



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

Commission Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember Ruth Atkin

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Arthur L. Dao

Alameda County Transportation Commission

Thursday, April 28, 2016, 2:00 p.m.

1111 Broadway, Suite 800 Oakland, CA 94607

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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


Reminder

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

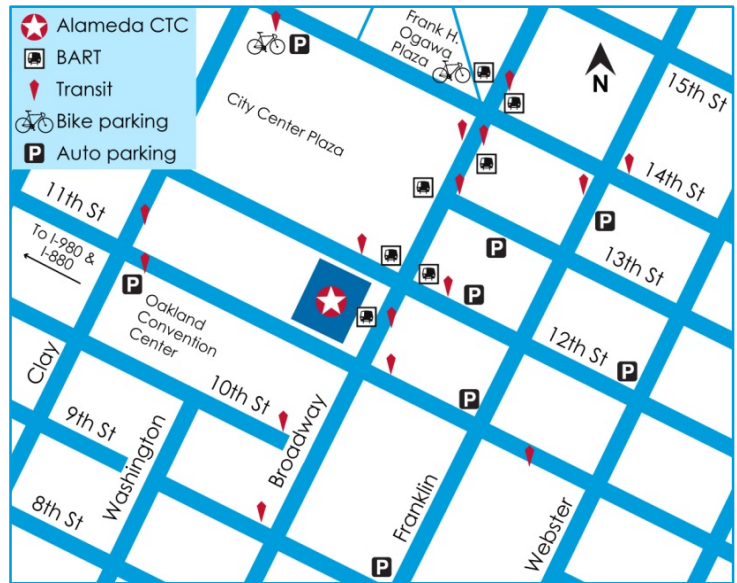
Glossary of Acronyms

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

Location Map

 Alameda CTC
1111 Broadway, Suite 800
Oakland, CA 94607

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

Connect with Alameda CTC

www.AlamedaCTC.org



facebook.com/AlamedaCTC

[@AlamedaCTC](https://twitter.com/AlamedaCTC)

youtube.com/user/AlamedaCTC



Commission Meeting Agenda

Thursday, April 28, 2016, 2 p.m.

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

Chair: Councilmember Rebecca Kaplan,
City of Oakland

Vice Chair: Mayor Bill Harrison,
City of Fremont

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

4. Chair and Vice Chair Report

Page A/I*

5. Executive Director Report

I

6. Approval of Consent Calendar

On April 11, 2016 Alameda CTC standing committees approved all action items on the consent calendar, except Item 6.1.

6.1. Approval of March 24, 2016 meeting minutes: Approval of the March 24 2016 meeting minutes	1	A
6.2. I-580 HOV/Express Lanes (PN 1373.002): Monthly Operation Update	7	I
6.3. Congestion Management Program (CMP): Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments	25	I
6.4. 2016 Alameda Countywide Transportation Plan Update	33	I
6.5. Wheelchair and Scooter Breakdown Transportation Service (WSBTS) and Hospital Discharge Transportation Service (HDS) (PN 1337.000): Approve and authorize the Executive Director to execute Amendment No. 2 to the Professional Services Agreement No. A14-0002 with MV Transportation, Inc. for an additional amount of \$70,000 for a total not-to-exceed amount of \$140,000 and a one-year time extension to provide continued WSBTS and HDS program services for FY 2016-17	61	A
6.6. I-580 Soundwall Landscape Project (PN 1384.001): Construction Contract Acceptance (Alameda CTC Resolution 16-005): Adoption of Alameda CTC Resolution 16-005 which authorizes acceptance of the completed construction contract with Bortolussi & Watkin, Inc. for the I-580 Soundwall Landscape Project	65	A

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

6.7.	I-680 Sunol Express Lane- Southbound Access Conversion (PN 1408.001): Approve and Authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the Scoping and Project Approval & Environmental Document phases of the I-680 Sunol Express Lane- Southbound Access Conversion Project	69	A
6.8.	I-80 Integrated Corridor Mobility (ICM) Project (PN 1378.001-6): Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A11-0039 with Kimley-Horn and Associates, Inc. for an additional amount of \$700,000 for a total not-to-exceed amount of \$2,696,870 and a one-year time extension to provide system manager services through the project completion.	91	A
6.9.	East Bay Greenway (Coliseum BART to 85th Avenue) Project (PN 1255.000): Close-out of East Bay Greenway – Segment 7A Project: Approve and authorize:	95	A
	1) The Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A13-0020 with Ghirardelli Associates, Inc. for an additional not-to-exceed amount of \$100,000 for a total not-to-exceed amount of \$940,800;		
	2) The Executive Director to negotiate and execute a contract change order with GradeTech, Inc. for final settlement of notice of potential claims required for project closeout;		
	3) The adoption of Alameda CTC Resolution 16-006 which authorizes acceptance of the completed construction contract with GradeTech, Inc. for the East Bay Greenway – Segment 7A Project, pending submittal of final closeout documents;		
	4) The allocation of \$500,000 in 2000 Measure B funds for project close-out activities and settlement of notice of potential claims.		
6.10.	Approval of Alameda CTC Community Advisory Appointments	101	A
7.	Community Advisory Committee Reports (Time limit: 3 minutes per speaker)		
7.1.	Bicycle and Pedestrian Advisory Committee - Midori Tabata, Chair	105	I
7.2.	Independent Watchdog Committee – Murphy McCalley, Chair	113	I
7.3.	Paratransit Advisory and Planning Committee – Sylvia Stadmire, Chair	115	I
8.	Planning, Policy and Legislation Committee Action Items On April 11, 2016, the Planning, Policy and Legislation Committee approved the following action items, unless otherwise noted in the recommendations.		
8.1.	April Legislative Update: Receive an update on state and federal legislative activities and approve legislative positions	133	A

8.2. [Affordable Student Transit Pass Program Site Selection and Model Program Update](#)

143

I

10. Member Reports

11. Adjournment

Next meeting: May 26, 2016

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

This page intentionally left blank



Alameda County Transportation Commission Meeting Minutes Thursday, March 24, 2016, 2:00 p.m.

6.1

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

1. Pledge of Allegiance

2. Roll Call

A Roll call was conducted. All members were present with the exception of Commissioner Harrison and Commissioner Miley.

Commissioner Worthington was present as an alternate for Commissioner Carson.
Commissioner Campbell-Washington was present as an alternate for Commissioner Chan.
Commissioner Wieler was present as an alternate for Commissioner Fujioka.

Subsequent to the roll call:

Commissioner Miley arrived during Item 3. Commissioner Valle and Commissioner Freitas left prior to the vote on Item 9.1.

3. Public Comment

There was one public comment made by Ken Bukowski regarding the upcoming Association of Bay Area Governments General Assembly meeting.

4. Chair and Vice Chair Report

4.1. Recognition of Safe Routes to School Platinum Sneaker Award Recipient

Chair Kaplan presented the Safe Routes to School Platinum Sneaker Award to Corvallis Elementary in San Leandro.

5. Executive Director Report

Art Dao stated his Executive Director report could be found on the Alameda CTC website as well as the in the Commissioners' folders. He congratulated the Platinum Sneaker award recipient from Corvallis Elementary and provided information on the Fixing America's Surface Transportation (FAST) Act Grant. Art stated that the FHWA Beyond Traffic Roundtable on The Freight Economy was held at Alameda CTC on March 23, 2016, and the National Association of Counties (NACo) meeting was held at Alameda CTC prior to the Commission meeting.

6. Consent Calendar

6.1. Approval of January 28, 2016 meeting minutes: Approval of the January 28, 2016 meeting minutes

6.2. Approval of February 25, 2016 meeting minutes: Approval of the February 25, 2016 meeting minutes

- 6.3. I-580 Express Lanes (PN 1373.000): Approve Amendment No. 1 to Service Agreement 15R390000 with the California Highway Patrol to extend the term of the agreement for two additional years and an additional budget of \$636,000 for a total not-to exceed amount of \$1,006,000.
- 6.4. I-580 HOV/Express Lanes (PN 1373.000, 1373.001): Monthly Operation Update
- 6.5. Congestion Management Program (CMP): Summary of Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments
- 6.6. Affordable Student Transit Pass Program: Review and approve the Student Transit Pass Program site selection and model program evaluation framework
- 6.7. Alameda CTC Measure BB Draft Capital Project Delivery Plan: Approve the Alameda CTC Measure BB Draft Capital Project Delivery Plan.
- 6.8. Measure BB Community Development Improvement Program (MBB 045 / PN 1460.000): Approval of the Measure BB Community Development Investments Program Guideline
- 6.9. FY2015-16 Mid-Year Budget Update: Approval of the FY2015-16 Mid-Year Budget Update
- 6.10. Alameda CTC Commissioner Travel and Expenditure Reimbursement Policy: Approval of the Commissioner Travel and Expenditure Reimbursement Policy.

Zack Wasserman, Legal Counsel from Wendel Rosen Black and Dean, requested a change to the February 25, 2016 meeting minutes. He stated that the minutes should reflect that the complaint submitted to the FPPCC against Alameda CTC was made by Jason Bezis.

Item 6.6 was pulled from the Consent Calendar for further discussion. Commissioner Cutter wanted to ensure that a school that uses school buses was included in one of the pilot programs. Tess Lengyel noted that school sites with school buses are eligible as part of the pilot development.

Commissioner Cutter moved to approve item 6.6. Commissioner Kalb seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Valle, Campbell-Washington, Miley, Worthington, Saltzman, Spencer, Maass, Capitelli, haubert, Atkin, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci

No: None

Abstain: None

Absent: Harrison

Item 6.7 was pulled from the Consent Calendar for further consideration. There was a public comment on this item made by Dave Campbell from Bike East Bay. He commented on the multi-modal arterial projects that are included in the agencies CIP

and wanted to ensure that there was strong community engagement between staff and local jurisdictions.

Commissioner Capitelli asked if there will be over 700 full-time employees hired as indicated in the Capital Project Delivery plan. Art stated that the data is a projection of the totality of employees that will be needed to complete projects in the plan. This include contractors, construction laborers and specialty work.

Commissioner Spencer asked if there was funding for hiring local jurisdiction staff to facilitate project delivery. Art stated that there are no specific funding strings tied to hiring local staff but there are resources in place for city staff to work with the agency to deliver projects as part of the direct local distribution funds.

Commissioner Capitelli moved to approve Item 6.7. Commissioner Atkin seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Valle, Campbell-Washington, Miley, Worthington, Saltzman, Spencer, Maass, Capitelli, haubert, Atkin, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci
No: None
Abstain: None
Absent: Harrison

Item 6.8 was pulled off the Consent Calendar for further consideration. Commissioner Atkin wanted to confirm that there was no cap on the amount of allocation periods a shuttle operator can apply for. Trinity Nguyen confirmed that the plan did not include a cap on the amount of allocation periods an operator can apply for.

Commissioner Atkin asked if there was a process for reimbursing discretionary grants. Art stated that the typical business model for discretionary grants is for the operator to incur the cost and bill the agency for reimbursement.

Commissioner Atkin moved to approve Item 6.8. Commissioner Cutter seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Valle, Campbell-Washington, Miley, Worthington, Saltzman, Spencer, Maass, Capitelli, haubert, Atkin, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci
No: None
Abstain: None
Absent: Harrison

Commissioner Worthington moved to approve the remainder of the Consent Calendar. Commissioner Dutra-Vernaci seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Valle, Campbell-Washington, Miley, Worthington, Saltzman, Spencer, Maass, Capitelli, haubert, Atkin, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci
No: None
Abstain: None
Absent: Harrison

7. Community Advisory Committee Reports

7.1. Bicycle and Pedestrian Advisory Committee (BPAC)

There was no one present from BPAC.

7.2. Independent Watchdog Committee (IWC)

Murphy McCalley, Chair of IWC stated that the committee met on March 14, 2016. The committee reviewed FY 14/15 expenditures, received a workshop on financial audit and compliance forms, and created a subcommittee for the annual report. He concluded by stating that the committee approved and updated the issue identification process and he thanked staff for creating an email specifically for the committee.

7.3. Paratransit Advisory and Planning Committee (PAPCO)

There was no one present from PAPCO.

8. Planning, Policy and Legislation Committee Action Items

8.1. Legislative Update: Receive an update and approve the final 2016 Alameda CTC Legislative Program.

Tess Lengyel provided an update on state and federal legislative initiatives. She stated that a support in concept position was taken on AB 1572 and a support position was taken on AB 2222 at the committee level. After additional consideration, staff recommends a modified position on AB 2222 to a support in concept position to signal Alameda CTC's support for this type of program, but to allow Alameda CTC to work with the author on potential changes to the bill to strengthen it.

Commissioner Worthington moved to approve this item. Commissioner Halliday seconded the motion. The motion passed with the following votes:

Yes: Kaplan, Ortiz, Haggerty, Valle, Campbell-Washington, Miley, Worthington, Saltzman, Spencer, Maass, Capitelli, haubert, Atkin, Halliday, Marchand, Freitas, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci
No: None
Abstain: None

Absent: Harrison

9. Programs and Projects Committee Action Items

9.1. Comprehensive Investment Plan (CIP) 2016 Update: Programming and Allocation List and Principles and Assumptions:

James O'Brien recommended that the Commission take the following actions: Approve the Programming and Allocation List, Principles and Assumptions for the CIP 2016 Update; execute of Funding Agreements and/or Cooperative Agreements with Sponsors and Project Partners; initiate Contract Procurement to obtain necessary professional services contracts to advance Projects and Programs that are directly managed by Alameda CTC, and Encumbrances for Costs Incurred Directly by the Alameda CTC. He provided an overview of the plan, including a CIP update timeline, lists of freight related programs and reviewed multi-modal corridor studies. James provided information on the purpose of the plan and reviewed the programming principles and assumptions. He concluded by covering next steps and schedule.

Commissioner Kaplan asked when the Request for Proposals will be issued. James stated that the item allows the agency to execute funding agreements and procure contracts as soon as the item is approved.

Commissioner Kaplan stated that there is no funding in the CIP item allocated to any projects that have been brought to the Commission by the City of Oakland that relate to coal.

Commissioner Kaplan asked why the Oakland Army Base project will not be funded until FY 19/20 and suggested that the project be funded sooner. Art stated that the total allocation for the Oakland Army Base project is \$46 million. He stated that the first \$5 million commitment will come in FY 16/17.

Commissioner Ortiz requested more information on the the San Pablo Avenue, Telegraph Avenue, University Avenue, and Ashby Avenue multi-modal projects. Art stated that the intention is to enhance connectivity and ensure that the corridor works for all modes.

Commissioner Atkin asked if funding in the Oakland Army Base project will fund the bulk transfer terminal in Oakland. Art stated that it will not.

Commissioner Capitelli requested that a presentation be given to the Commission on the projects included in the plan that impact the Oakland Army Base project. Art stated that staff can provide a visual presentation on projects at the Port and the role that the Commission plays in the Ports infrastructure.

Commissioner Haggerty motion to approve everything in the CIP except the Oakland Army Base projects. Commissioner Atkin seconded the motion. Commissioner Capitelli

made a subsequent motion to approve the item as recommended with a commitment from Alameda CTC staff to work with the City of Oakland on the timeliness of the Oakland Army Base project as well as give a presentation to any Commissioner who wishes to attend on projects related to the Port of Oakland at a meeting prior to a future Commission meeting.

Commissioner Haggerty asked if any projects would have to be unfunded in order to adjust the schedule of the Oakland Army Base projects. Art stated that there are several options that could be used to address the schedule issues and staff would need to work with the City of Oakland to vet those options. *Commissioner Haggerty then removed his motion from the floor for approval.*

Commissioner Capitelli reaffirmed his substitute motion. Commissioner Saltzman seconded the motion. The motion passed with the following vote:

Yes: Kaplan, Ortiz, Haggerty, Campbell-Washington, Miley, Worthington, Saltzman, Spencer, Maass, Capitelli, haubert, Atkin, Halliday, Marchand, Kalb, Wieler, Thorne, Cutter, Dutra-Vernaci
No: None
Abstain: None
Absent: Harrison, Valle, Freitas

9.2. 2016 State Transportation Improvement Program Update

Art Dao stated that the California Transportation Commission (CTC) amended the 2016 State Transportation Improvement Program (STIP) Fund Estimate with a lower Price-Based Excise Tax Rate, resulting in a decreased statewide STIP capacity of approximately \$754 million. He stated that Alameda CTC staff will work with MTC and CTC staff on any new CTC-proposed delays as part of the STIP recommendation process to minimize the impact to projects within Alameda County.

10. Member Reports

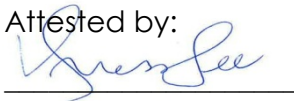
Commissioner Haggerty thanked staff for coordinating the NACo conference that was hosted at Alameda CTC Offices on March 24, 2016.

11. Adjournment

The next meeting is: April 28, 2016 @ 2:00 p.m

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

Attested by:





DATE: April 21, 2016

SUBJECT: I-580 HOV/Express Lanes (PN 1373.002): Monthly Operation Update

RECOMMENDATION: Receive a status update on the operation of I-580 HOV/Express Lane

Summary

The Alameda CTC is the project sponsor of the I-580 Corridor High Occupancy Vehicle (HOV)/Express Lane Projects along the I-580 corridor in the Tri-Valley that are now in operation, opened to traffic on February 19th and 22nd of 2016. See Attachment A – Project Location Map for express lane operational limits.

The February 2016 operations reports indicate that the new express lane facility is providing travel time savings and travel reliability throughout the day, with average hourly speeds in the westbound express lanes estimated at 12 to 21 mph higher than the average hourly speeds in the general purposes lanes during the morning peak hours in the most congested segment of the corridor, and average hourly speeds in the eastbound express lanes estimated at 22 to 32 mph higher than the average hourly speeds in the general purposes lanes during the afternoon peak hours in the most congested segment of the corridor.

Background

The I-580 Corridor Express Lanes, extending from Hacienda Drive to Greenville Road in the eastbound direction and from Greenville Road to San Ramon Road/Foothill Road in the westbound direction, were opened to traffic on February 19th and 22nd of 2016, in the eastbound and westbound directions, respectively. Motorists who have been using the I-580 HOV/Express Lanes facility are enjoying travel time savings and travel reliability benefits, as the express lanes optimize the corridor capacity by providing a new choice to drivers. As anticipated, lane use continues to ramp up, and is expected to stabilize over time. Carpool, clean-air vehicles, motorcycles and transit vehicles are enjoying the benefits of toll-free travel in the HOV lanes, including in the two new HOV lanes, one each added in each direction of travel.

February 2016 Operation Update: The February update is included as Attachment B to this report. During the seven days of operations in February, over 126,000 motorists utilized

the express lanes; over 44,000 westbound trips and 81,000 eastbound trips. The number of trips increased daily throughout the first week, as well as the number of HOV trips, suggesting that motorists are becoming increasingly aware of how the express lanes work. An estimated 14% of motorists in the express lanes were of HOV users with FasTrak Flex toll tags, 46% were single-occupant vehicles with FasTrak (standard or Flex) toll tags, and the remaining 40% failed to carry a toll tag.

During the morning commute hours, which appear to span between 5 am and 9 am, the motorists in the westbound express lane traveled with average speeds approximately 12 to 21 mph faster than the motorists traveling in the general purpose lanes in the vicinity of Hacienda Drive, which was observed to be the most congested segment of the corridor. During the afternoon/evening commute hours, which appear to span between 2:30 pm and 6:30 pm, the motorists in the eastbound express lane traveled with average speeds between 22 and 32 mph faster than the motorists traveling in the general purpose lanes in the vicinity of N. First Street, a location of significant congestion in the general purpose lanes.

Even though the operational maximum toll rates to travel the entire length of the westbound and eastbound are set at \$13.00 and \$9.00, respectively, to date the actual maximum posted toll rates have never exceeded \$6.00 in either direction. The average westbound posted toll rate to travel the entire corridor was \$2.40; the average eastbound posted toll rate to travel the entire corridor was \$2.47.

Minor construction activities are ongoing within the corridor and are expected to be completed in summer 2016.

Broad public outreach and education activities have been underway throughout the I-580 corridor commute shed, including paid and earned media, special events and employer and other stakeholder outreach. These efforts will continue through the end of Fiscal Year 2015/16 in order to promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak and FasTrak flex toll tags.

Fiscal Impact: There is no fiscal impact due to this item.

