In Progress |
| 9 | | A13-0044 | 668.9 | City of Emeryville | 8-To-Go: A Demand Response, Door to Door Shuttle | \$ | 106,000 | In Progress |
| 10 | | A13-0051 | 669.0 | Senior Helpline Services | Rides for Seniors | \$ | 150,000 | In Progress |
| 11 | | A13-0048 | 669.1 | City of Hayward | Central County Taxi Program | \$ | 52,100 | In Progress |
| 12 | | A13-0049 | 669.2 | City of Oakland | Taxi-Up & Go Project | \$ | 185,000 | In Progress |
| 13 | | A14-0029 | 669.3 | BORP | Capital Grant Matching Vehicle Purchase | \$ | 19,373 | In Progress |
| 14 | | A14-0030 | 669.4 | AC Transit | Marketing Mobility Management Through the 211 Project | \$ | 50,000 | In Progress |
| 14 Active Paratransit Projects | | | | | | \$ | 2,220,017 | |
| ALL ACTIVE PROJECTS SUMMATION | | | | | | | | |
| 26 Active Measure B Grant Projects | | | | | | \$ | 7,040,017 | |

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Alameda County Transportation Commission

Vehicle Registration Fee Grants Program

Active Programs/Projects

| Index | | Agreement Number | Project Number (APN) | Sponsor | Project Name | VRF | | Status |
|-----------------------------------|--|------------------|----------------------|----------------------------------|--|---------------|------------|-------------|
| | | Number | | | | Funds Awarded | | |
| BICYCLE AND PEDESTRIAN PROGRAM | | | | | | | | |
| 1 | | A13-0059 | 636.2 | City of Emeryville | Christie Ave Bay Trail Gap Closure | \$ | 500,000 | In Progress |
| 2 | | A13-0061 | 636.4 | East Bay Regional Parks District | Bay Trail - Gillman to Buchanan | \$ | 1,000,000 | In Progress |
| 2 Active Bike/Pedestrian Projects | | | | | | \$ | 1,500,000 | |
| TRANSIT PROGRAM | | | | | | | | |
| 1 | | A13-0057 | 636.0 | BART | Berkeley BART Plaza & Transit Area Improvements | \$ | 3,718,000 | In Progress |
| 2 | | A13-0058 | 636.1 | City of Union City | UC BART Station Improvements & RR Ped Xing Component | \$ | 5,730,000 | In Progress |
| 3 | | A13-0068 | 637.1 | City of Alameda | Estuary Crossing Shuttle | \$ | 200,000 | In Progress |
| 4 | | A13-0069 | 637.2 | City of Oakland | Broadway Shuttle | \$ | 352,000 | In Progress |
| 4 Active Transit Projects | | | | | | \$ | 10,000,000 | |
| ALL ACTIVE PROJECTS SUMMATION | | | | | | | | |
| 6 Active VRF Grant Projects | | | | | | \$ | 11,500,000 | |