Attachments

- A. I-580 Corridor Express Lane Projects – Location Map
- B. I-580 Corridor Express Lane February 2016 Operations Update
- C. I-580 HOV Lane Projects – Construction Update
- D. I-580 Corridor Express Lane – Outreach Update
- E. Summary of Toll System Construction Contract Change Orders

Staff Contact

[Kanda Raj](#), Express Lanes Program Manager

[Liz Rutman](#), Express Lanes Operation and Maintenance Manager

[Stefan Garcia](#), Construction Program Manager

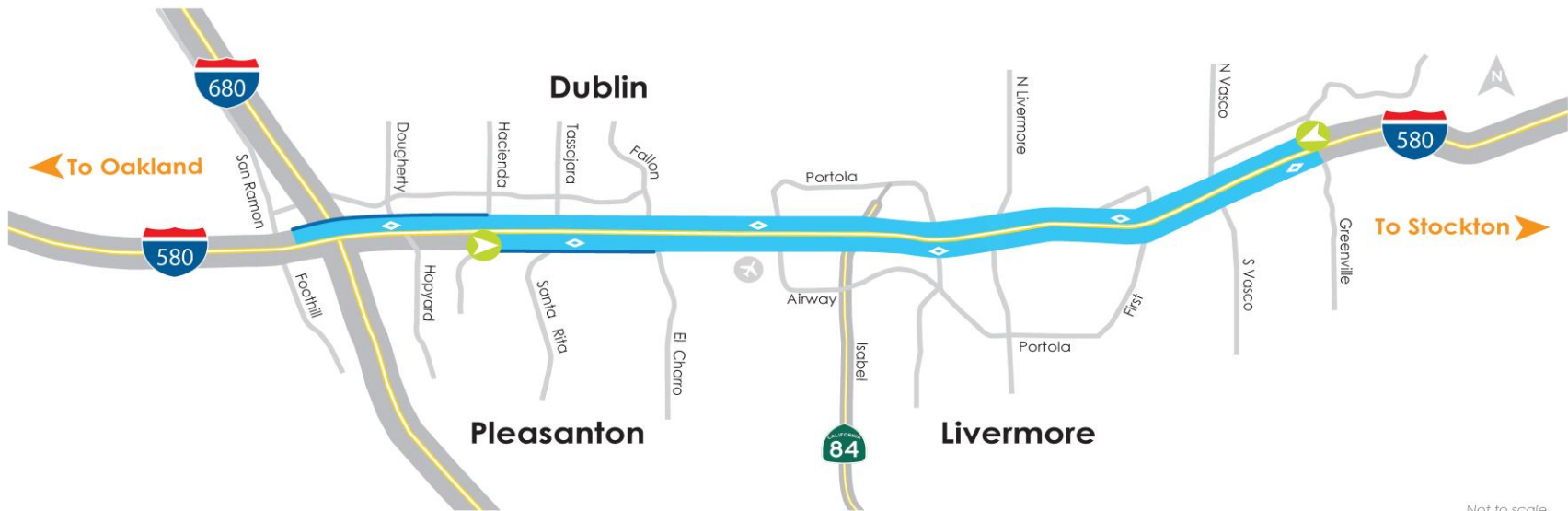
[Heather Barber](#), Communication Manager

This page intentionally left blank



I-580 Express Lanes Project Location Map

6.2A



Not to scale



Two Eastbound Express Lanes

Lanes begin at Hacienda

No entry/exit from eastbound express lanes from Hacienda to Fallon / El Charro.

Please note: For access to Santa Rita Road, do not enter express lanes.



One Westbound Express Lane

Lane begins at Greenville

No entry/exit from westbound express lane from Hacienda to end.

Please note: For access to I-680 or Dougherty, exit express lane before Hacienda.

This page intentionally left blank

I-580 Express Lanes Monthly Operations Update



TOLL-PAYING
VEHICLES


◇

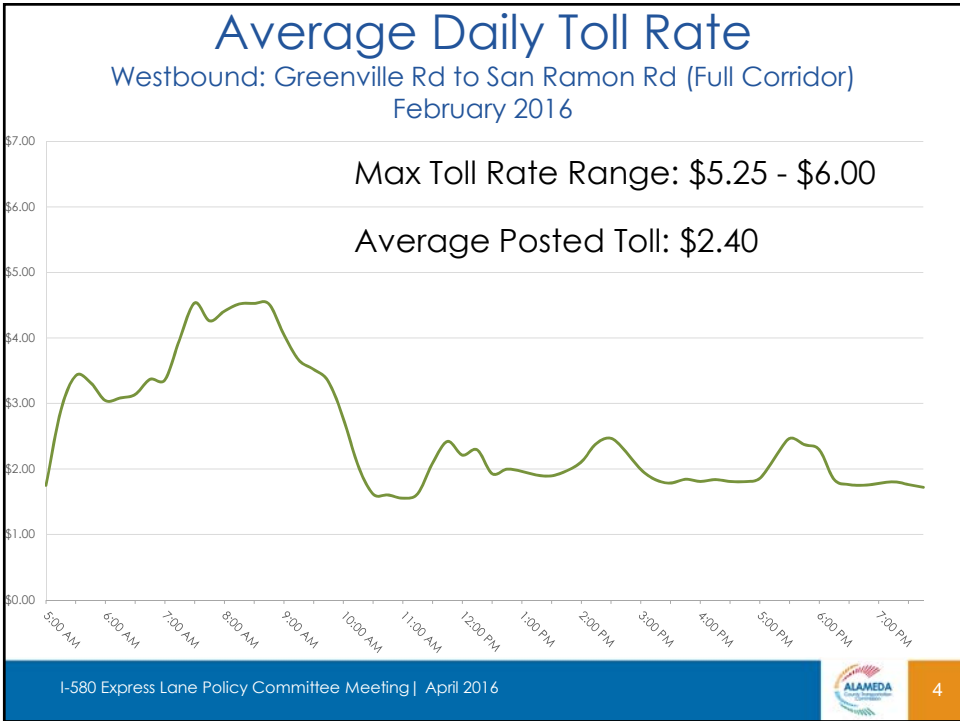
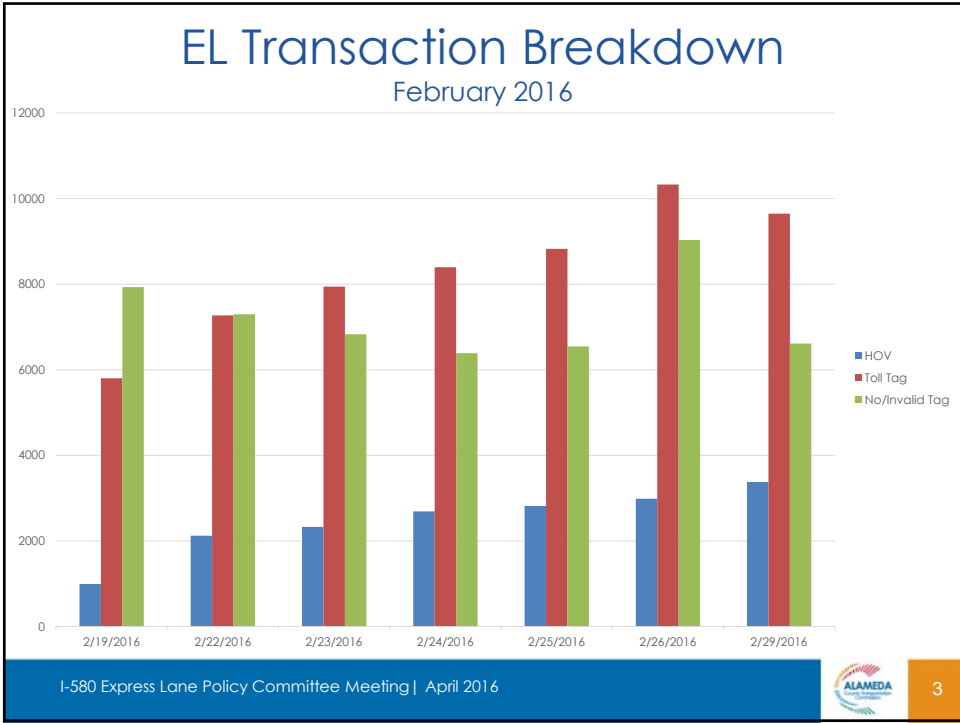
TRANSIT

A Presentation for the
I-580 Express Lane Policy Committee
April 11, 2016



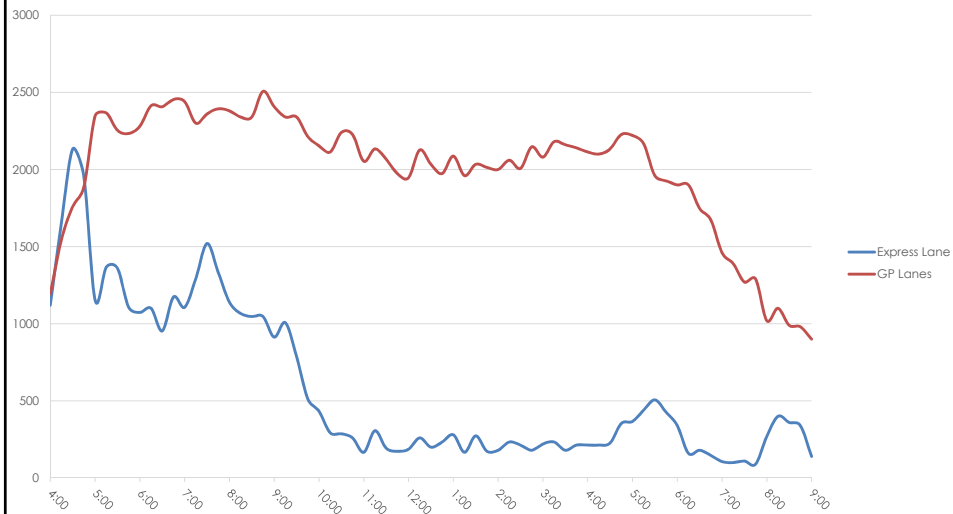
I-580 Express Lanes | February 2016

- Over 126,000 total express lane trips in February 2016
 - 14% HOV
 - 46% Toll Tag
 - 40% No Tag (or Invalid Tag)
- Eastbound Lanes opened Feb 19, 2016
 - Nearly 82,000 total trips in February
- Westbound Lane opened Feb 22, 2016
 - Over 44,000 total trips in February
- LIMITED TRAFFIC DATA – only 7 operational days



Average Hourly Lane Volume

Westbound @ Hacienda Drive
February 23-25, 2016



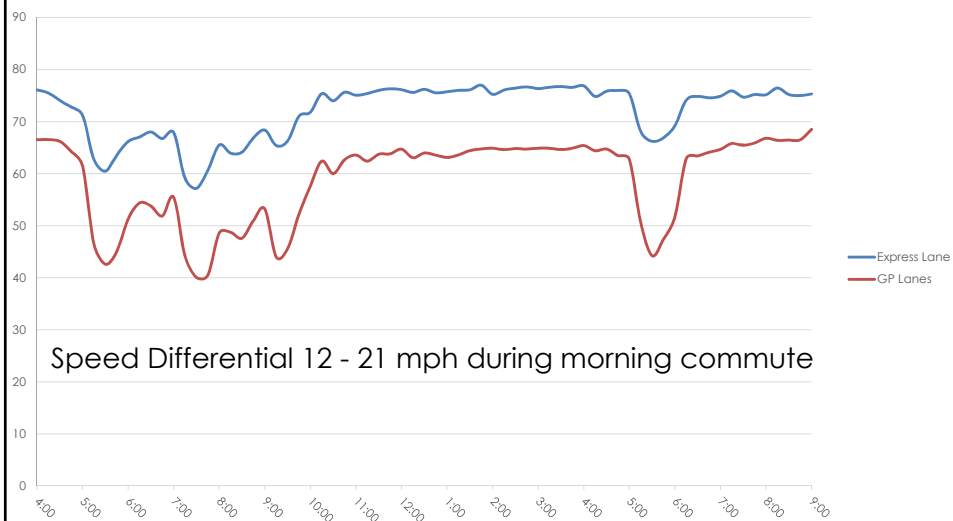
I-580 Express Lane Policy Committee Meeting | April 2016



5

Average Travel Speed

Westbound @ Hacienda Drive
February 23-25, 2016

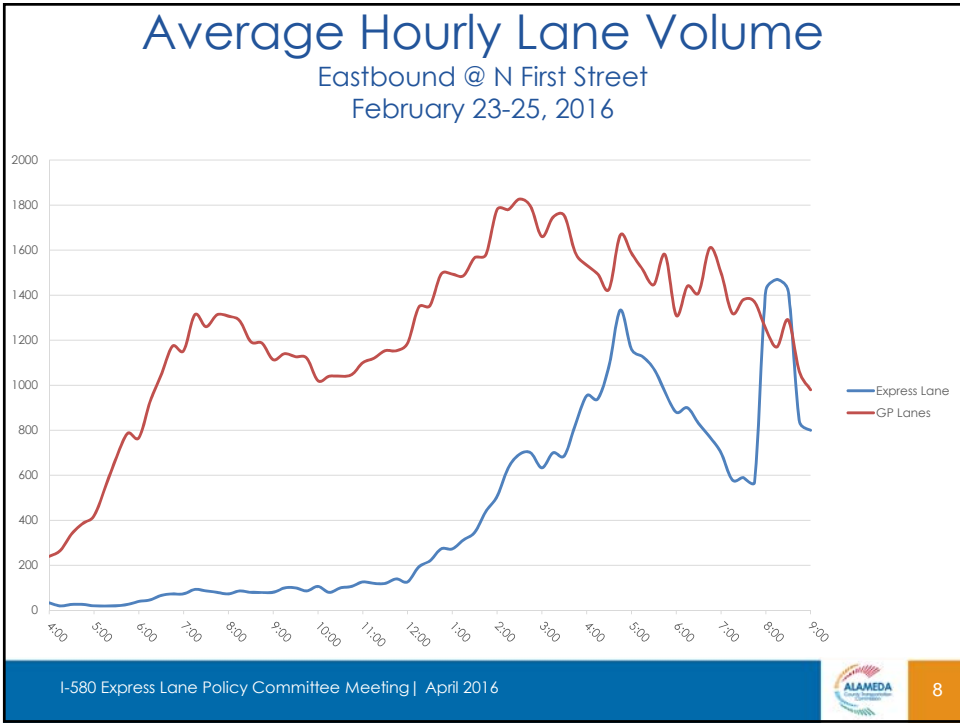
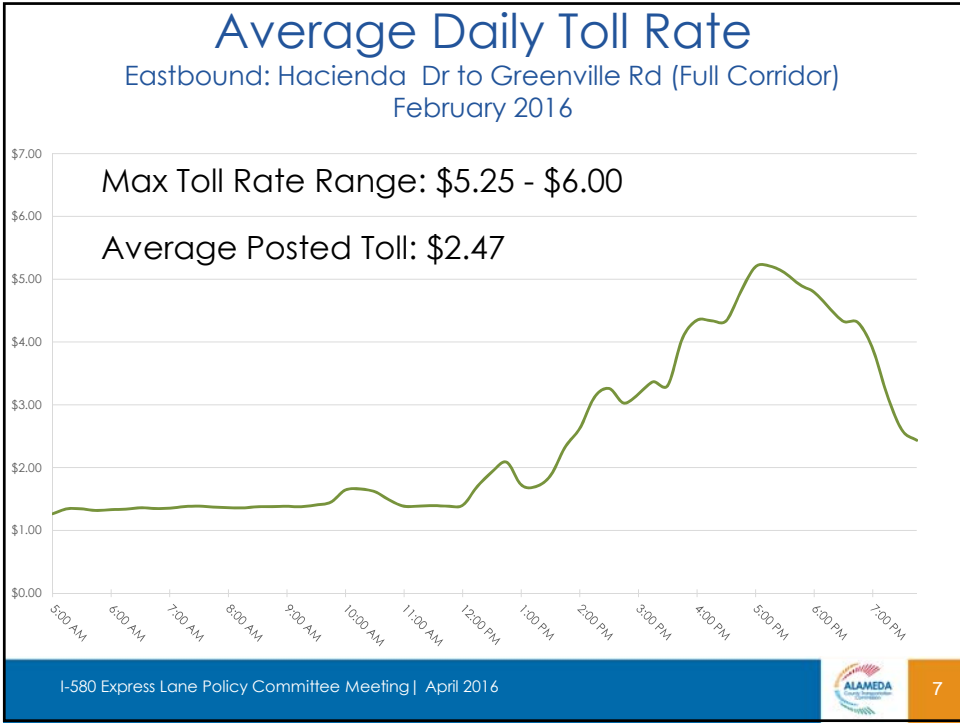


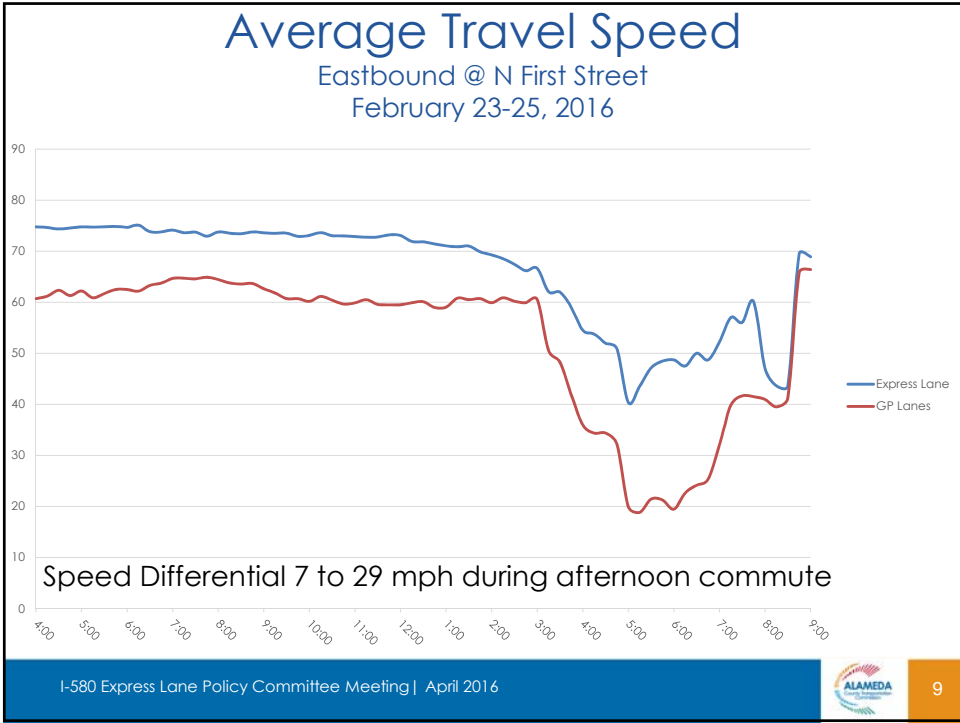
Speed Differential 12 - 21 mph during morning commute

I-580 Express Lane Policy Committee Meeting | April 2016



6





This page intentionally left blank

ATTACHMENT C
I-580 Corridor HOV Lane Projects
Alameda CTC Projects 1368.004/1372.004/1372.005
Monthly Progress Report
March 2016

6.2C

PROJECT DESCRIPTION

Completion of the construction of new HOV lanes in the I-580 Corridor in the Livermore Valley in the eastbound and westbound directions, and construction of auxiliary lanes.

The final I-580 Corridor HOV segments include:

- Eastbound (EB) Segment 3 Auxiliary (AUX) Lanes, between Hacienda Drive and Greenville Road.
- Westbound (WB) HOV Lane between Greenville Road and San Ramon Road

CONSTRUCTION STATUS

Construction activities began in March 2013 and opened to traffic in February 2016 with the commissioning of both the Eastbound and Westbound Express Lanes.

Ongoing & Upcoming Activities

Ongoing and upcoming work activities include:

- Maintain Express Lane operations as HOV contract work punch list items and final corrective work is completed outside of commute hours.
- Complete the installation of permanent power sources along the corridor.
- All construction work is expected to complete by early summer 2016.

A project website (<http://www.dot.ca.gov/dist4/projects/i580wbhov/>) is maintained by Caltrans.

FUNDING AND FINANCIAL STATUS

The I-580 Eastbound HOV Project is funded through federal, state and local funds. All projects are tracking to complete within established and available budget.

SCHEDULE STATUS

The I-580 Corridor HOV Lane Projects completed the construction of the final HOV segments and opened them to traffic in February 2016 as Express Lanes. Closeout activities and final accounting will continue in 2016.

This page intentionally left blank

ATTACHMENT D
I-580 Express Lane Public Outreach Update
April 2016

Extensive public outreach and education activities have been underway throughout the I-580 corridor commute shed since fall 2015 to create general awareness, promote the benefits of the lanes, emphasize proper use of the facility, and encourage the public to obtain FasTrak® and FasTrak® flex toll tags, which are required to use the lanes. Tools and efforts to date have generated significant positive media coverage, millions of impressions and have helped to support successful lane operations.

Public outreach and education has included a paid media effort and significant earned media, special events and employer and other stakeholder outreach including the development and distribution of collateral materials including banners, posters, informational cards and fact sheets, video and website and social media content for partners and stakeholders including for localities, transportation partner websites, local radio, television, businesses and civic organizations as well as responding to public inquiries via the express lane hotline and e-mails. Staff gave the keynote presentation about the I-580 Express Lanes at the Pleasanton Senior Center Transit Fair on March 17, 2016.

Paid media included print including Pleasanton Weekly, The Independent, Bay Area News Group (BANG) Tri-Valley Times, Contra Costa Times, San Ramon Valley Times, and Brentwood Press, traffic report spots on 35 stations throughout the Bay Area, Modesto and Stockton, online ads on Pleasanton Weekly, DanvilleSanRamon.Com, Independent News and Contra Costa Times, E-blasts through BANG, Facebook, Yahoo and Ad Taxi ads, and outdoor bus ads on LAVTA, San Joaquin RTD and San Joaquin commuter buses that use the 580 Express Lane corridor.

More than 61,000 flex tags have been distributed through March 18, 2016 by retail locations and the BATA customer service center, as well as at stakeholder events. Outreach will continue with a focus on increasing FasTrak flex tag acquisition and supporting continued safe and appropriate express lane use. Staff will continue to work with partner agencies and media outlets and will participate in corridor events including an upcoming Green Transportation Fair in Pleasanton on April 19, 2016.

This page intentionally left blank

Summary of Toll System Construction Contract Change Orders:

CCO	CCO Budget	Description of CCO	CCO Amount	Remaining CCO Budget
Budget approved in July 2015	\$936,000			
No. 1		Additional scope and budget for ETCC to remobilize and provide increased traffic control to manage toll system installation	\$113,400	
No. 2		Additional three long-distance toll sites, based on field conditions that increased the labor and materials costs	\$70,500	\$752,100
No. 3		Additional staff and communication lease line costs, associated with delay in lane opening	\$567,200	\$184,900
No. 4		Additional scope for mobile enforcement	\$60,000	\$124,900

This page intentionally left blank



Memorandum

6.3

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 21, 2016

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

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

Summary

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

Since the last update on March 14, 2016, the Alameda CTC reviewed a Draft Environmental Impact Report and a Notice of Preparation. Comments were submitted on these documents and the comment letters are included as Attachments A and B.

Fiscal Impact: There is no fiscal impact.

Attachments:

- A. Response to Draft Environmental Impact Report for City of Emeryville's Sherwin-Williams Development Project
- B. Response to the Notice of Preparation of a Draft Environmental Impact Report for the Proposed 1900 Fourth Street Project

Staff Contact

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

[Daniel Wu](#), Assistant Transportation Planner

This page intentionally left blank



March 4, 2016

Miroo Desai
Senior Planner
City of Emeryville
1333 Park Avenue
Emeryville, CA 94608

SUBJECT: Response to Draft Environmental Impact Report (DEIR) for City of Emeryville's Sherwin-Williams Development Project

Dear Ms. Desai,

Thank you for the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Sherwin-Williams Development Project. The project site consists of approximately 10.05 acres bounded by Horton Street to the east, Sherwin Avenue to the south, and Union Pacific Railroad tracks to the west. The site currently contains a 74,000 square foot office building. The proposed project would divide the site into six new parcels, roadways, and a park area. At buildout, the project would include a total of 649,000 square feet of residential space (540 units) and 94,600 square feet of commercial space. The project would also include park and open space, including a children's playground and adult fitness space, and a central green within the Hubbard Circle.

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

- The Alameda CTC's CMP requires that the DEIR address potential impacts to not only roadways on the Metropolitan Transportation System (MTS) network, but also potential impacts of the project on MTS transit operators (AC Transit in this case), Countywide Bicycle Network, and Pedestrian Areas of Countywide Significance. The following revisions should be made to the DEIR to reflect the multimodal nature of the CMP requirements:
 - The language in the following pages should incorporate the multimodal nature of Alameda CTC's CMP requirement:
 - Appendix B – Transportation Impact Analysis (TIA): pages 6, 12, and 14, and Chapter 7.
 - Appendix B – Chapter 7 should include a multimodal project impacts analysis. Specifically:
 - Transit impacts to consider include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.
 - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.

- Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix K of the 2015 CMP document for more details.
- The TIA indicated that the trip distribution of vehicles to and from the project site were developed based on the location of complementary land uses and existing travel patterns in the area (See Appendix B – TIA: page 40). Please indicate any survey or data sources used for the trip distribution calculation.
- Alameda CTC notes that the TIA has included a VMT assessment in line with the pending update of the California Environmental Quality Act (CEQA) guidelines by the Office of Planning and Research (OPR) (See Appendix B – TIA: Chapter 4). Alameda CTC has not set thresholds for a VMT assessment and is also closely monitoring the development of the CEQA guidelines update. Our comments regarding the VMT assessment are:
 - Appendix B – TIA: page 49: The VMT assessment converted square feet of development to number of employees to model project land use. Please provide the source of these conversion factors.
 - To calculate volume-to-capacity (V/C) ratios, the DEIR provided per-lane capacity assumptions (Appendix B – TIA: page 110) of 2,000 vehicles per hour for freeway segments, 800 vehicles per hour for surface streets. The report should provide a source for these assumptions.
 - The DEIR indicated that the Alameda CTC travel model was applied on the MTS roadway segments analysis to analyze the impacts of the proposed project on the regional network in 2025 and 2040. The current Alameda CTC model simulates travel demand for the forecast years 2020 and 2040. The DEIR should explain how 2025 traffic condition was estimated based on the Alameda CTC travel model.

Thank you for the opportunity to comment on this DEIR. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner
file: CMP/Environmental Review Opinions/2016



March 11, 2016

Shannon Allen
Principal Planner
Land Use Planning Division
City of Berkeley
2120 Milvia St
Berkeley, CA 94704

SUBJECT: Response to the Notice of Preparation of a Draft Environmental Impact Report for the Proposed 1900 Fourth Street Project

Dear Ms. Allen,

Thank you for the opportunity to comment on the Notice of Preparation of the Draft Environmental Impact Report (DEIR) for the 1900 Fourth Street Project. The 2.21-acre project site is located in the City of Berkeley's Fourth Street commercial shopping district and occupies the block surrounded by Hearst Avenue to the north, Fourth Street to the east, University Avenue to the south, and the Union Pacific Railroad tracks to the west. The project site currently consists of a 350-space privately owned surface parking lot and an approximately 900 square-foot one-story commercial building. The proposed project would consist of approximately 118,370 square feet of residential uses (135 dwelling units) and 33,090 square feet of commercial uses (18,230 square feet of retail uses and 14,850 square feet of restaurant uses).

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

Basis for CMP Review

- The City of Berkeley adopted Resolution 56,593 on September 29, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). It appears that the proposed project will generate at least 100 p.m. peak hour trips over existing conditions, and therefore the CMP Land Use Analysis Program requires the City to conduct a transportation impact analysis of the project.

Use of Countywide Travel Demand Model

- The Alameda Countywide Travel Demand Model should be used for CMP Land Use Analysis purposes. The CMP was amended on March 26th, 1998 so that local jurisdictions are responsible for conducting travel model runs themselves or through a consultant. The City of Berkeley and the Alameda CTC signed a Countywide Model Agreement on September 15, 2010. Before the model can be used for this project, a letter must be submitted to the Alameda CTC requesting use of the model and describing the project. A copy of a sample letter agreement is available

upon request. The most current version of the Alameda CTC Countywide Travel Demand Model is the December 2015 update.

Impacts

- The DEIR should address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway network.
 - MTS roadway facilities in the project area include Interstate 80, University Avenue, San Pablo Avenue, 6th Street, Dwight Way and Gilman Street.
 - For the purposes of CMP Land Use Analysis, the Highway Capacity Manual 2010 freeway and urban streets methodologies are the preferred methodologies to study vehicle delay impacts.
 - The Alameda CTC has *not* adopted any policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2015 CMP for more information).

- The DEIR should address potential impacts of the project on Metropolitan Transportation System (MTS) transit operators.
 - MTS transit operators potentially affected by the project include AC Transit and Capitol Corridor.
 - Transit impacts for consideration include the effects of project vehicle traffic on mixed flow transit operations, transit capacity, transit access/egress, need for future transit service, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

- The DEIR should address potential impacts of the project to cyclists on the Countywide Bicycle Network.
 - Countywide bicycle facilities in the project area include:
 - Aquatic Park Trail and connection to the San Francisco Bay Trail
 - Bike routes on Virginia Street, Addison Street, Ninth Street, and Channing Way
 - Bicycle related impacts to consider include effects of vehicle traffic on bicyclist conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

- The DEIR should address potential impacts of the project to pedestrians in Pedestrian Plan Areas of Countywide Significance.
 - The Project overlaps with an Area of Countywide Pedestrian Significance:
 - Fourth Street is a Major Commercial District between Cedar Street and University Avenue
 - Pedestrian related impacts to consider include effects of vehicle traffic on pedestrian conditions, site development and roadway improvements, and consistency with adopted plans. See Appendix J of the 2015 CMP document for more details.

Mitigation Measures

- Alameda CTC policy regarding mitigation measures is that to be considered adequate they must be:
 - Adequate to sustain CMP roadway and transit service standards;
 - Fully funded; and
 - Consistent with project funding priorities established in the Capital Improvement Program of the CMP, the Countywide Transportation Plan (CTP), and the Regional Transportation Plan (RTP) or the federal Transportation Improvement Program, if the agency relies on state or federal funds programmed by Alameda CTC.
- The DEIR should discuss the adequacy of proposed mitigation measure according to the criteria above. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and the effect on service standards if only the funded portions of these mitigation measures are built prior to Project completion. The DEIR should also address the issue of transit funding as a mitigation measure in the context of the Alameda CTC mitigation measure criteria discussed above.
- Jurisdictions are encouraged to discuss multimodal tradeoffs associated with mitigation measures that involve changes in roadway geometry, intersection control, or other changes to the transportation network. This analysis should identify whether the mitigation will result in an improvement, degradation, or no change in conditions for automobiles, transit, bicyclists, and pedestrians. The HCM 2010 MMLoS methodology is encouraged as a tool to evaluate these tradeoffs, but project sponsors may use other methodologies as appropriate for particular contexts or types of mitigations.
- The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Alameda CTC CMP Menu of TDM Measures and TDM Checklist may be useful during the review of the development proposal and analysis of TDM mitigation measures (See Appendices F and G of the 2015 CMP).

Thank you for the opportunity to comment on this NOP. Please contact me at (510) 208-7428 or Daniel Wu of my staff at (510) 208-7453 if you have any questions.

Sincerely,



Tess Lengyel
Deputy Director of Planning and Policy

cc: Daniel Wu, Assistant Transportation Planner

file: CMP/Environmental Review Opinions/2016



DATE: April 21, 2016

SUBJECT: 2016 Alameda Countywide Transportation Plan Update

RECOMMENDATION: Receive an update on the financially constrained plan and performance measurement results for 2016 Countywide Transportation Plan (CTP)

Summary

Alameda CTC is currently developing the 2016 Countywide Transportation Plan (CTP), the long-range document that sets the vision and goals and guides the County's future transportation investments for the next 24 years through 2040. Significant work has been done to date to develop the plan, including Commission adoption of the goals and vision (July 2015), performing call for projects and programs, and identifying performance measures (January 2016). This memo reaffirms the financially constrained projects and programs for the CTP that were approved by the Commission in October 2015, and presents the results from the CTP performance evaluation including the transformational integrated multimodal strategies developed as part of the three modal plans that provide a framework for directing future investments for the county's multimodal transportation system. The results overall show that the county is moving in the right direction, and that the visionary planning work that has been done for the modal plans that will inform future project development will be the cornerstone for advancing the county's vision and goals. These projects were not submitted as part of the call for projects and will be under development in the coming year; therefore, their performance is cannot be quantified as part of this evaluation. As the modal plans and other strategic, integrated planning work is further advanced, performance results are expected to show marked improvement.

Background

The Alameda Countywide Transportation Plan is a long-range planning and policy document that guides future transportation investments for all transportation modes and users in Alameda County. It is updated every four years; the existing CTP was adopted in 2012 and the 2016 update is currently underway. The 2016 CTP update process began in January 2015 and the following key milestones have been accomplished to date:

2015:

- February – March: Public workshops around the county seeking ideas for future multimodal transportation in Alameda County.
- June-July: Call for projects held to inform the 2016 CTP and Plan Bay Area 2040 (PBA 2040)
- July: Commission reaffirmed the Vision and Goals from the 2012 CTP
- August: Project team screened the 332 applications that were received as part of the call for projects
- October: Commission approved final list of projects, programs, and plans for Plan Bay Area 2040 (forwarded to the Metropolitan Transportation Commission on October 30)

2016:

- January: Commission adopted the performance measures for the 2016 CTP
- January-February: Public workshops were held to get community input on transportation priorities
- February-March: Project team conducted intercept surveys to get input from underrepresented communities
- February-March: Team conducted performance evaluation

This memorandum explains and reaffirms the financially constrained projects and programs for the 2016 CTP, presents the results of the 2016 CTP performance evaluation and outlines the multimodal improvements envisioned in the three modal plans that are either completed or nearing completion. The Draft CTP will be presented to the Commission in May 2016 and the Final CTP is slated for adoption in June 2016.

Discussion

CTP Performance Evaluation Introduction

Alameda County and the broader Bay Area region have been moving toward a performance-based planning approach for the past decade. Alameda CTC adopted its first performance-based CTP in 2012, which was the basis for the Transportation Expenditure Plan supported by Measure BB, approved by voters in 2014. Performance-based planning allows policies and goals to be expressed in quantifiable terms and creates an analytical framework to determine the degree to which investment choices help meet goals. Ongoing monitoring of multimodal system performance helps inform future decision-making and highlights necessary adjustments to be made for future updates.

For the purposes of the CTP, performance evaluation is done for the system as a whole and is not done on a project-specific basis. This process allows the Alameda CTC to understand the degree to which the CTP's projects and programs together advance the county towards meeting the adopted vision and goals, and identify where additional efforts are needed. The specific metrics represent issues that are important to measure at a system level, such as,

mode share, travel time reliability for all modes, and job accessibility. Performance measures for the 2016 CTP were drawn from industry best practices, the 2012 CTP, and the performance measures that were adopted for the countywide modal plans. The measures were adopted by the Commission in January 2016.

Financially Constrained CTP Projects and Programs

In response to the Call for Projects and Programs held in June and July 2016, Alameda CTC received 332 applications for a project cost of \$26.2 billion and a funding request of \$21.3 billion. Following the PBA2040 guidelines released by MTC on April 29, 2015 and based upon the Commission approval in October 2015, Alameda CTC submitted a list of projects and programs, shown in Attachment A to inform development of Plan Bay Area 2040 for the Alameda County portion of transportation investments. This list identified a total of \$9.47 billion as the funding need for Alameda County. The funding need identified is towards local discretionary funds for \$6.82 billion, which will include local sales tax measures (Measures B and BB and Vehicle Registration Fee) and \$2.65 billion of Alameda County share allocated by MTC for the PBA 2040. Based upon the funding estimates developed for the local sales tax funding, it became clear that the identified funding need of \$9.47 billion for the Alameda County projects and programs listed in Attachment A will be met with the estimated local funding plus the \$2.65 billion county share of federal and state funding identified for the Plan period. Therefore, the list of projects and programs that was adopted by the Commission last fall and submitted to MTC can be reaffirmed as the list for the financially constrained 2016 CTP. Hence, the full list was carried forward into the evaluation process with no changes.

Performance Results for the 2016 CTP

The results presented here were generated through the Alameda County travel demand model and other off-model processes, and will be for two model scenarios:

1. Current Baseline (2015)
2. Financially Constrained/CTP Projects (2040) – Committed projects and CTP projects

Committed Projects were identified based on MTC's Resolution 4182 for the Plan Bay Area 2040 that defines committed projects as projects that have a certified Environmental Impact Report or Record of Decision for Environmental Impact Statement before September 30, 2015, and a full funding plan. Results of the CTP evaluation process are shown in Attachment B. Results are largely trending in the right direction. Measures on alternative modes show improvement. Transit Ridership doubles in particular. Vehicle miles traveled and emissions (CO₂ and PM 2.5) trend downward on a per capita basis. Over the Plan period, safety improves, and access to employment and activity center shows significant improvement. Mixed evaluation results estimated for system efficiency, primarily due to major projected growth in population (31%) and employment (42%) in Alameda County. The planned CTP investments and efficient future land use patterns moderate the impacts of this projected growth on the county transportation system.

With the 2012 CTP update, Alameda CTC launched a new paradigm of transformative transportation planning initiatives that are performance-driven and take an integrated, system-wide multimodal approach. This new paradigm affects all areas of how transportation planning is done in the county, and sets a framework for future investments as described in the next section below. A change of this magnitude takes time to fully integrate into policies and daily practices of how transportation funding is allocated and how projects are planned and implemented.

Since 2012, an enormous amount of strategic smart growth and multimodal planning integrating complete streets concepts has been done at the countywide level, by cities, and by other agencies. Initial analysis indicates that these changes should have big impacts on the efficiency, sustainability, equity, and effectiveness of the transportation system. However, this planning work is largely not yet reflected in the projects that were submitted to the CTP and therefore cannot be modeled in the performance evaluation. The CTP project submissions were much the same as in 2012; many of the new projects submitted that are different from 2012 submissions are programmatic and therefore are either more difficult or not able to be analyzed in the travel demand model, as discussed further below. The 2016 CTP illustrates that some progress occurred in the last four years, and represents a large step towards the vision taken by Alameda CTC, local jurisdictions and transit agencies.

Some key context that is critical to understand for interpreting the evaluation results:

- **Major growth is projected:** The 2040 results include the growth projections from Plan Bay Area which anticipates nearly half a million new residents (470,000) in Alameda County and over a quarter of a million (286,000) new jobs. This growth means a significant increase in demand and a lot more people using the transportation infrastructure – so a result of no change or minor changes from 2015 to 2040 on indicators like travel time and reliability for auto and transit trips mean that efficiency in investments that are planned can have a big effect.
- **Transportation system is mature:** Alameda County's transportation system is largely built out; the projects that are being proposed represent a fraction of the built value of the existing system and this poses limitations in the magnitude of impact that any capital project can have.
- **Travel demand model does not measure programmatic investments:** The countywide travel demand model, which is used for the performance measurement, focuses on modeling capital projects, and is limited in how it can account for programmatic investments (i.e. countywide bicycle plan and pedestrian plan implementation) Programmatic investments by their nature are not defined as specific capital projects, and therefore, cannot be modeled. Once specific projects are defined from programmatic investments then they can be modeled. However 60% of Measure BB is programs, and these programs are anticipated to make large changes in how the transportation system functions. So, the model is limited in how it can capture the impacts of a large portion of the investments. Further, the model does not capture

regular fluctuations in the economy or fuel prices, both of which are known to have major impacts on travel behavior.

- **Modal plans and other innovative work will be captured in future updates:**
Development of countywide modal plans (Goods Movement Plan, Multimodal Arterials Plan, and Transit Plan) were a major outcome of the 2012 CTP. Alameda CTC and its partners have done significant and innovative work in the past three years to develop these plans, however project development work still needs to be completed to submit projects for funding. Therefore these projects are not reflected in these results. Other partner agencies have also been doing innovative planning work, such as the AC Transit Major Corridors Study, interagency corridor-planning work, and complete streets planning and implementation at cities throughout Alameda County. Most of this work is also not reflected in these results, but will be captured in future CTP updates.

Vision for the Future

The three countywide modal plans – Goods Movement Plan, Transit Plan and Multimodal Arterial Plan - envision a new way of conceptualizing and addressing the multimodal transportation system problems which is more integrated and holistic and go far beyond transportation capital projects included in the 2016 CTP update. The Commission adopted the Goods Movement Plan in February 2016 and the other two plans are scheduled to be adopted in Summer of 2016. Much of the change that is envisioned is going to come about through programmatic investments that are focused on maximizing the efficiency and effectiveness of our existing multimodal infrastructure and shifting travel behavior to different modes and times of day while supporting economic development. Examples include advanced and integrated corridor management, allocating capacity to high capacity transit services, implementation of complete streets, new rail strategies for passenger and freight rail, and ultimately ensuring countywide complete and connected network for all modes.

The Goods Movement Plan, which the Commission recently adopted, is a good illustration of this new approach. The recommendations are presented in the form of opportunity themes which contain projects, programs, and policies that are implemented in concert to maximize synergies and co-benefits. The plan contains targeted capital investments that are complemented by programs and policies aimed at changing behavior and incentivizing efficient use of the system. Plans like this represent the progressive future that is envisioned for Alameda County's transportation system. Highlights of the adopted or potential strategies or outcome of these plans include:

Goods Movement Plan:

The Alameda County Goods Movement Plan outlines a long-range strategy for how to move goods effectively within, to, from and through Alameda County by roads, rail, air and water. It developed short- and long-term strategies and project lists to support goods movement in

Alameda County. The adopted plan, if implemented as described in the opportunity packages will support these outcomes:

- Elimination of 21 million truck vehicle miles traveled (VMT) per year.
- Annual savings to shippers in reduced trucking costs of approximately \$59.2 million.
- Elimination of more than 1,280 truck trips per day on I-580 and I-880. Assuming that each truck is the equivalent to 2.5 passenger cars (PCE), the reduction in PCE from this strategy would be approximately 3,200 per day.
- Creation of middle-wage jobs from transloading and associated value-added activities.

Countywide Transit Plan

The Countywide Transit Plan's vision is to create an efficient and effective transit network that enhances the economy and the environment and improves quality of life. The Transit Plan identified 13 corridors as potential transit focus corridors across the county to provide or invest for a comprehensive transit improvement. While the Transit Plan draft network recommendations focus on where investments are needed to create fast, frequent transit service in the future, the Plan also considers how different types of transit service or transit tiers work together to create a complete transit network that serves different travel needs. Initial assessment of the draft improvement recommendations for the Plan period of 2040 support these outcomes:

- Doubling of daily passenger trips
- Over 40% increase of households within half mile of transit stops
- Over 50% increase in number of jobs located within half mile of transit jobs

Countywide Multimodal Arterial Plan:

The Countywide Multimodal Arterial Plan's vision is to develop a network of efficient, safe and accessible arterials that facilitate the multimodal movement of people and goods, and help create a strong economy, healthy environment and vibrant communities, considering local context. This Plan coordinates with and supports the outcome of the Countywide Goods Movement and Transit Plans. In this context, this Plan ensures a connected and continuous network for all modes across the county. It identified over 500 miles of major arterials as a core Arterial Network for the county and proposed initial multimodal improvements.

- Transit Network improvements primarily focused on the AC Transit and LAVTA major corridors. About 38 miles of dedicated transit lane and 52 miles of Rapid Bus improvements are proposed that will support the Transit outcomes as described above in Transit Plan.
- About half of the Arterial Network (250 miles) was identified as having high bicycle priority. About 121 miles of Class 4 protected bicycle lanes are proposed advancing

connections to transit, improving safety and increasing non-motorized share of transportation.

- For pedestrian improvements, about 50 miles of either new sidewalk or widening of existing sidewalks are proposed along with nearly 150 miles of crosswalk enhancements. These improvements focus on high-pedestrian emphasis areas (downtowns and large commercial districts) and around BART station areas to increase safety and improve access to transit and activity centers.
- Advanced Intelligent Transportation System including connected vehicles option has been identified for nearly 150 miles, which will support goods movement and transit improvements described above, and improving travel efficiency and reliability.
- Accommodation of truck traffic proposed on top tier arterial goods movement routes, supporting innovative goods movement delivery identified in the Goods Movement Plans.

Additionally, we are in a significant transition or disruptive period for transportation with new technologies and approaches changing the nature of mobility in vast, and often unexpected, ways. Change will continue to happen not only in terms of the availability of a broader array of modal choices, but the availability of new tools to understand more accurately and at a finer-grained level how changes will impact the system (i.e. utilizing “big data” and innovative partnerships with the tech sector).