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| Alameda CTC Capital Projects Summary | | | | | | | | | | | | | | |
|--------------------------------------|--------------------|--|--------------|------------------------|--------------------------------|-------------------------|---|-----------------|---------|-------|----------|-------|-----------------------------|---------|
| Index | AlaCTC Project No. | Project Name | Project Type | Current Phase (Note 1) | Construction Schedule (Note 2) | | Project Funding Sources (\$ x million) (Note 3) | | | | | | Total Funding (All Sources) | |
| | | | | | Begin | End | 1986 MB (ACTA) | 2000 MB (ACTIA) | Federal | State | Regional | Local | | Other |
| 1986 MEASURE B | | | | | | | | | | | | | | |
| 1 | 501.0 | I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B) | Hwy | Construction | Jul 2012 | Mar 2015 | 3.5 | 0.0 | 3.8 | 64.3 | 0.0 | 23.3 | 57.3 | 152.2 |
| 2 | 505.0 | I-880 to Mission Blvd East-West Connector | LSR | Design | Mar 2019 | Sep 2021 | 88.8 | 0.0 | 0.0 | 0.0 | 0.0 | 21.0 | 0.0 | 109.8 |
| 3 | 509.0 | Castro Valley Local Area Traffic Circulation Improvement | LSR | Scoping | TBD | TBD | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.0 |
| ACTIVE SUB TOTAL | | | | | | | 97.3 | 0.0 | 3.8 | 64.3 | 0.0 | 44.3 | 57.3 | 267.0 |
| 2000 MEASURE B | | | | | | | | | | | | | | |
| 4 | 602.0 | BART Warm Springs Extension | MT | Construction | Sep 2009 | Dec 2015 ⁽⁴⁾ | 0.0 | 224.4 | 0.0 | 295.4 | 321.0 | 49.2 | 0.0 | 890.0 |
| 5 | 603.0 | BART Oakland Airport Connector | MT | Construction | Sep 2010 | Nov 2014 ⁽⁴⁾ | 0.0 | 89.1 | 130.7 | 78.9 | 146.2 | 39.3 | 0.0 | 484.1 |
| 6 | 604.0 | Downtown Oakland Streetscape Improvement | BP | Construction | Sep 2007 | Dec 2015 | 0.0 | 6.4 | 0.0 | 0.0 | 0.0 | 8.5 | 0.0 | 14.8 |
| 7 | 725.1 | Altamont Commuter Express Rail | MT | Construction | Various | Various | 0.0 | 13.2 | 123.1 | 155.3 | 0.0 | 182.6 | 0.0 | 474.2 |
| 8 | 720.4/ 724.1 | I-580 Express (HOT) Lanes | Hwy | Construction | Jun 2014 | Nov 2015 | 0.0 | 30.0 | 8.5 | 0.0 | 4.1 | 10.8 | 1.7 | 55.0 |
| 9 | 607.1 | Telegraph Avenue Corridor Transit Project | MT | Design | Oct 2014 | Nov 2017 ⁽⁴⁾ | 0.0 | 11.5 | 84.1 | 13.6 | 65.7 | 0.3 | 5.0 | 180.1 |
| 10 | 609.0 | Iron Horse Transit Route | BP | Design | Apr 2015 | Oct 2016 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 8.4 |
| 11 | 624.2 | Route 84 Expressway - South Segment | Hwy | Design | Sep 2015 | Oct 2017 | 0.0 | 71.9 | 0.0 | 10.0 | 0.0 | 10.0 | 3.5 | 95.4 |
| 12 | 624.3 | Route 84 Expressway - Landscaping | Hwy | Design | TBD | TBD | 0.0 | 4.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.1 |
| 13 | 730.3 | I-880 Southbound HOV Lane Landscaping/Hardscaping | Hwy | Design | TBD | TBD | 0.0 | 0.1 | 0.5 | 0.4 | 0.0 | 0.4 | 0.0 | 1.4 |
| 14 | 615.0 | Route 92/Clawiter - Whitesell Interchange and Reliever Route | Hwy | Design / Right of Way | Jan 2015 | May 2016 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 27.7 |
| 15 | 619.0 | East 14th St/Hesperian Blvd/150th St Intersection Improvement | LSR | Design / Right of Way | Jun 2016 | Sep 2017 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 6.0 |
| 16 | 723.0 | I-580 Corridor Right of Way Preservation | Hwy | Right of Way | N/A | N/A | 0.0 | 3.0 | 0.0 | 4.7 | 111.0 | 0.0 | 0.0 | 118.7 |
| 17 | 625.0 | Dumbarton Corridor Improvements (Study Only) | MT | Environmental | N/A | N/A | 0.0 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.6 |
| 18 | 625.1 | Dumbarton Corridor Improvements (Central Ave Overpass) | LSR | Environmental | Sep 2015 | Jun 2016 | 0.0 | 15.8 | 0.0 | 0.0 | 0.0 | 0.6 | 3.6 | 20.0 |
| 19 | 626.0 | I-580 Corridor/BART to Livermore Studies (Study Only) | MT | Environmental | N/A | N/A | 0.0 | 6.7 | 0.0 | 0.0 | 8.6 | 0.0 | 0.0 | 15.3 |
| 20 | 721.0 | I-680 Sunol Express Lanes - Northbound (Study Only) | Hwy | Environmental | TBD | TBD | 0.0 | 14.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.5 |
| 21 | 780.0 | Route 84 - Pigeon Pass to I-680 | Hwy | Environmental | N/A | N/A | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 2.9 | 0.0 | 3.9 |
| 22 | 770.0 | I-680/I-880 Cross Connector Studies (Study Only) | Hwy | Scoping | N/A | N/A | 0.0 | 1.2 | 0.0 | 1.0 | 0.0 | 0.3 | 0.0 | 2.5 |
| 23 | 610.0 | I-880/Broadway-Jackson Interchange Improvements (Study Only) | Hwy | Scoping | N/A | N/A | 0.0 | 8.1 | 0.0 | 0.0 | 0.0 | 2.5 | 0.0 | 10.6 |
| 24 | 627.4 | CWTP/TEP Development (Study Only) | NA | Planning | N/A | N/A | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| 25 | 627.5 | Studies for Congested Segments/Locations on the CMP Network | Hwy | Planning | N/A | N/A | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.6 |
| ACTIVE SUB TOTAL | | | | | | | 0.0 | 541.6 | 346.9 | 559.3 | 656.6 | 313.0 | 13.7 | 2,431.0 |
| PROP 1B BOND | | | | | | | | | | | | | | |
| 26 | 717.0 | I-880 North Safety and Operational Improvements at 23rd and 29th | Hwy | Construction | Jul 2014 | Mar 2018 | 0.0 | 4.7 | 1.8 | 79.9 | 10.0 | 3.3 | 0.0 | 99.8 |
| 27 | 724.4 | I-580 Westbound HOV Lane - East Segment | Hwy | Construction | Nov 2012 | Jan 2016 | 0.0 | 4.4 | 6.3 | 63.1 | 8.7 | 0.4 | 0.0 | 82.9 |
| 28 | 724.5 | I-580 Westbound HOV Lane - West Segment | Hwy | Construction | Oct 2012 | Jul 2015 | 0.0 | 1.8 | 0.1 | 52.7 | 5.8 | 0.6 | 0.0 | 61.0 |
| 29 | 791.0 | I-80 Integrated Corridor Mobility Project | Hwy | Construction | Jun 2011 | May 2015 | 0.0 | 2.8 | 3.2 | 67.6 | 1.2 | 5.2 | 0.0 | 80.0 |
| 30 | 730.1 | I-880 Southbound HOV Lane - South Segment | Hwy | Construction | Sep 2012 | Jun 2015 | 0.0 | 0.9 | 5.1 | 52.8 | 0.0 | 11.0 | 0.0 | 69.8 |
| 31 | 730.2 | I-880 Southbound HOV Lane - North Segment | Hwy | Construction | Nov 2012 | Dec 2014 | 0.0 | 0.3 | 2.7 | 29.8 | 0.0 | 3.9 | 0.0 | 36.7 |
| 32 | 720.5 | I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane | Hwy | Construction | Nov 2012 | Oct 2015 | 0.0 | 0.7 | 0.2 | 25.1 | 5.9 | 1.6 | 6.9 | 40.4 |
| ACTIVE SUB TOTAL | | | | | | | 0.0 | 15.7 | 19.4 | 371.0 | 31.5 | 26.1 | 6.9 | 470.5 |

| Alameda CTC Capital Projects Summary | | | | | | | | | | | | | | |
|--------------------------------------|--------------------|---|--------------|----------------------------|--------------------------------|----------|---|-----------------|----------|------------|----------|----------|---------|-----------------------------|
| Index | AlaCTC Project No. | Project Name | Project Type | Current Phase (Note 1) | Construction Schedule (Note 2) | | Project Funding Sources (\$ x million) (Note 3) | | | | | | | Total Funding (All Sources) |
| | | | | | Begin | End | 1986 MB (ACTA) | 2000 MB (ACTIA) | Federal | State | Regional | Local | Other | |
| OTHER | | | | | | | | | | | | | | |
| 33 | 635.1 | East Bay Greenway (Coliseum BART to 85th Avenue) | BP | Construction | Jul 2013 | Nov 2014 | 0.0 | 0.0 | 1.4 | 0.0 | 0.1 | 2.3 | 0.0 | 3.9 |
| 34 | 724.6 | I-580 Westbound HOV Lane - Landscaping | Hwy | Design | TBD | TBD | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.4 |
| 35 | 765.0 | I-80 Gilman (Study Only) | Hwy | Scoping | N/A | N/A | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.3 | 0.0 | 1.4 |
| ACTIVE SUB TOTAL | | | | | | | 0.0 | 0.0 | 2.5 | 0.0 | 0.5 | 2.6 | 0.0 | 5.7 |
| COMPLETED | | | | | | | | | | | | | | |
| 36 | 740.0 | Webster Street SMART Corridor | LSR | Project Closeout | Sep 2012 | Feb 2014 | 0.0 | 0.0 | 0.6 | 0.0 | 1.0 | 0.1 | 0.0 | 1.7 |
| 37 | 506.0 | Route 238/Mission-Foothill-Jackson Corridor Improvement | LSR | Project Closeout | July 2010 | Jul 2013 | 80.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.0 | 6.5 | 100.5 |
| 38 | 612.0 | I-580/Castro Valley Interchange Improvements (Note 5) | Hwy | Project Closeout | Jun 2008 | Jun 2011 | 15.0 | 11.5 | 1.9 | 4.8 | 0.0 | 0.0 | 0.0 | 33.2 |
| 39 | 613.0 | Lewelling/East Lewelling Blvd Widening | LSR | Project Closeout | Jul 2009 | Oct 2012 | 0.0 | 13.6 | 0.0 | 4.3 | 0.0 | 13.8 | 0.1 | 31.8 |
| 40 | 617.1 | Hesperian/Lewelling Blvd Intersection Improvement - Stage 2 | LSR | Project Closeout | Jul 2009 | Oct 2012 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 |
| 41 | 710.4 | I-680 Sunol Express Lanes - Southbound | Hwy | Project Closeout | Oct 2008 | Apr 2012 | 0.0 | 19.7 | 5.4 | 8.0 | 0.0 | 8.0 | 0.0 | 41.1 |
| 42 | 623.0 | Isabel Avenue - Route 84/I-580 Interchange | Hwy | Project Closeout | Jan 2009 | Mar 2012 | 0.0 | 25.1 | 11.3 | 44.4 | 0.0 | 32.4 | 0.0 | 113.2 |
| 43 | 624.1 | Route 84 Expressway - North Segment | Hwy | Project Closeout | Mar 2012 | Jun 2014 | 0.0 | 20.5 | 0.0 | 16.1 | 0.0 | 0.0 | 0.0 | 36.6 |
| 44 | 774.1 | I-580 San Leandro Landscaping | Hwy | Project Closeout | Jul 2012 | May 2013 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 |
| 45 | 720.3 | I-580 Corridor Environmental Mitigation | Hwy | Project Closeout / Various | TBD | TBD | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 2.3 |
| 46 | Complete | Union City Intermodal Station | MT | Complete | Jun 2007 | Mar 2012 | 0.0 | 12.6 | 20.4 | 7.7 | 0.0 | 6.3 | 0.0 | 47.0 |
| 47 | Complete | Fruitvale Transit Village | MT | Complete | Oct 2002 | Mar 2004 | 0.0 | 4.4 | 0.0 | 7.7 | 0.0 | 1.4 | 0.0 | 13.5 |
| 48 | Complete | San Pablo Avenue Corridor Transit Improvement Project | MT | Complete | Mar 2008 | Dec 2009 | 0.0 | 2.3 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 2.5 |
| 49 | Complete | Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service | MT | Complete | Jun 2005 | Dec 2009 | 0.0 | 10.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10.7 |
| 50 | Complete | I-880/Washington Avenue Interchange Improvement | Hwy | Complete | Apr 2009 | May 2010 | 0.0 | 1.3 | 0.5 | 0.0 | 0.0 | 1.4 | 0.0 | 3.2 |
| 51 | Complete | I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road) | Hwy | Complete | Mar 2009 | Dec 2009 | 0.0 | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.8 |
| 52 | Complete | I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd) | Hwy | Complete | Jan 2009 | Nov 2011 | 0.0 | 7.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.8 |
| 53 | Complete | Oakland Local Streets Rehabilitation | LSR | Complete | Jul 2004 | Dec 2006 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 5.3 |
| 54 | Complete | Hesperian/Lewelling Blvd Intersection Improvement - Stage 1 | LSR | Complete | Oct 2003 | Jun 2004 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.7 |
| 55 | Complete | Westgate Parkway Extension - Stage 1 | LSR | Complete | Jun 2004 | Oct 2006 | 0.0 | 7.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 7.9 |
| 56 | Complete | Newark Local Streets Rehabilitation | LSR | Complete | Jun 2003 | Feb 2006 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 | 4.1 | 0.0 | 5.5 |
| 57 | Complete | I-238 Widening | Hwy | Complete | Sep 2006 | Oct 2009 | 0.0 | 81.0 | 18.3 | 29.2 | 0.0 | 3.3 | 0.0 | 131.8 |
| 58 | Complete | Vasco Road Safety Improvements | LSR | Complete | Jan 2005 | Jun 2009 | 0.0 | 1.5 | 4.7 | 12.2 | 0.0 | 4.0 | 0.0 | 22.4 |
| 59 | Complete | Central Alameda County Freeway System Operational Analysis | Hwy | Complete | N/A | N/A | 5.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 5.7 |
| COMPLETED SUB TOTAL | | | | | | | 100.0 | 229.2 | 63.6 | 134.5 | 3.3 | 89.6 | 6.6 | 626.8 |
| PROGRAM TOTAL | | | | | | | \$ 197.3 | \$ 786.5 | \$ 436.2 | \$ 1,129.0 | \$ 691.9 | \$ 475.6 | \$ 84.5 | \$ 3,800.9 |

| | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| Notes: <div> <div>1.</div> <div>The current phase shown is based on available information as of March 2014. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.</div> </div> <div> <div>2.</div> <div>Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date.</div> </div> <div> <div>3.</div> <div>The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.</div> </div> <div> <div>4.</div> <div>End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.</div> </div> <div> <div>5.</div> <div>Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.</div> </div> <div>Updated October 1, 2014</div> | | | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|--|--|



Memorandum

6.1

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: Metropolitan Transportation Commission (MTC) I-880 Express Lane Project

RECOMMENDATION: Receive an update on the Project.

Summary

At the March 2013 Commission meeting, the Metropolitan Transportation Commission (MTC) staff provided an update on Bay Area Express Lane network development, including two express lanes in Alameda County: I-80 and I-880. MTC staff will share additional details of I-880 express lane implementation at the committee meeting.

Background

Bay Area agencies are authorized to develop and operate 550 miles of High Occupancy Vehicle (HOV)/Express Lanes within four Bay Area Counties (see Attachment A – Map of Bay Area Express Lane Network). Express lanes are expected to provide the following benefits:

- Expand travel choices by allowing solo drivers to use the underutilized capacity in the HOV lane for a fee when time saving is of a value;
- Optimize the existing corridor capacity and improve efficiency of the corridor;
- Provide better travel time reliability; and
- When positive net revenue exists, create a revenue source to pay for future corridor improvements, including closing gaps in the HOV network, transit investments and other improvements to increase connectivity.

On January 1, 2005, Assembly Bill 2032 (AB 2032) authorized the Alameda CTC and Santa Clara Valley Transportation Authority (VTA) to implement express lanes on two corridors each. As a result, the two agencies are planning for express lanes on 280 miles of freeway in the I-680, I-580, US 101 and SR-85/SR-237 corridors. Alameda CTC and Sunol Smart Carpool Lane JPA have been implementing express lanes in the I-580 and I-680 corridors. The I-680 Southbound Express Lane is currently in operation while project development activities are underway to implement similar projects in the I-680 Northbound and I-580 corridors. On a monthly basis, Alameda CTC staff provides updates at the Sunol Smart Carpool Lane JPA and I-580 Policy Committee meetings. The Alameda CTC Commission continues to review the updates provided at the Committees.

In October 2011, the California Transportation Commission (CTC) authorized MTC to develop and operate 270 additional miles of express lanes within Alameda, Contra Costa and Solano counties on I-80, I-880 (Alameda County only) and I-680 (Solano and Contra Costa Counties) as well as the westbound approaches to the Bay Bridge, San Mateo Bridge and Dumbarton Bridge. Express lanes on I-880 are among the first projects being developed by MTC and are currently in the preliminary engineering and environmental studies phase with a scheduled opening in 2017. The I-880 Express Lane Project will also include installation of traffic monitoring stations, changeable message signs and closed circuit television elements, where gaps in this equipment exist today, to improve freeway performance. In addition, MTC will construct a communications backbone for express lanes, also known as the Backhaul. The construction of express lanes on I-80, which would extend from the Carquinez Bridge to the Bay Bridge toll plaza, will be addressed in a future phase following implementation of the I-80 Integrated Corridor Mobility Project.