This future vision will require embracing new perspectives, models, and tools, and embarking on new ways of working together with different and new stakeholders, particularly the new technology based private transportation sector stakeholders. Key steps for advancing partnerships and moving modal plan initiatives forward include:

- Project development to advance projects recommended by the modal plans
- Strengthened partnerships with existing agencies and non-traditional partnerships, (i.e. with the private sector)
- Implementation of complete streets policies through the Alameda CTC's grant programs and the DLD Local Streets and Roads program (i.e. the Central County Complete Streets implementation project, currently underway, is intended to serve as a model for the rest of the county when completed)
- New ways of integrating projects with programs and policies
- Piloting and embracing technological innovations

Next Steps

Following Commission review of the performance results, the project team will complete the draft CTP for consideration and comment in May 2016.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Tables 1 to 5 – Final Alameda County Submittal to PBA 2040 – Applications Summary (October 2015)

B. 2016 Countywide Transportation Plan - Performance Results

Staff Contact

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

[Saravana Suthanthira](#), Senior Transportation Planner

**Table 1 - Final Alameda County Submittal to PBA 2040
Applications Summary (October 2015)**

	Total Cost (\$ 000s)	Total Programmed Funding (\$ 000s)	Total Funding Requests (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)
MTC Programmatic Categories					
Intersection Improvements	\$63,948	\$12,259	\$51,689	Specific Local Fund allocations to be made based upon local discretionary actions	\$452
Intersection Improvements (Grade Separations)	\$631,067	\$7,715	\$623,352		\$26,775
Management Systems	\$132,647	\$45,649	\$86,998		\$774
Minor Freight Improvements	\$183,281	\$1,812	\$181,469		\$50,257
Minor Transit Improvements	\$362,177	\$120,716	\$241,461		\$76,409
Multimodal Streetscape Improvements	\$1,127,942	\$70,699	\$1,057,242		\$137,519
New Bicycle and Pedestrian Facilities	\$1,733,258	\$72,931	\$1,660,327		\$443,627
Other	\$510,000	\$0	\$510,000		\$145,196
Planning	\$219,158	\$6,225	\$212,933		\$77,465
Preservation Rehabilitation	\$1,109,760	\$340,443	\$769,317		\$6,901
Routine Operation and Maintenance	\$1,452,560	\$96,900	\$1,355,660		\$133,367
Safety and Security	\$159,371	\$13,777	\$145,594		\$22,457
Travel Demand Management	\$327,202	\$55,086	\$272,116		\$17,374
TOTAL Programmatic	\$8,012,371	\$844,212	\$7,168,158	\$3,277,087	\$1,138,574
Transportation Project Categories					
Arterial Projects (Improvements)	\$409,854	\$27,202	\$382,652	\$191,326	\$191,326
Arterial Projects (Gap Closures)	\$310,103	\$26,954	\$283,149	\$141,575	\$141,575
Highway Projects (Interchanges & Crossings)	\$601,218	\$301,992	\$299,226	\$87,065	\$212,162
Transit Oriented Development Projects	\$570,712	\$12,850	\$557,862	\$60,000	\$497,862
Transit Projects	\$252,878	\$10,020	\$242,858	\$4,781	\$238,078
Three Major Trail Development Program	\$206,551	\$12,780	\$193,771	\$96,886	\$96,886
Local Arterial Network Gap Closure	\$38,562	\$1,100	\$37,462	\$18,731	\$18,731
I-580 Corridor TEP Freeway Improvements	\$267,377	\$157,345	\$110,032	\$55,016	\$55,016
I-880 Corridor TEP Freeway Improvements	\$57,002	\$12,418	\$44,584	\$22,292	\$22,292
Union City Rail Program	\$75,000	\$0	\$75,000	\$37,500	\$37,500
TOTAL Alameda County Projects	\$2,789,257	\$562,661	\$2,226,596	\$715,170	\$1,511,426
TOTAL Regional	\$14,871,817	\$3,013,859	\$11,857,959	\$2,824,617	\$9,033,342
TOTAL Committed	\$547,844	\$505,971	\$0	\$0	\$0
GRAND TOTAL	\$26,221,289	\$4,926,703	\$21,252,713	\$6,816,874	\$11,683,342
Current Request for Regional Allocation					\$2,650,000
Percent Programmatic					43%
Percent Projects					57%
Regional Allocation for Alameda CTC					\$2,650,000

Table 2 - Final Alameda County Submittal to PBA 2040 - Regional Program

Criteria - Projects of regional significance/ falls within or supports a Regional Program/Efforts (Managed Lanes)/ top performer in the prior RTP which is a criteria for Regional Discretionary funding.

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Funding: Discretionary* (\$ 000s)	Requested Funding: Other Sources (\$ 000s)	Planning Area
Regional Goods Movement								
214	City of Oakland	Oakland Army Base transportation infrastructure improvements	\$307,106	\$238,563	\$68,543	\$68,543	\$0	North
302	Port of Oakland	7th Street Grade Separation East	\$490,091	\$2,800	\$487,291	\$227,291	\$260,000	North
303	Port of Oakland	7th Street Grade Separation West	\$163,707	\$3,050	\$160,657	\$160,657	\$0	North
306	Port of Oakland	Middle Harbor Road Improvements	\$29,200	\$25	\$29,175	\$4,175	\$25,000	North
305	Port of Oakland	Oakland International Airport Perimeter Dike	\$54,200	\$13,200	\$41,000	\$41,000	\$0	North
308	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT) Phases 2 and 3	\$179,545	\$25,638	\$153,907	\$153,907	\$0	North
307	Port of Oakland	Outer Harbor Turning Basin	\$57,321	\$10	\$57,311	\$3,388	\$53,923	North
Subtotal Regional Goods Movement			\$1,281,170	\$283,286	\$997,884	\$658,961	\$338,923	
Regional Highway (Interchanges)								
027	Alameda CTC	I-580/I-680 Interchange Improvement Project	\$1,478,150 (1)	\$20,000	\$1,458,150 (1)	\$1,458,150 (1)	\$0	East
037	Alameda CTC	SR-84/I-680 Interchange Improvements and SR-84 Widening	\$244,000 (1)	\$125,940 (1)	\$118,060 (1)	\$0 (1)	\$118,060	East
150	City of Fremont	SR-262 Mission Boulevard Cross Connector Improvements (2)	\$100,000 (1)	\$50 (1)	\$99,950 (1)	\$99,950 (1)	\$0	South
Subtotal Regional Highway (Interchanges)			\$1,822,150	\$145,990	\$1,676,160	\$1,558,100	\$118,060	
Regional Highway (Managed Lanes)								
318	Alameda CTC	I-580 Integrated Corridor Mobility (ICM) Widen I-580 for eastbound and westbound HOV/HOT from between	\$117,000	\$0	\$117,000	\$0	\$117,000	East
330	Alameda CTC	Greenville Road and San Joaquin County line (3) I-680 Northbound and Southbound HOV/HOT Lanes (SR-84 to Alcosta	\$391,000	\$0	\$391,000	\$0	\$391,000	East
030	Alameda CTC	Boulevard)	\$225,100	\$20,000	\$205,100	\$205,100	\$0	East/South
029	Alameda CTC	I-680 Northbound HOV/HOT Lane (SR-237 to SR-84)	\$385,000	\$185,000	\$200,000	\$0	\$200,000	South
028	Alameda CTC	I-680 Southbound Express Lanes (SR-237 to SR-84) Upgrades	\$37,508	\$2,000	\$35,508	\$35,508	\$0	South
034	Alameda CTC	I-880 Northbound HOV/HOT Extension (A Street to Hegenberger)	\$221,100 (1)	\$20,000	\$201,100 (1)	\$89,000	\$112,100 (1)	Central
Subtotal Regional Highway (Managed Lanes)			\$1,376,708	\$227,000	\$1,149,708	\$329,608	\$820,100	
Bay Trail Implementation								
049	City of Alameda	Alameda Point Trails	\$12,100	\$100	\$12,000	\$12,000	\$0	North
078	City of Albany	Pierce Street Park Bikeway	\$1,005	\$317	\$688	\$688	\$0	North
192	City of Oakland	Coliseum BART to Bay Trail Connector	\$3,183	\$980	\$2,203	\$2,203	\$0	North
193	City of Oakland	City-Wide Bay Trail Network	\$23,400	\$5,180	\$18,220	\$18,220	\$0	North
211	City of Oakland	Lake Merritt to Bay Trail Bicycle Pedestrian Gap Closure	\$20,984	\$5,043	\$15,941	\$14,341	\$1,600	North
223	City of Oakland	Bay Trail Connections - Four Sites	\$660	\$160	\$500	\$450	\$50	North
286	City of Union City	Union City Boulevard Bike Lanes (Phase 2)	\$8,800	\$1,000	\$7,800	\$0	\$7,800	South
Subtotal Regional Pedestrian & Bicycle			\$70,132	\$12,780	\$57,352	\$47,902	\$9,450	
Regional Transit and Park & Ride								
001	AC Transit	East Bay BRT Extension to Bayfair BART	\$50,700	\$0	\$50,700	\$0	\$50,700	Central
006	AC Transit	San Pablo Corridor Transit Improvements	\$103,000	\$0	\$103,000	\$0	\$103,000	North
041	BART	BART Metro: Bay Fair Connection	\$234,049	\$100,000 (1)	\$134,049 (1)	\$134,049 (1)	\$0	Central
043	BART	BART to Livermore/ACE Project Development	\$552,800	\$552,800 (1)	\$0 (1)	\$0	\$0 (1)	East
313	BART	BART Metro Program	\$1,700,000	\$0	\$1,700,000	\$0	\$1,700,000	All
314	BART	BART Security Program	\$250,000	\$205,941	\$44,059	\$0	\$44,059	All
315	BART	BART Station Modernization	\$4,744,000	\$0	\$4,744,000	\$0	\$4,744,000	All
316	BART	BART Station Access	\$800,000	\$0	\$800,000	\$0	\$800,000	All
317	BART	BART Transbay Corridor Core Capacity	\$1,600,000	\$1,306,000	\$294,000	\$0	\$294,000	All
062	City of Alameda	Mariner Square Drive Extension and Park and Ride Lot	\$7,360	\$0	\$7,360	\$7,360	\$0	North
057	City of Alameda	New Alameda Point Ferry Terminal	\$127,198	\$60,062	\$67,137	\$67,137	\$0	North
142	City of Fremont	Irvington BART Station	\$140,300	\$120,000	\$20,300	\$20,300	\$0	South
234	City of Pleasanton	Bernal Park and Ride	\$1,100	\$0	\$1,100	\$1,100	\$0	East
186	City of Newark	Newark Transit station	\$11,150	\$0	\$11,150	\$100	\$11,050	South
Subtotal Regional Transit			\$10,321,657	\$2,344,803	\$7,976,854	\$230,046	\$7,746,809	
Total			\$14,871,817	\$3,013,859	\$11,857,959	\$2,824,617	\$9,033,342	

* Includes B, BB, VRF discretionary, (1) funding requests applicants included with their application, and other needs requests identified as (4) "Other/TBD - Alameda CTC."

Changes Made to September 24, 2015 Draft List

- (1) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.
- (2) Project moved from projects category (Table 5).
- (3) Regional project carried over from 2012 CTP.

Table 3 - Final Alameda County Submittal to PBA 2040 Committed Projects

Criteria: 100% funded through local funds; or project/program has full funding plan and environmental clearance by Sep 30, 2015

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Environmental Clearance (Mo/Yr)	Planning Area
004	AC Transit	East Bay BRT	\$179,985	06/12	North/Central
002	AC Transit	Line 51 Project Completion and Capital Replacement	\$20,673	02/14	North/Central
024	Alameda CTC	Dumbarton Corridor Area Transportation Improvements	\$120,000	07/18	South
032	Alameda CTC	I-880 at 23rd/29th Avenue Interchange Improvements	\$110,653	04/10	North
038	Alameda CTC	SR-84 Widening (Ruby Hill Drive to Concannon Boulevard)	\$87,533	08/08	East
070	City of Alameda	Rapid Bus Service (Alameda Point to Fruitvale BART)	\$9,000	09/20	North
331	City of Newark	Central Avenue Overpass	\$20,000	11/14	South
Total			\$547,844		

Table 4 - Final Alameda County Submittal to PBA 2040 - Programmatic Projects by MTC RTP Category

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
Intersection Improvements						
021	Alameda County	Strobridge Avenue Extension	\$13,380	\$1,370	\$12,010	
022	Alameda County	Tesla Road Safety Improvements Phase 1	\$11,065	\$5,065	\$6,000	
052	City of Alameda	New Traffic Signal at Central Avenue/Taylor Avenue/3rd Street	\$437	\$0	\$437	
060	City of Alameda	McCartney Road Road and Island Drive Intersection Improvements	\$300	\$300	\$0	
061	City of Alameda	Main Street Improvements & Realignment	\$6,710	\$3,000	\$3,710	
064	City of Alameda	New Traffic Signal at Oak Street and Clement Avenue	\$320	\$0	\$320	
065	City of Alameda	New Traffic Signal at Park Street and Pacific Avenue	\$320	\$0	\$320	
129	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	\$5,206	\$0	\$5,206	
241	City of Pleasanton	Nevada Street Extension	\$2,200	\$200	\$2,000	
249	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	\$16,920	\$1,074	\$15,846	
254	City of San Leandro	E.14th St/Hesperian Blvd/150th Ave Intersection Improvements	\$7,090	\$1,250	\$5,840	
Subtotal Intersection Improvements			\$63,948	\$12,259	\$51,689	\$452
Intersection Improvements (Grade Separations)						
094	City of Berkeley	Gilman Street Multimodal Railroad Grade Separation Project	\$65,682	\$0	\$65,682	
165	City of Hayward	Tennyson Avenue Grade Separation at Niles Subdivision	\$40,360	\$4,640 (1)	\$35,720 (1)	
261	City of Union City	Alvarado Boulevard Grade Separation	\$30,000	\$320	\$29,680	
270	City of Union City	Dyer Street Grade Separation	\$25,000	\$270	\$24,730	
279	City of Union City	Niles Subdivision Grade Separation	\$200,000	\$1,920	\$198,080	
280	City of Union City	Oakland Subdivision Grade Separation	\$220,025	\$25	\$220,000	
285	City of Union City	Smith Street Grade Separation	\$20,000	\$220	\$19,780	
287	City of Union City	Union City Boulevard Grade Separation	\$30,000	\$320	\$29,680	
Subtotal Intersection Improvements (Grade Separation)			\$631,067	\$7,715	\$623,352	\$26,775
Management Systems						
056	City of Alameda	Emergency Vehicle Preemption System	\$200	\$0	\$200	
071	City of Alameda	Citywide Signal Upgrades	\$455	\$0	\$455	
077	City of Alameda	Webster / Posey Tubes Incident Management System	\$400	\$0	\$400	
103	City of Berkeley	Multimodal Corridor Signal Interconnect	\$8,933	\$0	\$8,933	
159	City of Hayward	Citywide Fiber Optics Installation	\$10,000	\$0	\$10,000	
208	City of Oakland	Citywide Intelligent Transportation System Program	\$46,335	\$1,000	\$45,335	
220	City of Oakland	Citywide Traffic Signal System Management	\$40,600	\$26,000	\$14,600	
294	LAVTA	AVL ITS Replacement	\$9,990	\$5,540	\$4,450	
191	MTC (Cities of Oakland and San leandro)	I-880 ICM North Alameda Segment	\$15,734	\$13,109 (1)	\$2,625 (1)	
Subtotal Management Systems			\$132,647	\$45,649	\$86,998	\$774
Minor Freight Improvements						
319	Alameda CTC	Goods Movement Program Implementation	\$125,000	\$0	\$125,000	
100	City of Berkeley	Railroad Quiet Zone Multimodal Safety Project	\$11,461	\$0	\$11,461	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
130	City of Emeryville	Quiet Zone	\$4,529	\$29	\$4,500	
147	City of Fremont	UPRR Quiet Zone - Various Locations	\$2,995	\$20	\$2,975	
148	City of Fremont	UPRR Quiet Zone - Centerville Area	\$2,350	\$20	\$2,330	
149	City of Fremont	UPRR Quiet Zone - Niles/Nursery	\$1,310	\$500	\$810	
224	City of Oakland	West Oakland Freight Corridor Upgrades	\$9,362	\$470	\$8,892	
309	Port of Oakland	Port ITS Implementation Project	\$7,553	\$30	\$7,523	
310	Port of Oakland	Port Seismic Monitor Program	\$586	\$7	\$579	
311	Port of Oakland	Port Terminal Lighting Upgrade Project	\$5,645	\$6	\$5,639	
273	City of Union City	Industrial Rail Connections between Oakland and Niles Subdivisions	\$3,245	\$5	\$3,240	
282	City of Union City	Passenger Platform for ACE (Oakland Subdivision)	\$3,000	\$360	\$2,640	
264	City of Union City	Passenger Platform for Amtrak (Coast Subdivision)	\$3,000	\$360	\$2,640	
284	City of Union City	Shinn Connection (Oakland and Niles Subdivisions)	\$3,245	\$5	\$3,240	
Subtotal Minor Freight Improvements			\$183,281	\$1,812	\$181,469	\$50,257
Minor Transit Improvements						
007	AC Transit	Vehicle Expansion	\$62,034	\$7,254	\$54,780	
040	BART	19th Street Station Modernization	\$25,000	\$14,000	\$11,000	
042	BART	Secure Bicycle Parking at Alameda County BART Stations	\$3,425	\$1,075	\$2,350	
044	BART	BART Station Modernization Program	\$240,000 (1)	\$96,316 (1)	\$143,684 (1)	
051	City of Alameda	Bus Stop Accessibility Improvements	\$0	\$0	\$0	
107	City of Berkeley	Downtown Berkeley Transit Center & Streetscape Improvements	\$5,555	\$851	\$4,704	
122	City of Emeryville	Amtrak Platform Extension	\$3,000	\$0	\$3,000	
125	City of Emeryville	Bus Shelters - Citywide Bus Shelters - Citywide	\$1,380	\$0	\$1,380	
128	City of Emeryville	Powell Street I-80 Ramp Bus Bays	\$2,301	\$0	\$2,301	
137	City of Fremont	Fremont BART Station - West Entrance Improvements	\$50	\$0	\$50	
275	City of Union City	Union City Intermodal Station Phase 3	\$6,600	\$1,200	\$5,400	
295	LAVTA	Bus Shelter Replacement Program	\$1,200	\$0	\$1,200	
298	LAVTA	Major Service Improvements (Routes 10, 12, and 15)	\$11,227 (1)	\$0	\$11,227 (1)	
301	LAVTA	Livermore Transit Center Rehabilitation	\$405	\$20	\$385	
Subtotal Minor Transit Improvements			\$362,177	\$120,716	\$241,461	\$76,409
Multimodal Streetscape Improvements						
010	Alameda County	Castro Valley Boulevard Streetscape Improvement Phase II	\$16,750	\$450	\$16,300	
012	Alameda County	East 14th Streetscape Improvements Phase II	\$15,830	\$4,530	\$11,300	
013	Alameda County	East Lewelling Boulevard Streetscape Improvements- Phase II	\$11,240	\$440	\$10,800	
017	Alameda County	Hesperian Boulevard Streetscape Improvement project	\$24,640	\$17,640	\$7,000	
321	Alameda CTC	TOD/PDA Plan Implementation	\$300,000	\$0	\$300,000	
046	City of Alameda	Mitchell Street Improvements Project	\$5,646	\$0	\$5,646	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
047	City of Alameda	Alameda Point Multimodal Street Network	\$15,100	\$100	\$15,000	
055	City of Alameda	Citywide Complete Streets	\$62	\$62	\$0	
066	City of Alameda	Park Street Streetscape Improvements	\$2,500 (1)	\$0	\$2,500 (1)	
068	City of Alameda	Ralph Appezato Memorial Parkway Street Improvements	\$1,768	\$0	\$1,768	
072	City of Alameda	Stargell Avenue (Main Street to 5th Street) Queue Jump Lanes & Class I Trail	\$4,750	\$1,900	\$2,850	
076	City of Alameda	Webster Street Improvement	\$2,900	\$0	\$2,900	
082	City of Albany	Solano Avenue Complete Streets	\$3,429	\$652	\$2,777	
086	City of Berkeley	Hearst Avenue Complete Streets - Transit Improvements	\$278	\$37	\$241	
091	City of Berkeley	Downtown Berkeley Multimodal Area Improvement Program	\$65,855	\$0	\$65,855	
097	City of Berkeley	Complete Streets Corridor Improvement Program	\$3,572	\$3,344	\$228	
312	City of Berkeley	San Pablo Complete Streets Corridor	\$31,663	\$0	\$31,663	
104	City of Berkeley	Southside Multimodal Area Enhancement Program	\$6,928	\$0	\$6,928	
105	City of Berkeley	Southside Complete Streets Program	\$11,435	\$0	\$11,435	
108	City of Berkeley	University Avenue Complete Streets Corridor	\$73,229	\$0	\$73,229	
110	City of Berkeley	West Berkeley Area improvement Program	\$3,277	\$0	\$3,277	
138	City of Fremont	Fremont Boulevard Streetscape Project - Centerville (Thornton Avenue to Central Avenue)	\$7,746	\$134	\$7,612	
139	City of Fremont	Fremont Boulevard Streetscape Project - Downtown (Country Drive to Sundale Drive)	\$8,529	\$0	\$8,529	
153	City of Fremont	SR-84 Relinquishment and Upgrades Phase I	\$13,063	\$0	\$13,063	
157	City of Hayward	C Street Complete Street Project	\$2,980	\$0	\$2,980	
162	City of Hayward	Main Street Complete Street Project	\$3,047	\$0	\$3,047	
163	City of Hayward	Mission Boulevard Phases 2 and 3 Improvements	\$33,900	\$21,900	\$12,000	
167	City of Livermore	Downtown PDA Multimodal Improvements	\$7,304	\$440	\$6,864	
171	City of Livermore	Isabel/BART PDA Multimodal Improvements	\$16,100 (1)	\$300 (1)	\$15,800 (1)	
183	City of Newark	Thornton Avenue Streetscape Improvement (Olive Street to Elm Street)	\$2,200	\$0	\$2,200	
184	City of Newark	Thornton Avenue Streetscape Improvement (Elm Street to Willow Street)	\$2,200	\$0	\$2,200	
188	City of Oakland	14th Street Avenue Streetscape Project	\$13,205	\$6,405	\$6,800	
189	City of Oakland	27th Street Corridor Improvements	\$3,393	\$50	\$3,343	
201	City of Oakland	Oakland Complete Streets Program	\$316,000	\$2,000	\$314,000	
204	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project	\$8,334	\$327	\$8,007	
205	City of Oakland	20th Street Green Corridor Improvements	\$4,746	\$63	\$4,683	
207	City of Oakland	East Bay BRT Corridor Connectors Streetscape Improvements	\$14,441	\$3,536	\$10,905	
212	City of Oakland	MLK Jr Way Streetscape Project - Phase II	\$7,115	\$1,300	\$5,815	
219	City of Oakland	Peralta Streetscape Project (Phase II)	\$7,115	\$300	\$6,815	
243	City of Pleasanton	Stanley Boulevard Reconstruction (Main Street to 1st Street)	\$5,700	\$2,700	\$3,000	
245	City of Pleasanton	Stoneridge Mall Sidewalk Construction	\$1,030	\$0	\$1,030	
251	City of San Leandro	Doolittle Drive Streetscape (Davis to Fairway)	\$421	\$0	\$421	
253	City of San Leandro	East 14th Street South Area Streetscape	\$15,720	\$0	\$15,720	
258	City of San Leandro	MacArthur Blvd Streetscape Phase 2	\$2,800	\$0	\$2,800	
259	City of San Leandro	Marina Boulevard Streetscape (Merced to Monarch Bay Drive)	\$11,000	\$0	\$11,000	
268	City of Union City	Decoto Road Complete Street Project	\$7,000	\$840	\$6,160	
291	City of Union City	Whipple Road Widening (I-880 to BART track)	\$12,000	\$1,249	\$10,751	
Subtotal Multimodal Streetscape Improvements			\$1,127,942	\$70,699	\$1,057,242	\$137,519