In recent months, MTC staff has been sharing preliminary project information with Alameda CTC staff to seek review comments/input. MTC staff has also met with engineering and public works staff from Oakland, San Leandro, Hayward, Union City, Fremont, Alameda County and AC Transit to discuss project improvements, its benefits and implementation.

MTC staff will attend the October PPC meeting to provide a presentation about the I-880 Express Lane development.

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

Attachments

- A. Map of Bay Area Express Lane Network

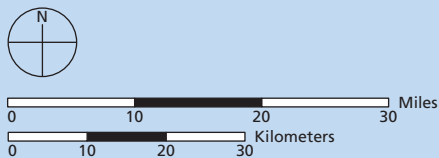
Staff Contact

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

[Kanda Raj](#), Project Controls Team

Map of Bay Area Express Lanes

6.1A



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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: East Bay Greenway Project - Coliseum BART to 85th Avenue (635.1): Amendment to the Memorandum of Understanding (MOU) A12-0029 with San Francisco Bay Area Rapid Transit District and the City of Oakland

RECOMMENDATION: Authorize the Executive Director or designee of the Executive Director, to: 1) Amend MOU A12-0029 to modify limits of maintenance responsibilities, and 2) modify and/or execute any necessary agreements to fulfill the stipulations of the amended MOU.

Summary

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

On June 28, 2012, Alameda CTC entered into MOU A12-0029, with San Francisco Bay Area Rapid Transit District (BART) and the City of Oakland for the project. Adjacent to the project, BART and the City are concurrently constructing improvements to the Coliseum BART station. As part of the BART station improvements, 200 feet of sidewalk/ bicycle path extension is being constructed to provide connectivity and access from the Greenway termination at 75th Avenue to the Coliseum BART facility. BART and the City of Oakland have requested Alameda CTC add the maintenance of the 200 feet path extension to Alameda CTC's maintenance responsibilities.

The cost associated with the maintenance of the 200 feet path extension is anticipated to be minimal and could be funded by the current maintenance budget of \$350,000 for the East Bay Greenway Project.

Background

The East Bay Greenway – Segment 7A project is a half-mile segment of the East Bay Greenway Trail and is located between 75th and 85th 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 November 2014.

Concurrent with the construction of the East Bay Greenway Project, BART and the City are constructing the improvements to the Coliseum BART station. As construction of the two projects progressed, BART and the City of Oakland identified a gap between the termination of the Greenway at 75th Avenue and the Coliseum BART station access. BART and the City agreed to construct a 200 foot sidewalk/ bicycle path extension to provide a continuous paved path from the Greenway to the Coliseum BART station access. Under the terms of the existing MOU, Alameda CTC is responsible for the maintenance of the half-mile segment of the East Bay Greenway Trail ending at 75th Avenue. BART and the City of Oakland have requested Alameda CTC add the maintenance of the 200 feet sidewalk/bicycle path extension beyond 75th Avenue to Alameda CTC's maintenance responsibilities.

On January 27, 2014, the Commission authorized staff to procure and execute a contract to provide the required maintenance services stipulated in the MOU after the East Bay Greenway project is completed. The Request for Proposals (RFP) is in final stages of development and an agreement is expected to be in place by December 2014. Due to the overlap in the timing of the MOU amendment, modifications to the resulting agreement from the maintenance RFP may be required.

Staff recommends amending the existing MOU (A12-0029) among BART, City of Oakland and Alameda CTC for the East Bay Greenway Project to include the maintenance of the 200 feet sidewalk/bicycle path extension, as shown in Attachment A and the authorization to modify and/or execute any necessary agreements to fulfill the stipulations of the amended MOU.

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

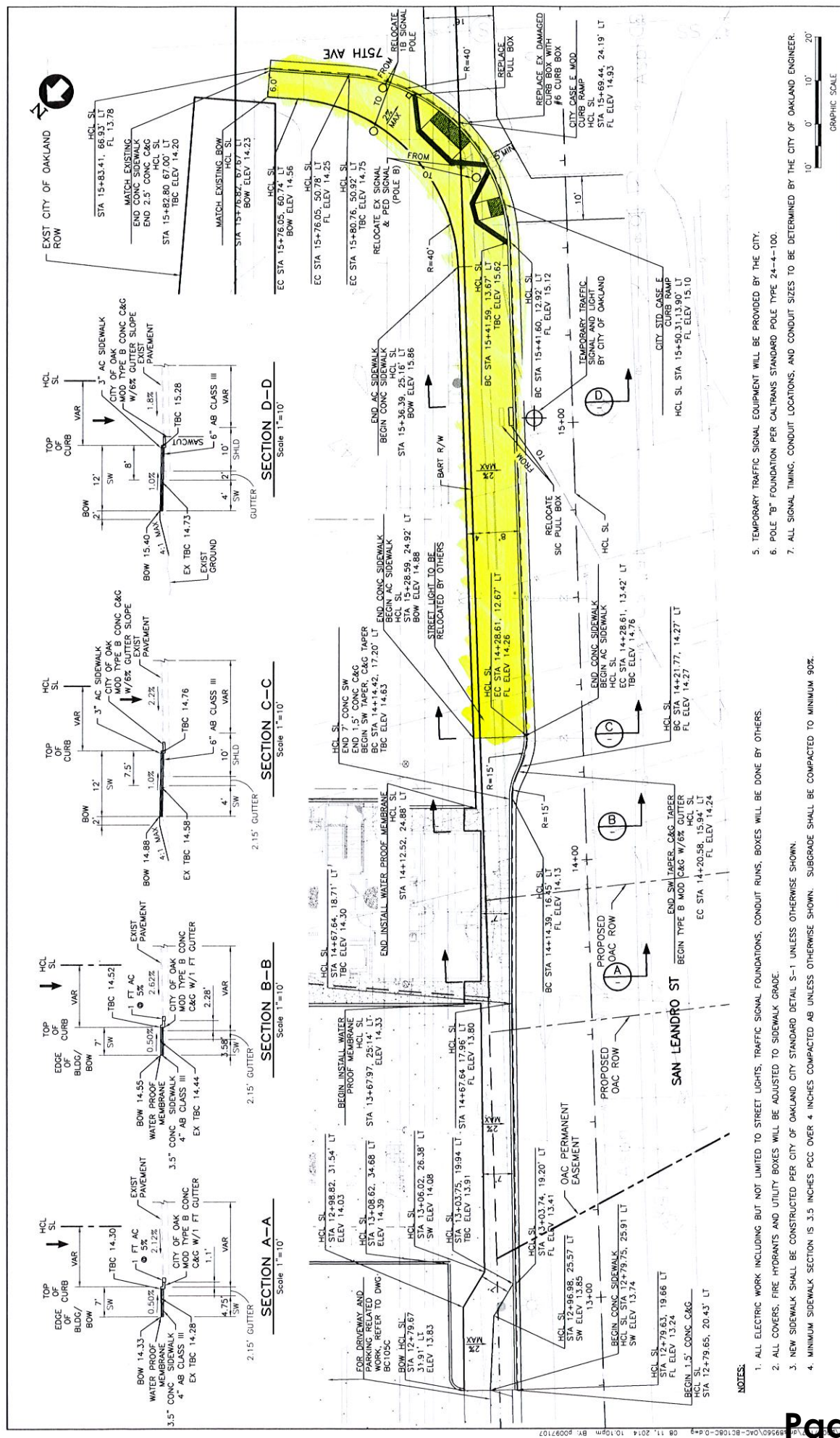
Attachments

- A. Coliseum Station – Transition Station Sidewalks

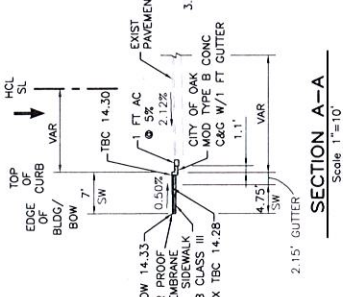
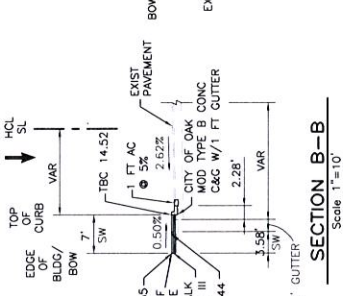
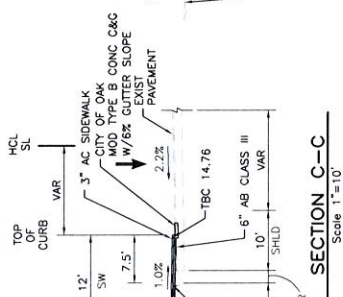
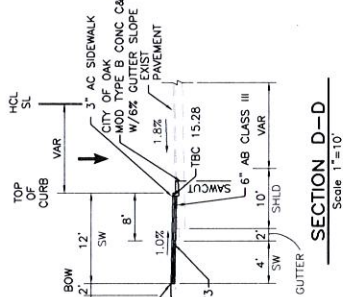
Staff Contact

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

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



EXIST CITY OF OAKLAND ROW



- NOTES:
1. ALL ELECTRIC WORK INCLUDING BUT NOT LIMITED TO STREET LIGHTS, TRAFFIC SIGNAL FOUNDATIONS, CONDUIT RUNS, BOXES WILL BE DONE BY OTHERS.
 2. ALL COVERS, FIRE HYDRANTS AND UTILITY BOXES WILL BE ADJUSTED TO SIDEWALK GRADE.
 3. NEW SIDEWALK SHALL BE CONSTRUCTED PER CITY OF OAKLAND CITY STANDARD DETAIL S-1 UNLESS OTHERWISE SHOWN.
 4. MINIMUM SIDEWALK SECTION IS 3.5 INCHES PCC OVER 4 INCHES COMPACTED AB UNLESS OTHERWISE SHOWN. SUBGRADE SHALL BE COMPACTED TO MINIMUM 90%.
 5. TEMPORARY TRAFFIC SIGNAL EQUIPMENT WILL BE PROVIDED BY THE CITY.
 6. POLE "B" FOUNDATION PER CALTRANS STANDARD POLE TYPE 24-4-100.
 7. ALL SIGNAL TIMING, CONDUIT LOCATIONS, AND CONDUIT SIZES TO BE DETERMINED BY THE CITY OF OAKLAND ENGINEER.