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
New Bicycle and Pedestrian Facilities						
008	Alameda County	Sidewalk Improvements at Various Locations in Unincorporated Alameda County	\$27,600	\$15,600	\$12,000	
009	Alameda County	Bicycle Improvements at Various Locations in Unincorporated Alameda County	\$19,980	\$4,140	\$15,840	
332	Alameda County	Niles Canyon Regional Trail (2)	\$100,000	\$100	\$99,900	
324	Alameda CTC	Countywide Bicycle Plan Implementation	\$249,000	\$0	\$249,000	
323	Alameda CTC	Countywide Pedestrian Plan Implementation	\$894,000	\$0	\$894,000	
050	City of Alameda	Blanding Avenue Track Removal and Corridor Improvements	\$5,170	\$0	\$5,170	
073	City of Alameda	Tilden Way Phase 2 Sidewalk Improvements	\$2,830	\$400	\$2,430	
080	City of Albany	Complete Streets for San Pablo Avenue and Buchanan Street	\$3,945	\$605	\$3,340	
081	City of Albany	San Pablo Avenue Cycle Track	\$290	\$0	\$290	
083	City of Berkeley	9th Street Bicycle Boulevard Pathway Extension Phase II	\$1,980	\$124	\$1,856	
084	City of Berkeley	Adeline Street Complete Streets Corridor	\$11,672	\$0	\$11,672	
085	City of Berkeley	Ashby Avenue Complete Streets Corridor	\$2,579	\$0	\$2,579	
087	City of Berkeley	Citywide Bike Boulevard/Major Street Intersections Project	\$6,008	\$35	\$5,973	
088	City of Berkeley	Channing Bicycle Boulevard Safety Project	\$9,522	\$0	\$9,522	
089	City of Berkeley	Citywide Bicycle Improvement Program	\$37,552	\$0	\$37,552	
090	City of Berkeley	College Avenue Complete Streets Corridor	\$481	\$0	\$481	
092	City of Berkeley	Dwight Way Complete Streets Corridor	\$647	\$0	\$647	
093	City of Berkeley	Gilman Street Complete Streets Corridor	\$81	\$0	\$81	
096	City of Berkeley	Milvia Bike Boulevard Project	\$7,452	\$0	\$7,452	
101	City of Berkeley	Sacramento Complete Streets Corridor	\$963	\$0	\$963	
102	City of Berkeley	Shattuck Avenue Complete Streets Corridor	\$958	\$0	\$958	
106	City of Berkeley	Telegraph Avenue Complete Streets Corridor	\$25,349	\$0	\$25,349	
109	City of Berkeley	West Berkeley Areawide Pedestrian & Bicycle Improvements	\$25,500	\$0	\$25,500	
113	City of Dublin	Downtown Dublin PDA Bike and Ped Plan Implementation	\$21,418	\$325	\$21,093	
124	City of Emeryville	Bike Ped Plan Implementation	\$4,800	\$0	\$4,800	
131	City of Emeryville	South Bayfront Bridge	\$19,400	\$16,450	\$2,950	
155	City of Fremont	Warm Springs BART West Access Bridge and Plaza	\$35,715	\$10,715	\$25,000	
156	City of Fremont	I-880 Bicycle and Pedestrian Bridge and Trail	\$21,440	\$0	\$21,440	
194	City of Oakland	Citywide Bicycle Master Plan Implementation	\$119,100	\$23,223	\$95,877	
215	City of Oakland	Park Boulevard Bike and Pedestrian Path	\$3,094	\$100	\$2,994	
225	City of Piedmont	Bicycle Safety Improvements	\$460	\$4	\$456	
226	City of Piedmont	Grand Avenue Improvements	\$851	\$114	\$737	
227	City of Piedmont	Highland Avenue Improvements	\$800	\$111	\$689	
233	City of Pleasanton	Arroyo Mocho Trail Construction	\$10,000	\$0	\$10,000	
238	City of Pleasanton	Foothill Road Bike Lane Plan and Construction (I-580 to Verona Road)	\$2,200	\$0	\$2,200	
250	City of San Leandro	San Leandro Creek Trail	\$33,421	\$53	\$33,368	
262	City of Union City	Alvarado Niles Road Sidewalks	\$1,500	\$181	\$1,319	
272	City of Union City	Horner Street Sidewalk Construction	\$500	\$63	\$437	
274	City of Union City	Industrial Park Sidewalk Construction	\$3,000	\$357	\$2,643	
277	City of Union City	Bike/Ped Connection Over Niles Subdivision	\$20,000	\$0	\$20,000	
278	City of Union City	Lowry Road Sidewalk Construction	\$2,000	\$231	\$1,769	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
Subtotal New Bicycle and Pedestrian Facilities			\$1,733,258	\$72,931	\$1,660,327	\$443,627
Other						
325	Alameda CTC	Affordable Student Transit Pass Program	\$375,000	\$0	\$375,000	
281	City of Union City	Oakland Subdivision Acquisition	\$135,000	\$0	\$135,000	
Subtotal Other			\$510,000	\$0	\$510,000	\$145,196
Planning						
322	Alameda CTC	Arterial Performance Initiative	\$200,000	\$0	\$200,000	
003	AC Transit	Dumbarton Bridge Transit Expansion Study & Implementation*	\$5,000	\$0	\$5,000	
005	AC Transit	Grand / MacArthur Feasibility Study	\$6,000	\$6,000	\$0	
045	Caltrans	Estuary Crossing Bridge Engineering Feasibility Study	\$250	\$0	\$250	
075	City of Alameda	Estuary Water Shuttle Project Study Report Equivalent	\$1,225	\$225	\$1,000	
133	City of Fremont	BayTrail - South Fremont to Milpitas Connection	\$75	\$0	\$75	
134	City of Fremont	Blacow Road Ped/Bike Grade Separation at BART/UPRR	\$75	\$0	\$75	
143	City of Fremont	Irvington BART Station Area Plan	\$300	\$0	\$300	
146	City of Fremont	Niles to City Center Bikeway with New Alameda Creek Bridge	\$150	\$0	\$150	
145	City of Fremont	Scoping/Planning for Irvington Trail Connector with I-680 Bridge	\$75	\$0	\$75	
206	City of Oakland	I-980 Multimodal Boulevard-2nd Transbay Tube Study	\$5,250	\$0	\$5,250	
296	LAVTA	Comprehensive Operational Analysis 2020	\$353	\$0	\$353	
297	LAVTA	Comprehensive Operational Analysis 2025	\$405	\$0	\$405	
Subtotal Planning			\$219,158	\$6,225	\$212,933	\$77,465
Preservation Rehabilitation						
020	Alameda County	Pavement Rehabilitation at Various Locations in Unincorporated Alameda County	\$24,060	\$15,060	\$9,000	
329	Alameda CTC	Bicycle and Pedestrian for Regional Projects and Trail Maintenance	\$154,000	\$0	\$154,000	
014	Alameda County	Estuary Bridges Repairs	\$13,000	\$3,000	\$10,000	
067	City of Alameda	Citywide Street Resurfacing	\$3,200	\$3,200	\$0	
173	City of Livermore	Annual Pavement Maintenance - MTS Routes	\$98,275	\$40,750 (1)	\$57,525 (1)	
175	City of Newark	Balentine Drive and Cedar Boulevard Pavement Rehabilitation	\$1,117	\$0	\$1,117	
176	City of Newark	Cedar Boulevard Pavement Rehabilitation	\$1,144	\$0	\$1,144	
177	City of Newark	Edgewater Drive and Lake Boulevard Pavement Rehabilitation	\$1,124	\$0	\$1,124	
178	City of Newark	George Avenue Pavement Rehabilitation and Drainage Improvements	\$2,750	\$0	\$2,750	
179	City of Newark	Moore's Avenue and Sycamore Street Pavement Rehabilitation	\$770	\$0	\$770	
180	City of Newark	Thornton Avenue Pavement Rehabilitation (I-880 to Cherry Street)	\$1,502	\$0	\$1,502	
181	City of Newark	Thornton Avenue Pavement Rehabilitation (Cherry Street to Willow Street)	\$1,509	\$0	\$1,509	
182	City of Newark	Thornton Avenue Pavement Rehabilitation (Willow Street - SR-84)	\$986	\$0	\$986	
187	City of Newark	Zulmida Avenue Pavement Rehabilitation	\$770	\$0	\$770	
195	City of Oakland	Citywide Bridge Preventive Maintenance Program	\$27,141	\$250	\$26,891	
218	City of Oakland	Citywide Pedestrian Master Plan Implementation	\$45,507	\$11,000	\$34,507	
217	City of Oakland	Citywide Paving Program	\$641,250	\$242,850	\$398,400	
230	City of Piedmont	Sidewalk Replacement Project	\$1,400	\$1,400	\$0	
231	City of Piedmont	Annual Street Paving Improvements	\$4,347	\$4,347	\$0	
232	City of Pleasanton	Bernal Bridge Construction over Arroyo de la Laguna	\$4,300	\$1,700	\$2,600	
236	City of Pleasanton	Dublin Canyon Widening (Bridge Section Near Canyon Meadows)	\$2,450	\$450	\$2,000	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
248	City of Pleasanton	West Las Positas Roadway Reconstruction (Hopyard Road to Stoneridge Drive)	\$2,250	\$50	\$2,200	
256	City of San Leandro	Lake Chabot Road Stabilization	\$2,256	\$41	\$2,215	
260	City of San Leandro	San Leandro Local Street Rehabilitation	\$43,700	\$13,700	\$30,000	
263	City of Union City	Alvarado Boulevard Pavement Rehabilitation	\$1,321	\$163	\$1,158	
265	City of Union City	Alvarado-Niles Road Pavement Rehabilitation	\$5,610	\$670	\$4,940	
267	City of Union City	Central Avenue Pavement Rehabilitation	\$667	\$157	\$510	
269	City of Union City	Decoto Road Pavement Rehabilitation	\$2,207	\$337	\$1,870	
271	City of Union City	Dyer Road Pavement Rehabilitation	\$2,202	\$332	\$1,870	
288	City of Union City	Union City Boulevard Pavement Rehabilitation	\$3,527	\$535	\$2,992	
289	City of Union City	Whipple Road - Pavement Rehabilitation (Phase 1)	\$552	\$132	\$420	
290	City of Union City	Whipple Road - Pavement Rehabilitation (Amaral Street to Mission Boulevard)	\$1,987	\$304	\$1,683	
304	Port of Oakland	Airport Drive Resurfacing	\$12,880	\$15	\$12,865	
Subtotal Preservation Rehabilitation			\$1,109,760	\$340,443	\$769,317	\$6,901
Routine Operations and Maintenance						
327	Alameda CTC	Paratransit Program	\$232,000	\$0	\$232,000	
328	Alameda CTC	Transit Operations Service Augmentation	\$1,056,000 (1)	\$0	\$1,056,000 (1)	
126	City of Emeryville	Emery Go Round Operations	\$90,220	\$79,670	\$10,550	
197	City of Oakland	Broadway Shuttle Operations	\$26,755	\$1,465	\$25,290	
293	LAVTA	Atlantis Maintenance and Operations Facility Phase 3	\$46,464	\$15,765	\$30,699	
299	LAVTA	Administration and Operations Facility Improvements (Rutan Court)	\$1,096	\$0	\$1,096	
300	LAVTA	Training Video	\$25	\$0	\$25	
Subtotal Routine Operations and Maintenance			\$1,452,560	\$96,900	\$1,355,660	\$133,367
Safety and Security						
011	Alameda County	Crow Canyon Road Safety Improvements	\$3,800	\$900	\$2,900	
015	Alameda County	Foothill Road Safety Improvements in the vicinity of Sunol	\$2,650	\$750	\$1,900	
326	Alameda CTC	Safe Routes To School	\$40,000	\$0	\$40,000	
154	City of Fremont	Vargas Road Improvements	\$4,235	\$135	\$4,100	
019	Alameda County	Patterson Pass Road Safety Improvements	\$6,500	\$1,200	\$5,300	
023	Alameda County	Tesla Road Safety Improvements Phase II	\$6,500	\$1,500	\$5,000	
039	Alameda County	Vasco Road Safety Improvement Phase II	\$24,000	\$4,000	\$20,000	
074	City of Alameda	Traffic Calming Devices at Various Locations	\$620	\$0	\$620	
079	City of Albany	Cornell Avenue Safe Routes to School	\$1,490	\$37	\$1,453	
098	City of Berkeley	Ohlone Greenway and Intersection Improvement Project	\$6,321	\$0	\$6,321	
099	City of Berkeley	Citywide Pedestrian Plan Safety Improvements Program	\$29,409	\$0	\$29,409	
136	City of Fremont	Citywide Freeway Interchange Safety and Access Upgrades	\$75	\$0	\$75	
209	City of Oakland	LAMMPS Phase 2 Improvements	\$20,022	\$4,562	\$15,460	
228	City of Piedmont	Oakland Avenue Pedestrian Improvements	\$855	\$112	\$743	
229	City of Piedmont	Pedestrian Safety Improvements	\$694	\$168	\$526	
235	City of Pleasanton	Freeway Overcrossing Improvements for Bicyclists (8 Interchanges)	\$1,750	\$50	\$1,700	
239	City of Pleasanton	Foothill Road S-Curve Modification (Muirwood Drive North to Highland Oaks Drive)	\$4,600	\$0	\$4,600	
252	City of San Leandro	Downtown Pedestrian Lighting Improvements	\$2,850	\$0	\$2,850	
283	City of Union City	Railroad Crossing Improvements	\$3,000	\$363	\$2,637	

CTP Index	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)*
Subtotal Safety and Security			\$159,371	\$13,777	\$145,594	\$22,457
Travel Demand Management						
018	Alameda County	Alameda County Parking Demand and Management Strategy Study	\$175	\$0 (1)	\$175 (1)	
320	Alameda CTC	Countywide TDM Implementation	\$25,000	\$0	\$25,000	
048	City of Alameda	Alameda Point Transportation Demand Management Plan	\$5,000	\$750	\$4,250	
111	City of Berkeley	West Berkeley Shuttle (3)	\$49,803	\$36,478	\$13,325	
121	City of Emeryville	Door to Door Paratransit Shuttle (8 to Go) (3)	\$3,129	\$189	\$2,940	
127	City of Emeryville	North Hollis Parking and TDM Program (3)	\$1,285	\$25	\$1,260	
164	City of Hayward	Comprehensive Parking Management (3)	\$1,536	\$85	\$1,451	
166	City of Hayward	First/Last-Mile BART Shuttle (3)	\$55,985	\$350	\$55,635	
210	City of Oakland	Library Shuttle Program (3)	\$6,156	\$250	\$5,906	
213	City of Oakland	Citywide Neighborhood Bus Shuttle Program (NBS) (3)	\$24,100	\$1,200	\$22,900	
216	City of Oakland	Citywide Parking Management Program	\$16,574	\$0 (1)	\$16,574 (1)	
221	City of Oakland	Implementation Program for Citywide Safe Routes to School	\$133,379	\$12,941	\$120,438	
203	City of Oakland	Transportation Data Management Program	\$995	\$0	\$995	
257	City of San Leandro	LINKS Shuttle Service	\$4,086	\$2,818	\$1,268	
Subtotal TDM			\$327,202	\$55,086	\$272,116	
TOTAL Programmatic			\$8,012,371	\$844,212	\$7,168,158	1,138,574

* Initial funding by Programmatic category was based on the total Programmatic request of \$2.94 B and the total available balance of \$1.138 B in Regional Discretionary funding (Total \$2.65 B - Initial funding proposed for Projects \$1.511 B) and assigning the available funds proportionate to the request.

Changes Made to September 24, 2015 Draft List

- (1) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.
- (2) Per PPLC's request on October 12, 2015, project sponsor submitted application.
- (3) Moved shuttle projects to correct subcategory (TDM).

Table 5 - Final Alameda County Submittal to PBA 2040 - Projects

CTP Index	Table 5 - Final Alameda County Submittal to PBA 2040 - Projects						Fund Eligibility*			
	Sponsor	Project title	Total cost (\$ 000s)	Programmed Funding (\$ 000s)	Requested Funding (\$ 000s)	Requested Local Discretionary Funding (\$ 000s)	Funding Proposed for "Regional Discretionary" (\$ 000s)**	RTIP	ATP	STP /CMAQ
Arterial Projects (Improvements)										
016	Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project* (1)	\$71,000	\$0	\$71,000	\$35,500	\$35,500			x
112	City of Dublin	Dougherty Road Widening	\$22,875	\$12,302 (2)	\$10,573 (2)	\$5,287 (2)	\$5,287 (2)	x		x
115	City of Dublin	Dublin Boulevard Widening - Sierra Court to Dublin Court	\$5,824	\$2,912	\$2,912	\$1,456	\$1,456	x		x
120	City of Dublin	Tassajara Road Widening from N. Dublin Ranch Drive to City Limit	\$43,721	\$1,800	\$41,921	\$20,961	\$20,961			x
132	City of Fremont	Auto Mall Parkway Widening and Improvements (1)	\$26,601	\$0	\$26,601	\$13,301	\$13,301	x		x
140	City of Fremont	Fremont Boulevard Widening (I-880 to Grimmer) (1)	\$9,950	\$0	\$9,950	\$4,975	\$4,975	x		x
141	City of Fremont	Grimmer Boulevard Greenway (1)	\$10,500	\$0	\$10,500	\$5,250	\$5,250			x
144	City of Fremont	Kato Road Widening (Warren Avenue to Milmont Drive) (1)	\$5,700	\$4,600	\$1,100	\$550	\$550			x
151	City of Fremont	SR-84 Mowry Avenue Widening (Peralta Blvd to Mission Blvd) (1)	\$45,000	\$0	\$45,000	\$22,500	\$22,500	x		x
152	City of Fremont	SR-84 Peralta Boulevard Widening (Fremont Blvd to Mowry Ave) (1)	\$13,400	\$0	\$13,400	\$6,700	\$6,700	x		x
185	City of Newark	Thornton Avenue Widening (Gateway Boulevard to Hickory Street)	\$14,405	\$0	\$14,405	\$7,203	\$7,203			x
202	City of Oakland	Telegraph Avenue Complete Streets	\$16,727	\$0	\$16,727	\$8,364	\$8,364			x
200	City of Oakland	West Grand Avenue Complete Streets Project (3)	\$20,151	\$50	\$20,101	\$10,051	\$10,051			x
237	City of Pleasanton	El Charro Road Extension (Stoneridge Drive to Stanley Boulevard)	\$59,000	\$300	\$58,700	\$29,350	\$29,350			x
266	City of Union City	Union City Boulevard Widening (Whipple to City Limit)	\$15,000	\$1,749	\$13,251	\$6,626	\$6,626	x		x
292	City of Union City	Whipple Road Widening (BART track to Mission Boulevard)	\$30,000	\$3,489	\$26,511	\$13,256	\$13,256	x		x
Subtotal Arterial Projects (Improvements)			\$409,854	\$27,202	\$382,652	\$191,326	\$191,326			
Arterial Projects (Gap Closures)										
026	Alameda CTC	I-880 to Mission Boulevard East-West Connector	\$230,514	\$23,508	\$207,006	\$103,503	\$103,503	x		x
114	City of Dublin	Dublin Boulevard - North Canyons Parkway Extension	\$79,589	\$3,446	\$76,143	\$38,072	\$38,072			
Subtotal Arterial Projects (Gap Closures)			\$310,103	\$26,954	\$283,149	\$141,575	\$141,575			
Highway Projects (Interchanges & Crossings)										
031	Alameda CTC	I-80 Gilman Street Interchange Improvements	\$38,388	\$25,392	\$12,996	\$6,498	\$6,498	x		
033	Alameda CTC	I-880 Broadway/Jackson Interchange Improvements	\$218,799	\$77,500	\$141,299	\$8,101	\$133,198	x		
035	Alameda CTC	I-880 Industrial Parkway Interchange Reconstruction	\$52,641	\$44,000	\$8,641	\$4,321	\$4,321	x		
036	Alameda CTC	I-880 Whipple Road Interchange Improvements	\$73,653	\$60,000	\$13,653	\$6,827	\$6,827	x		
123	City of Emeryville	Ashby I-80 Interchange with Bicycle and Pedestrian Ramps	\$54,800	\$52,100	\$2,700	\$1,350	\$1,350	x		
160	City of Hayward	I-880 A Street Interchange Reconstruction	\$47,833	\$42,500	\$5,333	\$2,667	\$2,667	x		
158	City of Hayward	SR-92/Clawiter Road/Whitesell Street Interchange Improvements	\$55,204	\$0	\$55,204	\$27,602	\$27,602	x		
246	City of Pleasanton	I-680 Overcrossing Widening and Improvements (at Stoneridge Drive)	\$17,000	\$0	\$17,000	\$8,500	\$8,500	x		
247	City of Pleasanton	I-680 Sunol Interchange Modification	\$17,400	\$400	\$17,000	\$8,500	\$8,500	x		
242	City of Pleasanton	Santa Rita Road I-580 Overcrossing Widening	\$9,400	\$0	\$9,400	\$4,700	\$4,700	x		
244	City of Pleasanton	Stoneridge Drive Widening (east of Johnson Drive and I-680 Interchange)	\$16,100	\$100	\$16,000	\$8,000	\$8,000	x		x
Subtotal Highway Projects (Interchanges & Crossings)			\$601,218	\$301,992	\$299,226	\$87,065	\$212,162			
Transit Oriented Development Projects										
199	City of Oakland	Coliseum City TOD Infrastructure	\$401,296	\$3,500	\$397,796	\$20,000	\$377,796			x
198	City of Oakland	Coliseum City Transit Hub	\$169,416	\$9,350	\$160,066	\$40,000	\$120,066			x
Subtotal Transit Oriented Development Projects			\$570,712	\$12,850	\$557,862	\$60,000	\$497,862			
Transit Projects										
069	City of Alameda	Ralph Appezatto Memorial Parkway BRT	\$9,581	\$20	\$9,561	\$4,781	\$4,781			x
196	City of Oakland	Broadway Shuttle Expansion	\$243,297	\$10,000	\$233,297	\$0	\$233,297			x
Subtotal Transit Projects			\$252,878	\$10,020	\$242,858	\$4,781	\$238,078			
Three Major Trail Development Program										
025	Alameda CTC	East Bay Greenway: Lake Merritt to South Hayward	\$149,372	\$6,156	\$143,216	\$71,608	\$71,608		x (4)	
117	City of Dublin	Iron Horse Trail Crossing (old SPRR ROW) at Dublin Boulevard	\$11,153	\$1,050	\$10,103	\$5,052	\$5,052		x (4)	
118	City of Dublin	Iron Horse Trail Crossing at Dougherty Road	\$11,451	\$0	\$11,451	\$5,726	\$5,726		x (4)	
135	City of Fremont	East Bay Greenway/Rails to Trails - Central Park to Alameda Creek	\$11,985	\$3,115	\$8,870	\$4,435	\$4,435		x (4)	
170	City of Livermore	Livermore Iron Horse Trail	\$20,390	\$2,459 (2)	\$17,931 (2)	\$8,966	\$8,966		x (4)	
240	City of Pleasanton	Iron Horse Trail Bridge at Arroyo Mocho	\$2,200	\$0	\$2,200	\$1,100	\$1,100		x (4)	
Subtotal Three Major Trail Development Program			\$206,551	\$12,780	\$193,771	\$96,886	\$96,886			
Local Arterial Network Gap Closure										
053	City of Alameda	Clement Avenue East Extension To Tilden Way	\$5,182	\$0	\$5,182	\$2,591	\$2,591			x