| | | | | | | | |
|---|--|--|--|---|--|--|--|
| SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT | | | | OAKLAND INTERNATIONAL AIRPORT CONNECTOR PROJECT | | | |
| FLATIRON PARSONS A Joint Venture | | | | COLISEUM STATION TRANSITION STATION SIDEWALKS | | | |
| PROJECT NO. 174-1 | | | | CONTRACT NO. 07K 410 | | | |
| SHEET NO. 201-0718 | | | | CONTRACT SHEET NO. BC-108-C | | | |

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Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: I-880 Southbound HOV Lane Project (730.1/730.2): Hardscape Component

RECOMMENDATION: Approve the programming actions and authorize the Executive Director to execute agreements required to advance the Hardscape component of the project.

The approval of the recommendation will:

- 1) Approve a CMA TIP Exchange Agreement with the City of San Leandro to provide \$1 million in Local Transportation Direct Local Distribution funds to the Alameda CTC;
- 2) Approve a total of \$2 million of CMA TIP funds for the I-880 Southbound HOV Lane Project to complete the hardscape slope paving component, including:
 - a. Amendment of the CMA TIP program to shift \$1 million of CMA TIP programming from the E. 14th St./Hesperian Blvd./150th St. Intersection Improvement Project to the I-880 Southbound HOV Lane Project; and
 - b. Add an additional \$1 million of CMA TIP program funds to the I-880 Southbound HOV Lane Project;
- 3) Authorize the encumbrance of \$2 million in project agreement amendments to implement the hardscape component scope, including:
 - a. Amendment to agreement 04-2445-A1 with Caltrans for related construction capital and support costs; and
 - b. Amendment to agreement CMA #A08.017 with WMH Corporation for related design services during construction; and

Summary

The 880 Southbound HOV Lane Project will widen the southbound I-880 mainline from Hegenberger Road to Marina Boulevard for a High Occupancy Vehicle (HOV) lane. The project is currently in construction and is anticipated to be completed by winter 2014 on the north segment and summer 2015 on the south segment. The Alameda CTC provided the project development for the project, and the California Department of Transportation (Caltrans) is administering the construction contracts.

The City of San Leandro has expressed a strong desire to add slope paving as an additional hardscape component (in addition to specialty bridge fencing and lighting) to be constructed within the existing schedule. The slope paving hardscape component is proposed to be implemented by contract change order and it is estimated that \$2 million

of additional funding will be required to provide for design services during construction, construction management and capital costs associated with the added slope paving scope.

A \$2 M funding plan has been identified, comprised of reprogramming \$1 million of CMA TIP funds from the San Leandro Route 85/Hesperian Blvd/150th Ave Channelization Improvements project and \$1 million through a CMA TIP Exchange Agreement. In addition to funding agreements with the City of San Leandro for the CMA TIP Exchange, an amendment to the project cooperative agreement with Caltrans and an amendment with WMH Corporation, the Design Engineer of Record, will be required to facilitate the delivery of the hardscape scope.

Background

The 880 Southbound HOV Lane Project will widen the southbound I-880 mainline from Hegenberger Road to Marina Boulevard for a High Occupancy Vehicle (HOV) lane (\$112 million). The project is currently in construction and is anticipated to be completed by winter 2014 on the north segment and summer 2015 on the south segment. The Alameda CTC provided the project development for the project, and the California Department of Transportation (Caltrans) is administering the construction contracts.

Throughout the project development process, Alameda CTC has been working with the City of San Leandro to fund and incorporate locally requested interchange improvements (at Marina Blvd. and Davis St.) and hardscape components (bridge fencing, lighting, logo, corbel, and slope paving) into the project. All the locally requested improvements, except for the slope paving, are included in the current contract. The funds programmed for the hardscape components were not sufficient to include the slope paving. The City of San Leandro has expressed a strong desire for the slope paving to be constructed within the existing contract schedule. In order to construct the slope paving scope by summer 2015, within the schedule of the south segment project, the work is proposed to be implemented by contract change order. Based on the latest cost estimates, an additional \$2 million is required to fund design services during construction, construction management and capital costs associated with the slope paving scope.

Working with the City of San Leandro, a \$2 M funding plan has been identified. The City of San Leandro has agreed to contribute \$1 million of Local Transportation Direct Local Distribution (DLD) funds to assist in funding the requested hardscape improvements. Approval of a CMA TIP Exchange Agreement with the City of San Leandro will provide \$1 million in CMA TIP funds to be available for the I-880 Southbound HOV Lane Project through the CMA TIP. Another \$1 million will be provided by amending the existing CMA TIP program to shift \$1 million of funding from the E. 14th St./Hesperian Blvd./150th St. Intersection Improvement Project to the I-880 Southbound HOV Lane Project. The proposed funding plan will allow the I-880 Southbound HOV Lane Project, including the slope paving scope, to be completed by the summer of 2015, consistent with the project delivery schedule. Through the CMA TIP Exchange Agreement, the Alameda CTC will

withhold 36 equal payments from the City of San Leandro Local Transportation DLD funds, starting with the sales tax distribution in January 2015. The withholding of payments, totaling \$1 million, is anticipated to occur through December 2017.

In addition to funding agreements with the City of San Leandro for the CMA TIP exchange, an amendment to the project agreement 04-2445-A1 with Caltrans and an amendment to agreement CMA #A08.017 with WMH Corporation, the Design Engineer of Record, will be required to facilitate the delivery of the hardscape scope.

Associated Impacts

The City of San Leandro is the project sponsor for the E. 14th St./Hesperian Blvd./150th St. Intersection Improvement Project. The project is proposed to be funded with a combination of Measure B capital funds (ACTIA 19), CMA TIP, and other local funds, with construction proposed to begin in 2016/17. Based on the CMA TIP program amendment proposed, the City of San Leandro will need to identify \$1 million of funding to replace the CMA TIP funds. Potential project funding options the City of San Leandro could pursue include State Transportation Improvement Program (STIP) and, in the event the 2014 TEP is approved by the voters in November 2014, Congestion Relief (Hesperian Blvd noted in the plan) or Local Streets Maintenance and Safety Direct Local Distribution Programs. Identifying additional construction phase funds would allow the project to maintain the construction delivery in FY 2016/17.

Delivery of the I-880 Southbound HOV Lane Project

The recommended funding will be used for design support services during construction, construction management and capital costs. The above actions will allow Caltrans to mobilize the contractor to construct the hardscape elements and Alameda CTC to mobilize WMH Corporation to provide design support services during construction as required.

Approval of this item will address the programming actions and authorize the Executive Director to execute agreements required to advance the Hardscape component of the I-880 Southbound HOV Lane Project.

Fiscal Impact: The fiscal impact for approving this item is \$2,000,000; the action will authorize the programming and the encumbrance of additional project funding for subsequent expenditure and will be reflected in the mid-year budget update of the Alameda CTC Adopted FY 2014-2015 Operating and Capital Program Budget.

Attachments

- A. City of San Leandro Letter

Staff Contact

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

[Matt Todd](#), Principal Transportation Engineer

City of San Leandro

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



October 6, 2014

Art Dao, Executive Director
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, CA 94607

RE: I-880 Southbound HOV Lane Project: Hardscape Component

Dear Mr. Dao:

The City of San Leandro respectfully request that ACTC approve CMA TIP Programming to provide the necessary funds to complete hardscape slope paving improvements for the I-880 Southbound HOV Lane Project. We request that CMA TIP in the amount of \$2M be provided from a combination of the East 14th Street/Hesperian Boulevard/150th Avenue Intersection (Triangle) Improvements CMA TIP funds and a CMA TIP Exchange Agreement for City Direct Local Distribution funds.

Along with the City, ACTC staff recognizes as well the special circumstance of the project and the singular opportunity for implementing the San Leandro's General Plan's goal of providing a gateway at these major entrances into the city and providing aesthetic improvements to the I-880 corridor that all of the traveling public will appreciate. Based on the combined work and communication from both agencies' staff, San Leandrans and the San Leandro City Council have believed the hardscape improvements to be a part of the HOV project since 2011. As such they have come to anticipate the construction of the improvements and have affirmed their support through outreach comments and Council resolutions.

It is still the City's intention to complete the Triangle Improvements as it is an important focal point in the City and a major arterial intersection in the County's road network. The ability to complete this work will be solely predicated upon the ACTC's willingness to consider the Triangle Improvements as a strong candidate for future STIP or local arterial focused funding sources and acknowledging the roadways importance to Alameda County's transportation network.

We look forward to completing the I-880 Southbound HOV Hardscape Improvements, and in the future the Triangle Improvements with the help of the ACTC. If you have any question, please contact Keith R. Cooke, Principal Engineer at (510) 577-3439 or by email at kcooke@sanleandro.org.

Stephen H. Cassidy, Mayor

City Council:

Pauline Russo Cutter
Jim Prola

Michael J. Gregory
Ursula Reed

Benny Lee
Diana M. Souza



Art Dao, ACTC
RE: I-880 Southbound HOV Lane Project: Hardscape Component
October 3, 2014
Page 2

Sincerely,

Uche Udemezue, Director
Engineering & Transportation Department
uudemezue@sanleandro.org
Phone: (510) 577-3428

UU:KRC:pdt



Memorandum

6.4

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: October 6, 2014

SUBJECT: Time Extension Only Amendments

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

Summary

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

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

Background

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

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

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

Attachments

A. Table A: Contract Time Extension Summary

Staff Contact

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

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

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A. Table A: Contract Time Extension Summary

| Index No. | Agreement No. | Firm/Agency | Project/Services | Contract Amendment History | Requested Extension | Reason Code | Fiscal Impact |
|-----------|---------------|------------------------------------|---|---|---------------------|-------------|---------------|
| 1 | A06-0022 | Alameda County Public Works Agency | Lewelling Boulevard/East Lewelling Boulevard Improvement Project – Segment 1 (ACTIA No. 13) | A1: Additional budget and time for Construction | 12/31/2014 | 2 | None |
| 2 | A09-0022 | City of Newark | City of Newark Pedestrian and Bicycle Master Plan | None. | 10/31/2015 | 1 | None |

(1) Project delays.

(2) Extended project closeout activities.

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