054	City of Alameda	Clement Avenue West Extension (Sherman Street to Grand Street)	\$5,446	\$0	\$5,446	\$2,723	\$2,723			x
063	City of Alameda	Mitchell Street Extension Project	\$7,670	\$0	\$7,670	\$3,835	\$3,835			x
119	City of Dublin	Scarlett Drive Extension	\$20,264	\$1,100	\$19,164	\$9,582	\$9,582			x
Subtotal Local Arterial Network Gap Closure			\$38,562	\$1,100	\$37,462	\$18,731	\$18,731			
I-580 Corridor Freeway Improvements										
116	City of Dublin	I-580 Interchange Improvement at Hacienda/Fallon Road - Phase 2	\$52,332	\$1,400	\$50,932	\$25,466	\$25,466	x		
168	City of Livermore	I-580 First Street Interchange Improvements	\$52,080	\$39,050 (2)	\$13,030 (2)	\$6,515	\$6,515	x		
169	City of Livermore	I-580 Greenville Road Interchange Improvements	\$57,965	\$41,395 (2)	\$16,570 (2)	\$8,285	\$8,285	x		
172	City of Livermore	I-580 SR-84/Isabel Interchange Improvements Phase 2	\$35,700	\$25,650	\$10,050	\$5,025	\$5,025	x		
174	City of Livermore	I-580 Vasco Road Interchange Improvements	\$69,300	\$49,850	\$19,450	\$9,725	\$9,725	x		
Subtotal I-580 Corridor Freeway Improvements			\$267,377	\$157,345	\$110,032	\$55,016	\$55,016			
I-880 Corridor Freeway Improvements										
161	City of Hayward	I-880 Winton Avenue Interchange Improvements	\$38,960	\$4,480 (2)	\$34,480 (2)	\$17,240	\$17,240	x		
190	City of Oakland	42nd Ave & High St Access Improvement at I-880 On/Off Ramp	\$18,042	\$7,938	\$10,104	\$5,052	\$5,052	x		
Subtotal I-880 Corridor Freeway Improvements			\$57,002	\$12,418	\$44,584	\$22,292	\$22,292			
Union City Rail Program - Capitol Corridor Coast Line & UC Intermodal Station										
276	City of Union City	Union City Intermodal Station Phase 4	\$75,000	\$0	\$75,000	\$37,500	\$37,500	x		x
Subtotal Union City Rail Program			\$75,000	\$0	\$75,000	\$37,500	\$37,500			
TOTAL Projects			\$2,789,257	\$562,661	\$2,226,596	\$715,170	\$1,511,426			

*Projects may be eligible for more fund sources than indicated

**Approach for Initial funding source identification - Assign local measures discretionary funds towards 50% of total fund request except where sponsors specifically identified "Other Funds" for over half of fund request, in which case original request was retained.

Changes Made to September 24, 2015 Draft List

- (1) Moved project to correct subcategory (Arterial Projects - Improvements).
- (2) Project sponsor provided corrected project information for one or more: project cost, programmed funding, and/or funding request.
- (3) Project moved from programmatic category, since it requires air quality conformity analysis (road diet).
- (4) Corrected project fund eligibility (ATP)

2016 Countywide Transportation Plan - Performance Results

Overview: Most evaluation results are trending in the right direction from existing (2015) to 2040 CTP:

- Non-auto mode share increases. Network connectivity for non-auto modes and transit access to jobs improve.
- Vehicle miles traveled and emissions (CO₂ and PM 2.5) trend downward on a per capita basis.
- Mixed evaluation results for system efficiency, primarily due to major projected growth in population (31%) and employment (42%) in Alameda County. The planned CTP investments and efficient future land use patterns moderate the impacts of this projected growth on the county transportation system.

2016 CTP Performance Measure		2015 Existing Year	2040 CTP	Trend
MEASURES OF TRANSIT USE AND ACTIVE TRANSPORTATION				
Transit and Active Transportation Mode Share	% trips by non-auto modes that begin and/or end in Alameda County (all trips)	19%	23%	<ul style="list-style-type: none"> • A higher share of people using transit and active transportation modes (bike, walk) is projected.
Transit Ridership	Daily public transit ridership (all transit modes) that begin and/or end in Alameda County	534,440	920,229	<ul style="list-style-type: none"> • Bus ridership is projected to increase 72%.
Transit Efficiency	Daily bus transit passengers carried per daily bus transit revenue hours of service for trips that begin and/or end in Alameda County	46	52	<ul style="list-style-type: none"> • Efficiency of bus transit is projected to improve with more riders per hour of service.

MEASURES OF CONNECTIVITY AND SAFETY				
Maintenance	Unmet maintenance needs over 25 years assuming current pavement conditions	See attached bar chart – Attachment 1		<ul style="list-style-type: none"> Alameda County jurisdictions have significant need for street re-paving and rehabilitation to improve overall state of good repair; needs exceed projected funding available.
Safety	Safety incidents	Vehicle Miles Traveled per capita decreases from 20.4 to 19.9.		<ul style="list-style-type: none"> Reduction in vehicle miles traveled per capita is expected to improve safety outcomes.
Network Connectivity	Change in the number of bicycle facility miles in Alameda County	762 miles	823 to 1,091 miles	<ul style="list-style-type: none"> The number of miles of bike facilities increases by 8% to 43% over today's system This expansion is associated with local bike-related projects (268 miles) that could be funded locally and/or through programmatic funding (DLD and grants) as well as specific CTP projects (61 miles).
	Change in bus transit service miles in Alameda County during off-peak periods	644 miles of service with 30-minute or better headways	950 miles of service with 30-minute or better headways	<ul style="list-style-type: none"> The number of miles of bus transit service operating at 30-minute headways or better during off-peak periods is expected to increase by 48%.

MEASURES TO IMPROVE THE ECONOMY, GOODS MOVEMENT, JOBS, AND ACCESS					
Employment Accessibility	Total jobs within 30-minute auto trip		950,322	1,013,055	<ul style="list-style-type: none"> The number of jobs accessible by both auto and transit is projected to increase. <i>Note:</i> Land use is a critical driver of job accessibility.
	Total jobs within 45-minute transit trip		407,710	608,344	
Equitable Transit Availability	Low Income households within 0.25 miles of bus transit by off-peak period headway	10 minute headways or better	20,879	133,118	<ul style="list-style-type: none"> A higher number of low-income households are expected to have access to higher frequency service in the future.
		15 minute headways or better	81,136	165,159	
		30 minute headways or better	114,937	172,496	
		60 minute headways or better	162,595	225,894	

MEASURE OF TRAVEL EFFICIENCY					
Network Congestion	Percentage lane miles with moderate to severe congestion	AM Peak Period	10%	17%	<ul style="list-style-type: none"> • Congestion is projected to increase. • About 20% of the congested lane miles are on arterial streets and 80% are on freeways in Alameda County. • <i>Note:</i> Population growth significantly impacts congestion. Investments keep the congestion increase much below the 26% population growth in the Plan period.
		PM Peak Period	11%	19%	
Auto Travel Times	Average county-wide travel time in minutes for auto trips that begin and/or end in Alameda County	Peak Period	19	21	<ul style="list-style-type: none"> • Travel time projected to increase slightly.
		Off-Peak Period	16	17	
Transit Travel Times	Average county-wide travel time in minutes for transit trips that begin and/or end in Alameda County Peak (Off-Peak)	Peak Period	41	43	<ul style="list-style-type: none"> • Travel time projected to improve slightly in off-peak and increase slightly in peak
		Off-Peak Period	33	32	

Auto Travel Time Reliability	Average county-wide peak period to off-peak period ratio for auto travel time	1.2	1.2	<ul style="list-style-type: none"> Reliability remains constant because both Peak Period and Off-Peak Period travel times increase at similar rates.
Transit Travel Time Reliability	Average county-wide peak period to off-peak period ratio for transit travel time	1.2	1.3	<ul style="list-style-type: none"> Reliability worsens slightly between 2015 and 2040 because the peak period average travel time degrades slightly with the additional congestion caused by land use growth and off-peak travel time improves.
MEASURES OF TRANSPORTATION IMPACT ON THE ENVIRONMENT				
Vehicle Miles Travel	Vehicle miles of travel per capita for all auto and light duty truck travel that occurs within the boundary of Alameda County	20.4	19.9	<ul style="list-style-type: none"> VMT per capita is projected to decrease. <i>Note:</i> The CTP investments are making an impact while Land use patterns, population growth, and economy are largest drivers of VMT.

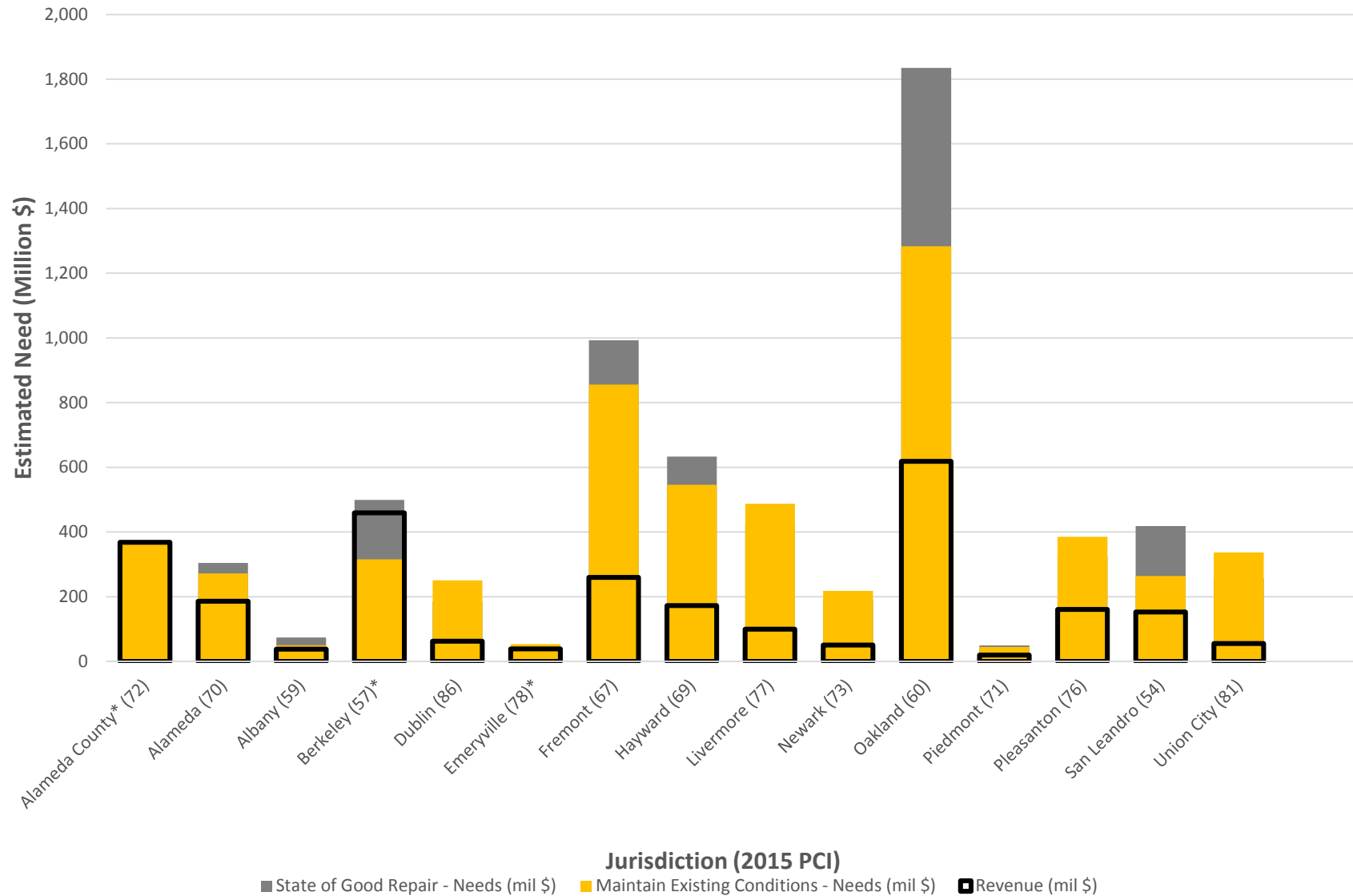
Carbon Emissions	Carbon emissions (CO2) pounds per capita for autos and light duty trucks that occurs within the boundary of Alameda County.	16.40	8.38	<ul style="list-style-type: none"> CO2 emissions per capita are projected to go down approximately 49%.
Particulate Emissions	Daily particulate matter (PM2.5) per 1,000 population for autos and light duty truck travel within Alameda County.	0.910	0.815	<ul style="list-style-type: none"> Particulate matter emitted per 1,000 people is projected to go down slightly.

Notes –

1. Activity Center Accessibility measure is not reported as it was determined to be a non-effective measure. While 100% of the households were found to be near to at least one activity center, it may not be an appropriate activity center for the household.
2. Model Assumptions – To conduct the evaluation, Alameda CTC's countywide travel demand model was used (last updated in August 2015). It includes 2013 Plan Bay Area Sustainable Communities Strategy land use. The 2015 data that is reported here is estimated based on 2010 and 2040 model outputs.

Attachment 1:

Pavement Maintenance Needs for Alameda County Jurisdictions Through 2040



Source – Metropolitan Transportation Commission, Plan Bay Area 2040 Needs Assessment, April 2016.
 *MTC revenue estimates are preliminary and will be updated pending collaboration with jurisdictions.

This page intentionally left blank



Memorandum

6.5

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

DATE: April 21, 2016

SUBJECT: Wheelchair and Scooter Breakdown Transportation Service (WSBTS) and Hospital Discharge Transportation Service (HDTS) (PN 1337.000) Approval of Contract Amendment to Professional Services Agreement No. A14-0002 with MV Transportation, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 2 to the Professional Services Agreement No. A14-0002 with MV Transportation, Inc. for an additional amount of \$70,000 for a total not-to-exceed amount of \$140,000 and a one-year time extension to provide continued WSBTS and HDTS program services for FY 2016-17.

Summary

Alameda CTC administers the Hospital Discharge Transportation Service (HDTS) and Wheelchair & Scooter Breakdown Transportation Service (WSBTS) programs. These countywide programs are both funded by the Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) discretionary Gap Grant funds. The Alameda CTC contracts with MV Transportation, Inc. to be the service provider for these two transportation programs.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and authorize a one-year time extension to June 30, 2017, to provide continued WSBTS and HDTS program services for FY 2016-17.

Background

Alameda CTC has administered, on a countywide level, the Wheelchair & Scooter Breakdown Transportation Service (WSBTS) Program since 2003 and the Hospital Discharge Transportation Service (HDTS) since 2006. The programs are funded solely by the Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) discretionary Gap Grant funds. Both programs provide critical transportation services at no cost to the vulnerable populations they serve.

The WSBTS program provides free transportation home or to a repair shop to people in motorized wheelchairs or scooters in the event of a mechanical breakdown. The WSBTS program will also retrieve and deliver a mobility device if an individual is separated from it when taken to a hospital in an emergency. Any person using a mobility device within

Alameda County is eligible for this transportation for travel within the County. Annually, the WSBTS program provides approximately 100 trips.

The HDTS program provides same day, door-to-door transportation for individuals who have no other resources for transportation home, or to a nursing facility, following discharge from participating Alameda County hospitals. Individuals who use the HDTS are provided with an Access Alameda booklet and a paratransit application to help them plan for future accessible transportation needs. Hospitals pay a nominal fee of \$5 per HDTS program voucher which is good for one trip. Annually, the HDTS program provides approximately 300 trips.

MV Transportation, Inc. was selected by Alameda CTC to provide WSBTS and HDTS program services through a competitive selection process in 2014. The contract was executed for a one-year period with an option to extend the contract term for up to two additional years at pre-established trip rates. Under Amendment No. 1, executed in June 2015, Alameda CTC exercised the option for one additional year, extending the contract through June 30, 2016.

During the past two years, MV Transportation, Inc., an Alameda CTC certified local business enterprise, has continued to perform satisfactorily in the delivery of their contracted services. Staff recommends the Commission authorize the Executive Director or his designee to exercise the option for the second additional year of service with MV Transportation, Inc. and enter into Amendment No. 2 to Agreement A14-0002 with MV Transportation, Inc. for an additional \$70,000 for a total not-to-exceed contract budget of \$140,000 and a one-year time extension to provide uninterrupted WSBTS and HDTS program services through June 30, 2017. Table A below summarizes the contract actions related to Agreement A14-0002.

Table A: Summary of Agreement No. A14-0002			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement A14-0002 June 2014	WSBTS and HDTS program services		\$70,000
Amendment No. 1 June 2015	One-year time extension	\$0	\$70,000
Proposed Amendment No. 2 (This Agenda Item)	FY 2016-17 WSBTS and HDTS program services	\$70,000	\$140,000
Total Amended Contract Not-to-Exceed Amount			\$140,000

Levine Act Statement: MV Transportation, Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$70,000. The actions will authorize the encumbrance of additional Measure B Special Transportation for Seniors and People with Disabilities (Paratransit) discretionary Gap Grant funding for subsequent expenditure and will be included in the Alameda CTC's FY 2016-17 Budget.

Staff Contact

[Jacki Taylor](#), Program Analyst

[Naomi Armenta](#), Paratransit Coordinator

This page intentionally left blank



Memorandum

6.6

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

DATE: April 21, 2016

SUBJECT: I-580 Soundwall Landscape Project (PN 1384.001): Construction Contract Acceptance (Alameda CTC Resolution 16-005)

RECOMMENDATION: Adopt Alameda CTC Resolution 16-005 which authorizes acceptance of the completed construction contract with Bortolussi & Watkin, Inc. for the I-580 Soundwall Landscape Project.

Summary

Alameda CTC is the sponsor of the I-580 Soundwall Landscape Project in San Leandro which included installing planting and irrigation systems and plant establishment around the San Leandro Soundwalls.

It is recommended that the Commission accept the completed construction contract with Bortolussi & Watkin, Inc. for the I-580 Soundwall Landscape Project (PN 1384.001) through the adoption of Alameda CTC Resolution 16-005.

Background

The Alameda CTC in partnership with Caltrans are implementing the I-580 Soundwall Landscape Project. This project included the planting of plants, installing irrigation systems and a three year plant establishment period around the San Leandro Soundwalls. The I-580 Soundwall Landscape Project opened bids on July 6, 2012. On July 26, 2012, the Alameda CTC Board awarded contract A11-0030 in the amount of \$222,917 to Bortolussi & Watkin, Inc. At that time, the Alameda CTC Board also allocated \$52,583 for contingency and supplemental work. A summary of contract cost at completion is provided below:

Contract Summary

Awarded Contract Amount:	\$222,917.00
<u>Total CCO Amount:</u>	<u>\$ 29,503.34</u>
Total:	\$251,920.34

R:\AlaCTC_Meetings\Commission\Commission\20160428\Consent Items\6.6_I580Soundwall_Landscape_Proj_Acceptance\6.6_I580 Landscape_Project Acceptance_160411.docx

On April 12, 2013, Bortolussi & Watkin, Inc. completed all contract work. On April 13, 2013, a three-year plant establishment period began and will be completed on April 12, 2016. All work has been completed in accordance with the plans and specifications. The Construction Manager has recommended the acceptance of the completed contract as the Contractor has satisfied the contract requirements and completed the punch list items and plant establishment.

A total of \$410,000 in Federal and local funds were programmed for the I-580 Soundwall and Landscape Project. There will be approximately \$6,000 in project savings after project closeout.

Fiscal Impact: The project contract was completed within the allocated budget for construction including contingencies. There are no financial impacts to the approved Alameda CTC budget due to these actions.

Attachment

- A. Alameda CTC Resolution 16-005

Staff Contact

[Richard Carney](#), Project Controls Team

[Connie Fremier](#), Project Controls Team



ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 16-005

Commission Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember Ruth Atkin

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dufra-Vernaci

Executive Director
Arthur L. Dao

Resolution Authorizing Acceptance of the Completed Construction Contract with Bortolussi & Watkin, Inc. for the I580 Soundwall Landscape Project.

WHEREAS, on October 29, 2012, the Alameda County Transportation Commission (Alameda CTC) entered into Agreement No. A11-0030 with Bortolussi & Waktin, Inc. ("Contractor") for the I580 Soundwall Landscape Project (PN 1384.001) ("Project"); and

WHEREAS, the Contractor has completed all final "punch list" items, and Alameda CTC, has completed final inspections which have indicated that the Project has been constructed in conformity with the Agreement for Construction with the exception of presently unknown defects not disclosed in the final inspection; and

WHEREAS, the Contractor has requested a Notice of Completion be filed and final payment be made; and

WHEREAS, the Project was acknowledged as completed on April 12, 2016;

NOW, THEREFORE, BE IT RESOLVED as follows:

- The Alameda CTC hereby accepts the Project specified in Agreement No. A11-0030.
The Project was completed on April 12, 2016.
The final contract price is the sum of \$251,920.34.
The Clerk of the Alameda CTC is hereby directed to file a Notice of Completion specifying April 28, 2016, as the completion date for this Project, copies of said Notice to be recorded in the Official Records of Alameda County, in the manner provided by law.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular meeting of the Board held on April 28, 2016, in Oakland, California, by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: ATTEST:

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

This page intentionally left blank



DATE:	April 21, 2016
SUBJECT:	I-680 Sunol Express Lane- Southbound Access Conversion (PN 1408.001): Cooperative Agreement with the California Department of Transportation (Caltrans) for the Scoping and Project Approval & Environmental Document phases of the Project
RECOMMENDATIONS	Approve and Authorize the Executive Director to enter into a Cooperative Agreement with Caltrans for the Scoping and Project Approval & Environmental Document phases of the I-680 Sunol Express Lane- Southbound Access Conversion Project.

Summary

The I-680 Sunol Express Lane- Southbound Access Conversion Project (SB Conversion) will convert the current access to the I-680 Sunol Express Lane – Southbound (SB Express Lane) from a “restricted” (also known as limited or controlled) to a “near-continuous” or “continuous” (also known as open) type access, between State Route 84 (SR84) and State Route 262 (SR262). Once completed, commuters, including carpool and transit users, will have improved access to the southbound express lanes. The total cost of the SB Conversion is \$23 million and will be funded from the 2000 Measure B Capital Program.

Alameda CTC is the implementing agency for the Scoping, also known as project initiation document (PID), and Project Approval & Environmental Document (PA&ED) phases for the SB Conversion. Caltrans, as owner and operator of the State Highway System (SHS), is responsible to perform oversight for projects that are on the SHS. This cooperative agreement will memorialize the roles, responsibilities, and funding obligations of both agencies for the PID and PA&ED phases of the SB Conversion. The recommended action would authorize \$115,000 for Caltrans to provide the required services and move the project forward.

Background

The I-680 Sunol Express Lane- Southbound (SB Express Lane), the first of its kind to be implemented in Northern California, was opened to traffic in 2010 with three designated entry and three designated exit points (restricted accesses). Although the express lane has been providing traffic congestion relief and travel reliability to commuters, the restricted access limits the access opportunities for commuters, including the carpool and transit travelers. Current studies for express lanes have identified “near-continuous” or “continuous” (also known as open) type access to provide improved access for users. The

I-680 Northbound HOV/Express Lane Project (NB Express Lane), between SR84 and Auto Mall Parkway, currently in the design is phase, is implementing a continuous access HOV/Express Lane. The I-680 Sunol Express Lane- Southbound Access Conversion Project (SB Conversion) would convert the current access to the SB Express Lane between State Route 84 (SR84) and State Route 262 (SR262) from a restricted type access (also known as limited or controlled) to an open type access. In addition to providing improved access, the SB Conversion would also provide a consistent access type for drivers throughout the corridor and improved I-680 express lane system efficiencies.

The total cost of the SB Conversion is \$23 million and will be funded from the 2000 Measure B Capital Program. Alameda CTC is the implementing agency for the PID, and PA&ED phases for the SB Conversion. In order to minimize construction impacts and project costs, the design and construction of the SB Conversion will be combined with the NB Express Lane. Environmental clearance for the NB Express Lane was secured in July 2015, final design is progressing, and construction is slated to begin spring 2017 and complete fall 2018. The SB Conversion must complete all planning activities and obtain environmental clearance in a timely manner in order to combine the design and construction with the NB Express Lane.

The proposed cooperative agreement, provided as Attachment A, will memorialize the roles, responsibilities, and funding obligations of both agencies for the PID and PA&ED phases and will authorize Caltrans, as owner and operator of the State Highway System, to perform the required oversight activities. Staff has negotiated a budget of \$115,000 as shown in Table A to reimburse Caltrans for this work.

Staff recommends that the Commission authorize the Executive Director to enter into the PID and PA&ED cooperative agreement with Caltrans for the SB Conversion.

Table A: Funding Summary

Funding Source	Funding PARTNER	Fund Type	CALTRANS Reimbursement	Subtotal Funds Type
LOCAL	ALAMEDA CTC	Local Measure Funds	\$115,000	\$115,000
		Subtotals by Component	\$115,000	\$115,000

Fiscal Impact: The fiscal impact for approving this item is \$115,000. This action will authorize the encumbrance of additional 2000 Measure B capital project funds for subsequent expenditure. This budget is included in the appropriate project funding plans

and has been included in the Alameda CTC Adopted FY 2015-16 Operating and Capital Program Budget.

Attachments

- A. Draft Cooperative Agreement 04-2613

Staff Contact

[Kanda Raj](#), Express Lanes Program Manager

[Gary Sidhu](#), Highway Program Manager

This page intentionally left blank

(PSR-PR) PID ONLY
COOPERATIVE AGREEMENT

This Agreement, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

ALAMEDA COUNTY TRANSPORTATION COMMISSION, a joint powers agency, referred to herein as "ALAMEDA CTC."

RECITALS

1. CALTRANS and ALAMEDA CTC, hereinafter referred to as PARTNERS and individually referred to as PARTNER, are authorized to enter into a cooperative agreement for improvements to the State Highway System (SHS) per the California Streets and Highways Code sections 114 and 130.
2. Government Code section 65086.5 authorizes CALTRANS to (i) prepare PIDs for projects sponsored by Local Agencies, or (ii) review and approve PIDs developed by others, as reimbursed work.
3. ALAMEDA CTC desires to develop a project initiation document (PID) for the I-680 Southbound Express Lane conversion from a limited access facility to a near-continuous access facility from SR-262 (Mission Boulevard) to SR-84 (Vallecitos Road) in Alameda County, referred to as PROJECT.
4. PARTNERS acknowledge that this Agreement is only applicable for a project study report-project report (PSR-PR) PID. ALAMEDA CTC is willing to develop the PID and is willing to fund one hundred percent (100%) of the PID's costs and fees, including costs to reimburse CALTRANS to review and approve the PID prepared by ALAMEDA CTC.
6. The estimated date for COMPLETION OF WORK is December 31, 2016.
7. PARTNERS hereby set forth the terms, covenants and conditions of this Agreement, under which they will accomplish WORK.

DEFINITIONS

CALTRANS STANDARDS – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) are available at <http://dot.ca.gov>.

COMPLETION OF WORK – All PARTNERS have met all scope, cost, and schedule commitments included in this Agreement and have signed a COOPERATIVE AGREEMENT CLOSURE STATEMENT.

COOPERATIVE AGREEMENT CLOSURE STATEMENT – A document signed by PARTNERS that verifies the completion of all scope, cost, and schedule commitments included in this Agreement.

EDQC (Environmental Document Quality Control) - CALTRANS quality control and quality assurance procedures for all environmental documents as described in the Jay Norvell Memos dated October 1, 2012 (available at http://www.dot.ca.gov/ser/memos.htm#LinkTarget_705). This also includes the independent judgment analysis and determination under CEQA that the environmental documentation meets CEQA requirements.

FHWA – Federal Highway Administration.

FHWA STANDARDS – FHWA regulations, policies and procedures, including, but not limited to, the guidance are provided at <http://www.fhwa.dot.gov/programs.html>.

FUNDING PARTNER – A PARTNER who is fully funding WORK.

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

IMPLEMENTING AGENCY – The PARTNER responsible for managing the scope, cost and schedule of a project component to ensure the completion of that component.

IQA – Independent Quality Assurance – Ensuring that IMPLEMENTING AGENCY’s quality assurance activities result in WORK being developed in accordance with the applicable standards and within an established Quality Management Plan. IQA does not include any work necessary to actually develop or deliver WORK or any validation by verifying or rechecking work performed by another PARTNER.

PARTNERS – The term that collectively references all of the signatory agencies to this Agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one PARTNER’s individual actions legally bind the other PARTNERS.

PID (Project Initiation Document) – The project component that includes the activities required to deliver the project initiation document for PROJECT.

PROJECT MANAGEMENT PLAN – A group of documents used to guide a project’s execution and control throughout the project’s lifecycle.

PSR–PDS – Project Study Report–Project Development Support.

PSR–PR – Project Study Report–Project Report.

REIMBURSED WORK –

- (1) CALTRANS review and approval of the PSR–PR prepared by ALAMEDA CTC.
- (2) CALTRANS providing relevant proprietary information in the form of existing data dumps, spreadsheets, and maps.
- (3) CALTRANS participation in the project development team (PDT) meetings.
- (4) Work performed by CALTRANS towards IQA and EDQC (Environmental Document Quality Control).

SCOPE SUMMARY – The table in which PARTNERS designate their commitment to specific scope activities within each project component as outlined in the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) is available at <http://dot.ca.gov>.

SHS – State Highway System.

WORK – All scope and cost commitments included in this Agreement.

RESPONSIBILITIES

8. ALAMEDA CTC is SPONSOR for 100% of WORK.
9. ALAMEDA CTC is the FUNDING PARTNER for this Agreement. ALAMEDA CTC’s funding commitment is 100% of WORK cost.
10. CALTRANS is the CEQA lead agency for PROJECT.
11. CALTRANS is the NEPA lead agency for PROJECT.
12. ALAMEDA CTC is IMPLEMENTING AGENCY for PID (PSR–PR).

SCOPE

Scope: General

13. All WORK will be performed in accordance with federal and California laws, regulations, and standards.

All WORK will be performed in accordance with FHWA STANDARDS and CALTRANS STANDARDS.

14. As a part of REIMBURSED WORK, CALTRANS will review and approve the PSR–PR prepared by ALAMEDA CTC, will provide relevant proprietary information in the form of

existing data dumps, spreadsheets and maps, and will actively participate in the project development team (PDT) meetings.

15. As a part of REIMBURSED WORK, CALTRANS will perform its review and approval in accordance with the provision of the current Project Development Procedures Manual. CALTRANS review and approval will consist of performing IQA to verify that the PSR-PR meets department standards and determination that the WORK is acceptable for the next project component. However, CALTRANS review and approval does not involve any work necessary to actually develop or complete the PID. No liability will be assignable to CALTRANS, its officers and employees by ALAMEDA CTC under the terms of this Agreement or by third parties by reason of CALTRANS review and approval of the PID.
16. As a part of REIMBURSED WORK, CALTRANS will perform its EDQC process review for environmental documentation.
17. PARTNERS may, at their own expense, have representatives observe any scope, cost, or schedule commitments performed by another PARTNER. Observation does not constitute authority over those commitments.
18. Each PARTNER will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.
19. PARTNERS will invite each other to participate in the selection of any consultants who participate in WORK.
20. IMPLEMENTING AGENCY for each project component included in this Agreement will be available to help resolve WORK-related problems generated by that component for the entire duration of PROJECT.
21. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within SHS right of way. Permits will be issued at no cost to ALAMEDA CTC and its contractors/consultants and/or agents.
22. Contractors/consultants and/or agents, and utility owners will not perform WORK without an encroachment permit issued in their name.
23. The preparation of the environmental documentation, including the investigative studies and technical environmental reports, shall be performed in accordance with all State and Federal laws, regulations, policies, procedures, and standards current as of the date of performance including, but not limited to, the guidance provided in the Standard Environmental Reference available at www.dot.ca.gov/ser and, if applicable, the guidance provided in the FHWA Environmental Guidebook available at www.fhwa.dot.gov/hep/index.htm.
24. CALTRANS will be the CEQA Lead. CALTRANS will assess PROJECT impacts on the environment and ALAMEDA CTC will prepare the appropriate level of environmental documentation and necessary associated supporting investigative studies and technical environmental reports in order to meet the requirements of CEQA and will submit that

documentation to CALTRANS at appropriate stages of development for review, comment and concurrence prior to public availability.

25. CALTRANS will be the NEPA Lead Agency, if NEPA applies. CALTRANS will assess PROJECT impacts on the environment and ALAMEDA CTC will prepare the appropriate level of environmental documentation and necessary associated supporting investigative studies and technical environmental reports in order to meet the requirements of NEPA. ALAMEDA CTC will submit to CALTRANS all investigative studies and technical environmental reports for CALTRANS' review, comment, and approval as the NEPA Lead Agency. The environmental document and/or categorical exemption/exclusion determination, including the administrative draft, draft, administrative final, and final environmental documentation, as applicable, will require CALTRANS' review, comment, and approval as the NEPA Lead Agency, prior to public availability.
26. When required as NEPA lead agency, CALTRANS will conduct consultation and coordination and obtain, renew, or amend approvals pursuant to the Federal Endangered Species Act, and Essential Fish Habitat.
27. When required as NEPA lead agency, CALTRANS will conduct consultation and coordination approvals pursuant to Section 106 of the National Historic Preservation Act.
28. If ALAMEDA CTC discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and ALAMEDA CTC will notify CALTRANS within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and a plan is approved for its removal or protection.
29. PARTNERS will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for PROJECT in confidence to the extent permitted by law and, where applicable, the provisions of California Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event that PARTNERS share documents with each other.

PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete PROJECT without the written consent of the PARTNER authorized to release them, unless required or authorized to do so by law.
30. If a PARTNER receives a public records request pertaining to WORK under this Agreement, that PARTNER will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any disclosed public documents. PARTNERS will consult with each other prior to the release of any public documents related to PROJECT.
31. If HM-1 or HM-2 is found during WORK, IMPLEMENTING AGENCY for the project component during which it is found will immediately notify PARTNERS.
32. CALTRANS, independent of PROJECT, is responsible for any HM-1 found within the existing SHS right of way. CALTRANS will undertake HM MANAGEMENT ACTIVITIES

related to HM-1 with minimum impact to PROJECT schedule.

33. ALAMEDA CTC, independent of PROJECT, is responsible for any HM-1 found within PROJECT limits and outside the existing SHS right of way. ALAMEDA CTC will undertake or cause to be undertaken HM MANAGEMENT ACTIVITIES related to HM-1 with minimum impact to PROJECT schedule.
34. If HM-2 is found within PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM MANAGEMENT ACTIVITIES related to HM-2.
35. CALTRANS acquisition or acceptance of the title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on acquisition.
36. PARTNERS will comply with all of the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTNER's responsibilities in this Agreement.
37. IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTNERS with written monthly progress reports during the implementation of WORK in that component.
38. IMPLEMENTING AGENCY for a PROJECT COMPONENT will accept, reject, compromise, settle, or litigate claims of any non-agreement parties hired to do WORK in that component.
39. PARTNERS will confer on any claim that may affect WORK or PARTNERS' liability or responsibility under this Agreement in order to retain resolution possibilities for potential future claims. No PARTNER will prejudice the rights of another PARTNER until after PARTNERS confer on the claim and the PARTNER whose rights are being affected agrees to the course of action.
40. PARTNERS will maintain and make available to each other all WORK-related documents, including financial data, during the term of this Agreement and retain those records for four (4) years from the date of termination or COMPLETION OF WORK, or three (3) years after the final voucher, whichever is later.
41. PARTNERS have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA (if PROJECT utilizes federal funds), and ALAMEDA CTC will have access to all WORK-related records of each PARTNER, and any party hired by a PARTNER to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of

operation. The auditing PARTNER will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTNER will review the draft audit, findings and recommendations, and provide written comments within 30 calendar days of receipt.

Upon completion of the final audit, PARTNERS have 30 days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTNERS is subject to the dispute resolution process set forth in Section 75, below. Any costs arising out of the dispute resolution process will be paid within 30 calendar days of the final audit or dispute resolution findings.

42. If WORK stops for any reason, PARTNERS are still obligated to implement all of its applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each PARTNER's responsibilities in this Agreement, in order to keep PROJECT in environmental compliance until WORK resumes.
43. ALAMEDA CTC will complete the activities assigned to it on EXHIBIT A – SCOPE SUMMARY (PSR-PR), which is attached to and made a part of this Agreement. CALTRANS will complete the activities that are assigned to it on the Scope Summary. Activities marked with "N/A" on the Scope Summary are not included within the scope of this Agreement.

Scope: Project Initiation Document (PSR–PR)

44. ALAMEDA CTC will identify and prepare the necessary resource agency permits, agreements, and/or approvals for PROJECT in order to meet the requirements of CEQA and will submit that documentation to CALTRANS at appropriate stages of development for review, comment and concurrence.
45. ALAMEDA CTC will prepare a PID for PROJECT at its sole cost and expense and at no cost to CALTRANS. The PID shall be signed on behalf of ALAMEDA CTC by a Civil Engineer registered in the State of California.
46. Per Chapter 603, amending item 2660-001-0042 of Section 2.00 of the State Budget Act of 2012, the cost of any engineering services performed by CALTRANS towards any local government agency sponsored PID project will only include direct costs. Indirect or overhead costs will not be applied during the development of the PID document.
47. As a part of REIMBURSED WORK, CALTRANS will provide ALAMEDA CTC with relevant and readily available information in the form of data dumps, spreadsheets and maps, and will actively participate in the project development team (PDT) meetings.
48. CALTRANS will complete a review of the draft PID and provide its comments to the ALAMEDA CTC within 60 calendar days from the date CALTRANS received the draft PID from ALAMEDA CTC. ALAMEDA CTC will address the comments provided by

CALTRANS. If any interim reviews are requested of CALTRANS by ALAMEDA CTC, CALTRANS will complete those reviews within 30 calendar days from the date CALTRANS received the draft PID from ALAMEDA CTC.

49. After ALAMEDA CTC revises the PID to address all of CALTRANS' comments and submits the revised PID and all related attachments and appendices, CALTRANS will complete its review and final determination of the revised PID within 30 calendar days from the date CALTRANS received the revised PID from ALAMEDA CTC. Should CALTRANS require supporting data necessary to defend facts or claims cited in the PID, ALAMEDA CTC will provide all available supporting data in a reasonable time so that CALTRANS may conclude its review. The 30-day CALTRANS review period will be stalled during that time and will continue to run after ALAMEDA CTC provides the required data.
50. PID preparation, except as set forth in this Agreement, is to be performed by ALAMEDA CTC. Should ALAMEDA CTC request CALTRANS to perform any portion of PID preparation work, except as otherwise set forth in this Agreement, ALAMEDA CTC shall first agree to reimburse CALTRANS for such work and PARTNERS will amend this Agreement.
51. No alteration or variation of the terms of this Agreement shall be valid unless made by a formal amendment executed by the PARTNERS hereto and no oral understanding or agreement not incorporated herein shall be binding on any PARTNER(S) hereto.
52. This Agreement may be terminated at any time, in writing, by mutual agreement of PARTNERS. However, all indemnification articles will remain in effect until terminated or modified in writing by mutual agreement.

COST

Cost: General

53. ALAMEDA CTC will secure funds for all WORK. Any change to the funding commitments outlined in this Agreement requires an amendment to this Agreement.
54. The cost to comply with and implement the commitments set forth in the environmental documentation is at ALAMEDA CTC's cost.
55. The cost of any legal challenges to the CEQA environmental process or documentation is at ALAMEDA CTC's cost.
56. CALTRANS will provide encroachment permits to ALAMEDA CTC, its contractors, consultants and agents, at no cost.
57. Fines, interest, or penalties levied against a PARTNER will be paid by the PARTNER whose actions, or lack of action, caused the levy.

58. If there are insufficient funds in this Agreement to implement applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, ALAMEDA CTC accepts responsibility to fund these activities, as they apply to each PARTNER’s responsibilities, until such time as PARTNERS amend this Agreement.

CALTRANS may request reimbursement for these costs during the amendment process.

59. Except as otherwise provided in this Agreement, ALAMEDA CTC will pay invoices within 45 calendar days of receipt of invoice.

60. The cost of any awards, judgments, or settlements generated by WORK is a WORK cost.

Cost: Project Initiation Document (PSR-PR)

61. ALAMEDA CTC agrees to pay the total estimated amount of \$115,000 to CALTRANS towards REIMBURSED WORK as provided for in this Agreement. Any increase in CALTRANS’ REIMBURSED WORK costs will be negotiated in good faith by PARTNERS.

62. CALTRANS shall submit to ALAMEDA CTC an initial billing in the amount of \$30,000 immediately following execution of this Agreement and prior to commencement of any WORK performed by CALTRANS. Said initial billing represents two months’ estimated costs for WORK performed by CALTRANS.

63. CALTRANS will submit to ALAMEDA CTC monthly invoices for prior month's expenditures.

64. CALTRANS shall submit a detailed expenditure report for the actual charges incurred. Expenditure reports shall show all expenditures measured against the REIMBURSED WORK.

65. Should costs of REIMBURSED WORK remain unpaid, CALTRANS reserves the right to stop performing REIMBURSED WORK until additional funds have been received by CALTRANS.

66. Upon completion of WORK, CALTRANS will submit a final accounting of costs. Based on the final accounting, CALTRANS will refund or invoice as necessary, in order to satisfy the financial commitments of this Agreement.

SCHEDULE

67. PARTNERS will manage the schedule for WORK through the work plan included in the PROJECT MANAGEMENT PLAN.

GENERAL CONDITIONS

68. PARTNERS understand that this Agreement is in accordance with and governed by the

Constitution and laws of the State of California. This Agreement will be enforceable in the State of California. Any PARTNER initiating legal action arising from this Agreement will file and maintain that legal action in the Superior Court of San Francisco County.

69. All WORK by CALTRANS under the terms of this Agreement is subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.
70. Neither ALAMEDA CTC nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this Agreement.

It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless ALAMEDA CTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS and/or its agents under this Agreement.

71. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon ALAMEDA CTC under this Agreement.

It is understood and agreed that ALAMEDA CTC, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, including, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC and/or its agents under this Agreement.

72. PARTNERS do not intend this Agreement to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this Agreement. PARTNERS do not intend this Agreement to affect their legal liability by imposing any standard of care for fulfilling WORK different from the standards imposed by law.
73. PARTNERS will not assign or attempt to assign WORK to parties not signatory to this Agreement. However, ALAMEDA CTC shall not be prohibited from entering into an agreement with a non-PARTY to fulfill ALAMEDA CTC's OBLIGATIONS under this Agreement so long as ALAMEDA CTC remains ultimately responsible to PARTNERS under this Agreement.
74. PARTNERS will not interpret any ambiguity contained in this Agreement against each other. PARTNERS waive the provisions of California Civil Code section 1654.
75. A waiver of a PARTNER's performance under this Agreement will not constitute a continuous waiver of any other provision. An amendment made to any article or section of

this Agreement does not constitute an amendment to or negate all other articles or sections of this Agreement.

76. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.
77. If any PARTNER defaults in its WORK, a non-defaulting PARTNER will request in writing that the default be remedied within 30 calendar days. If the defaulting PARTNER fails to do so, the non-defaulting PARTNER may initiate dispute resolution.
78. PARTNERS will first attempt to resolve Agreement disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of ALAMEDA CTC will attempt to negotiate a resolution. If PARTNERS do not reach a resolution, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of WORK in accordance with the terms of this Agreement. However, if any PARTNER stops fulfilling WORK, any other PARTNER may seek equitable relief to ensure that WORK continues.

Except for equitable relief, no PARTNER may file a civil complaint until after mediation, or 45 calendar days after filing the written mediation request, whichever occurs first.

PARTNERS will file any civil complaints in the Superior Court of San Francisco County. The prevailing PARTNER will be entitled to an award of all costs, fees, and expenses, including reasonable attorney fees as a result of litigating a dispute under this Agreement or to enforce the provisions of this article including equitable relief.

79. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
80. If any provisions in this Agreement are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other Agreement provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this Agreement.
81. PARTNERS intend this Agreement to be their final expression and to supersede any oral understanding or writings pertaining to WORK.
82. If, during performance of WORK, additional activities or environmental documentation is necessary to keep PROJECT in environmental compliance, PARTNERS will amend this Agreement to include completion of those additional tasks.
83. The following documents are attached to, and made an express part of this Agreement:
SCOPE SUMMARY.

84. This Agreement will terminate 180 days after PID is signed by PARTNERS or as mutually agreed by PARTNERS in writing. However, all indemnification articles will remain in effect until terminated or modified in writing by mutual agreement.

CONTACT INFORMATION

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

The primary agreement contact person for CALTRANS is:

Ron Kiaaina, Project Manager
111 Grand Avenue
Oakland, California 94612
Office Phone: (510) 286-4193
Email: ron_kiaaina@dot.ca.gov

The primary agreement contact person for ALAMEDA CTC is:

Arthur L. Dao, Executive Director
1111 Broadway, Suite #800
Oakland, CA 94607
Office Phone: (510) 208-7402
Email: adao@alamedactc.org

SIGNATURES

PARTNERS declare that:

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

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

ALAMEDA COUNTY TRANSPORTATION
COMMISSION

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

By: _____
Arthur L. Dao
Executive Director

APPROVED AS TO FORM:

Reviewed as to budget/financial controls:

By: _____
Attorney, Department of Transportation

By: _____
Patricia Reavey
Director of Finance

CERTIFIED AS TO FUNDS:

APPROVED AS TO FORM

By: _____
District Budget Manager

By: _____
Wendel Rosen , Black & Dean LLP
Legal Counsel for Alameda CTC

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

By: _____
Accounting Administrator

**EXHIBIT – A
SCOPE SUMMARY (PSR-PR)**

WBS Level					Description	CALTRANS	ALAMEDA CTC	N/A
4	5	6	7	8				
1	150				DEVELOP PROJECT INITIATION DOCUMENT		X	
2	160				Perform Preliminary Engineering Studies and Draft Project Study Report-Project Report	X	X	
		05			Updated Project information	X	X	
			05		Approved Project Initiation Document Review			X
			10		Geotechnical Information Problem Definition		X	
			15		Materials Information		X	
			20		Traffic Data and Forecasts		X	
			25		Geometrics Development (ALAMEDA CTC) - Geometrics Approved (CT)	X	X	
			30		Project Scope Review		X	
			35		Project Cost Estimate		X	
			99		Other Project Information Products		X	
		10			Engineering Studies		X	
			10		Traffic Forecasts/Modeling		X	
			15		Geometric Plans for Project Alternatives		X	
			20		Value Analysis		X	
			25		Hydraulics/Hydrology Studies		X	
			30		Highway Planting Design Concepts		X	
			35		Traffic Operational Analysis		X	
			40		Updated Right of Way Data Sheet		X	
			45		Utility Locations Determined for Preliminary Engineering		X	
			50		Railroad Study			X
			55		Multi-Modal Study		X	
			60		Park and Ride Study			X
			65		Right of Way Relinquishment and Vacation Study			X
			70		Traffic Studies/Traffic Capacity Analysis		X	
			75		Updated Materials Information		X	
			80		Updated Geotechnical Information		X	
			85		Structures Advance Planning Study (APS) and Preliminary Engineering		X	
			90		High Occupancy Vehicle Report			X
			95		Updated Preliminary Transportation Management Plan		X	
			99		Other Engineering Studies		X	
		15			Draft Project Study Report-Project Report		X	
			05		Cost Estimates for Alternatives		X	
			10		Fact Sheet for Exceptions to Design Standards & Exception to Encroachment Policy Request		X	

		15	Approved Fact sheet for Exception to Design Standards and Exceptions to Encroachment Policy	X		
		20	Draft Project Study Report-Project Report		X	
		25	Draft Project Study Report-Project Report Circulation, Review, and Approval	X		
		99	Other Draft Project Study Report-Project Report Products		X	
		20	Engineering and Land Net Surveys		X	
		25	Existing Records		X	
		30	Land Net Surveys		X	
		35	Land Net Map		X	
		40	Right of Way Engineering Products		X	
		50	Control Surveys		X	
		55	Photogrammetric Maps and Products		X	
		60	Engineering Surveys		X	
		65	As-Built Centerline Surveys		X	
		70	Pavement Surveys		X	
		30	Environmental Study Request (ESR)		X	
		05	Maps for ESR		X	
		10	Surveys and Mapping for Environmental Studies		X	
		15	Property Access Rights for Environmental/Engineering Studies		X	
		40	NEPA Assignment		X	
		45	Base Maps and Plan Sheets for Project Study Report-Project Report and Environmental Studies		X	
2	165		Perform Environmental Studies and Prepare Draft Environmental Addendum		X	
		05	Environmental Scoping of Alternatives Identified for Studies in Project Initiation Document		X	
		10	General Environmental Studies		X	
		15	Community Impact Analysis, Land Use, and Growth Studies			X
		20	Visual Impact Assessment and Scenic Resource Evaluation			X
		25	Noise Study			X
		30	Air Quality Study		X	
		35	Water Quality Studies		X	
		40	Energy Studies			X
		45	Geotechnical Report		X	
		55	Draft Right of Way Relocation Impact Document			X
		60	Location Hydraulic and Floodplain Study Report		X	
		65	Paleontology Study		X	
		70	Wild and Scenic Rivers Coordination			X
		75	Environmental Commitments Record		X	
		80	Hazardous Waste Initial Site Assessments/Investigations		X	
		85	Hazardous Waste Preliminary Site Investigations		X	
		99	Other Environmental Studies		X	
		15	Biological Studies		X	
		05	Biological Assessment		X	
		10	Wetlands Study		X	

		15	Resource Agency Permit Related Coordination		X	
		20	Natural Environment Study Report		X	
		99	Other Biological Studies		X	
		20	Cultural Resource Studies		X	
		25	Draft Environmental Document or Categorical Exemption/Exclusion	X	X	
		10	Section 4(F) Evaluation			X
		20	Environmental Quality Control and Other Reviews		X	
		25	Approval to Circulate Resolution	X		
		30	Environmental Coordination	X	X	
		99	Other Draft Environmental Document Products		X	
		30	NEPA Assignment		X	
2	170		Permits, Agreements, and Route Adoptions during PA&ED component		X	X
		05	Required permits		X	
		10	NOTE: all permits under 2.170.10 are addressed in the text of this Agreement.			
		15	Railroad Agreements			X
		20	Freeway Agreements		X	
		25	Agreement for Material Sites			X
		30	Executed Maintenance Agreement		X	
		40	Route Adoptions			X
		45	MOU From Tribal Employment Rights Office (TERO)			X
		55	NEPA Assignment		X	
2	175		Circulate Draft Environmental Document and Select Preferred Project Alternative Identification			X
		05	DED Circulation			X
		05	Master Distribution and Invitation Lists			X
		10	Notices Regarding Public Hearing and Availability of Draft Environmental Document			X
		15	DED Publication and Circulation			X
		20	Federal Consistency Determination (Coastal Zone)			X
		99	Other DED Circulation Products			X
		10	Public Hearing			X
		05	Need for Public Hearing Determination			X
		10	Public Hearing Logistics			X
		15	Displays for Public Hearing			X
		20	Second Notices of Public Hearing and Availability of DED			X
		25	Map Display and Public Hearing Plan			X
		30	Display Public Hearing Maps			X
		35	Public Hearing			X
		40	Record of Public Hearing			X
		99	Other Public Hearing Products			X
		15	Public Comment Responses and Correspondence			X
		20	Project Preferred Alternative			X
		25	NEPA Assignment		X	

2	180			Prepare and Approve Project Study Report-Project Report and Final Environmental Document	X	X	
		05		Final Project Study Report-Project Report		X	
			05	Updated Draft Project Study Report-Project Report		X	
			10	Approved Project Study Report-Project Report	X		
			15	Updated Storm Water Data Report		X	
			99	Other Project Study Report-Project Report Products		X	
		10		Final Environmental Addendum		X	
			05	Concur with Approved Final Environmental Addendum	X	X	
			05	Draft Final Environmental Addendum Review		X	
			10	Revised Draft Final Environmental Addendum		X	
			15	Section 4(F) Evaluation			X
			20	Findings			X
			25	Statement of Overriding Considerations			X
			30	CEQA Certification			X
			40	Section 106 Consultation and MOA			X
			45	Section 7 Consultation		X	
			50	Final Section 4(F) Statement			X
			55	Floodplain Only Practicable Alternative Finding			X
			60	Wetlands Only Practicable Alternative Finding			X
			65	Section 404 Compliance			X
			70	Mitigation Measures			X
			10	Public Distribution of Final Environmental Addendum and Respond To Comments		X	
			15	Final Right of Way Relocation Impact Document			X
			99	Other Final Environmental Addendum Products		X	
		15		Completed Environmental Addendum		X	X
			05	Record of Decision (NEPA)			X
			10	Notice of Determination (CEQA)		X	
			20	Environmental Commitments Record		X	
			99	Other Completed Environmental Addendum Products		X	
		20		NEPA Assignment		X	

FUNDING SUMMARY

Funding Source	Funding PARTNER	Fund Type	CALTRANS Reimbursement	Subtotal Funds Type
LOCAL	ALAMEDA CTC	Local Measure Funds	\$115,000	\$115,000
		Subtotals by Component	\$115,000	\$115,000



Memorandum

6.8

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

DATE: April 21, 2016

SUBJECT: I-80 Integrated Corridor Mobility (ICM) Project (PN 1378.001-6):
Approval of Contract Amendment No. 3 to Professional Services Agreement A11-0039 with Kimley-Horn and Associates, Inc.

RECOMMENDATION: Approve and authorize the Executive Director to execute Amendment No. 3 to the Professional Services Agreement No. A11-0039 with Kimley-Horn and Associates, Inc. for an additional amount of \$700,000 for a total not-to-exceed amount of \$2,696,870 and a one-year time extension to provide system manager services through the project completion.

Summary

The I-80 ICM Project will reduce congestion and delays in the 22-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda County and Contra Costa County sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects as follows:

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

Alameda CTC is responsible for the construction administration and management of Projects # 1, 2, 3, and 6, and providing a System Manager for the Projects. Alameda CTC selected Kimley-Horn and Associates, Inc. (KHA) in September 2011 to provide System Manager Services for the I-80 ICM Projects.

During the course of the construction of Projects # 1 and 6, several unforeseen issues arose that have caused a delay in the completion of the projects, resulting in a higher level of System Manager services and for a longer period of time than originally anticipated. Construction issues encountered included functionality of signs encountered during system integration and domino-effect delays between sub-projects. In addition, scope not originally anticipated in the original contract; including developing interim Incident Response Plans, Corridor Signal Retiming and Data Collection, and support during the one year burn in period after the system is activated, has increased the System Manager services. The estimated cost for the additional System Manager services to support the projects is \$700,000.

The recommended action would increase the contract not-to-exceed amount as shown in Table A of this report and authorize a one-year time extension to December 31, 2017 to provide System Manager services through the completion of the projects.

Background

The I-80 ICM Project will reduce congestion and delays in the 22-mile I-80 corridor and San Pablo Avenue from Emeryville to the Carquinez Bridge through the deployment of intelligent transportation system (ITS) and transportation operation system (TOS), without physically adding capacity through widening of the corridor. This \$93 million project is funded with the Statewide Proposition 1B bond funds (\$76.7 million), and a combination of funding from Alameda County and Contra Costa County sales tax programs, as well as federal and other local and regional funds. The I-80 ICM Project has been divided into seven sub-projects, with statuses as shown below:

- Project #1: Software & Systems Integration – on going (software development complete and system testing underway)
- Project #2: Specialty Material Procurement – substantially complete
- Project #3: Traffic Operations Systems (TOS) - complete
- Project #4: Adaptive Ramp Metering (ARM) - complete
- Project #5: Active Traffic Management (ATM)- complete
- Project #6: San Pablo Corridor Arterial and Transit Improvement Project – substantially complete (providing on-going support during subsystem testing)
- Project #7: Richmond Parkway Transit Center – inactive

Alameda CTC is responsible for the construction administration and management of Projects # 1, 2, 3, and 6, and providing a System Manager for the duration of the Projects. KHA was selected by Alameda CTC to provide the System Manager services for Projects # 1 and 6 under a competitive selection process in 2011. During the course of construction, various unforeseen issues have delayed completion of the projects including: issues with the functionality of signs on Project #6 encountered during the subsystem testing which required troubleshooting and repairs, and longer than anticipated construction for Project #5 which

directly impacted Project#1. In addition, required scope not originally anticipated in the original contract was identified; including developing interim Incident Response Plans, Corridor Signal Retiming and Data Collection, and support during the one year burn in period after the system is activated.

The proposed amendment will provide the additional budget necessary to ensure continued System Manager services through the completion of the Projects. The project funding plan for the Projects includes a combination of local, regional, state, and federal funds. Specifically, Traffic Light Synchronization Program (TLSP) funds have been identified and are available from the project contingency for this additional work.

The proposed amendment is for a value of \$700,000 for a contract total not-to-exceed amount of \$2,696,870. Staff has negotiated the contract amendment with KHA and determined that this amount is fair and reasonable for the anticipated level of effort. Table A below summarizes the contract actions related to Agreement No. A11-0039.

Table A: Summary of Agreement No. A11-0039			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with KHA (A11-0039) July 2011	System Manager Services for I80 ICM Project	\$624,775	\$624,775
Amendment No. 1 January 2012	Provide additional budget	\$1,372,095	\$1,996,870
Amendment No. 2 September 2015	Provide a 12 month time extension to December 31, 2016	\$0	\$1,996,870
Proposed Amendment No. 3 April 2016 (This Agenda Item)	Provide additional budget and 12 month time extension to December 31, 2017 to complete the project	\$700,000	\$2,696,870
Total Amended Contract Not-to-Exceed Amount			\$2,696,870

Levine Act Statement: KHA did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The fiscal impact of approving this item is \$700,000. The action will authorize existing TLSP project funds to be used for subsequent expenditure. This budget is included in

the project funding plan and has been included in the Alameda CTC Adopted FY 2015-2016 Operating and Capital Program Budget.

Staff Contact

[Richard Carney](#), Project Controls Team

[Connie Fremier](#), Project Controls Team



Memorandum

6.9

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: April 21, 2016

SUBJECT: East Bay Greenway (Coliseum BART to 85th Avenue) Project (PN 1255.000): Close-out of East Bay Greenway – Segment 7A Project

RECOMMENDATION: Approve and authorize:

1. The Executive Director to execute Amendment No. 5 to the Professional Services Agreement No. A13-0020 with Ghirardelli Associates, Inc. for an additional not-to-exceed amount of \$100,000 for a total not-to-exceed amount of \$940,800;
2. The Executive Director to negotiate and execute a contract change order with GradeTech, Inc. for final settlement of notice of potential claims required for project closeout;
3. The adoption of Alameda CTC Resolution 16-006 which authorizes acceptance of the completed construction contract with GradeTech, Inc. for the East Bay Greenway – Segment 7A Project, pending submittal of final closeout documents;
4. The allocation of \$500,000 in 2000 Measure B funds for project close-out activities and settlement of notice of potential claims.

Summary

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

All construction activities were completed on March 31, 2016 and project close-out activities are anticipated to be completed by June 30, 2016. During the course of construction, several unforeseen issues arose that caused a delay in the completion of the project, including electrical plan revisions, contaminated material, buried man-made objects and weather. As a result of the delays, additional construction management services are needed to complete project close-out activities and to provide assistance with the settlement of potential claims resulting from the delays and additional funds are needed to fund the settlement of the notice of potential claims with the contractor. The costs associated with the required additional construction management services and the

settlement of the notice of potential claims exceeds the current construction budget. In order to complete the project, it is estimated that an additional \$500,000 will be required. An allocation of \$500,000 of 2000 Measure B Bicycle and Pedestrian Countywide Discretionary funds is requested to fund these close-out activities.

Construction on the project was completed on March 31, 2016. It is recommended that the Commission accept the completed construction contract with GradeTech Inc. for the East Bay Greenway – Segment 7A Project (PN 1379.001), pending submittal of close-out documents, through the adoption of Alameda CTC Resolution 16-006.

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 was completed on March 31, 2016.

As the sponsor for the project, Alameda CTC is implementing the construction phase of the project and is responsible for providing the construction management services. Alameda CTC is utilizing Measure B, local, Federal (TIGER) and other local funding from a number of sources to fund the construction phase.

Ghirardelli Associates, Inc. was selected by Alameda CTC to provide construction management services under a competitive selection process in 2012. Additional construction management services that were not originally anticipated are needed to complete the project. The proposed amendment will provide additional financial resources for increased efforts that were not previously identified.

During the course of construction, various unforeseen issues delayed completion of the project including: revisions to the lighting and signal plans which delayed the procurement of lighting and signal material by several months; contaminated material that required special handling and disposal at a Class I facility; buried man-made objects encountered during installation of signal foundations; and weather delays. As a result of the delays, the project completion date was extended 113 days. In addition, the contractor was slow in completing the work. Both the unforeseen project and contractor delays have resulted in higher than anticipated construction management costs to complete the project. In addition, the contractor filed a notice of potential claim for compensation for home office overhead and additional effort was needed by the construction management team to analyze and negotiate a settlement.

The project funding plan for the East Bay Greenway – Segment 7A includes funds from Measure B, Federal (TIGER), and other local funds for construction phase services including construction capital and support. In order to complete the project, it is estimated that an additional \$500,000 is needed to address the impacts associated with the delays including increased construction management costs and settlement of notice of potential claims with the contractor.

The proposed amendment for additional construction support provided by Ghirardelli Associates Inc. is for \$100,000 for a contract total not-to-exceed amount of \$940,800. With the proposed modifications, the contract would continue to meet the applicable Federal contract goals set by Federal TIGER funding requirements.

Staff has negotiated the contract amendment with Ghirardelli Associates, Inc. based on the level of effort anticipated to be required to complete the project. Staff has determined that this negotiated amount is fair and reasonable to both Alameda CTC and Ghirardelli Associates, Inc.

Table A below summarizes the contract actions related to Agreement No. A13-0020:

Table A: Agreement No. A13-0020 Contract Summary			
Contract Status	Work Description	Value	Total Contract Not-to-Exceed Value
Original Professional Services Agreement with Ghirardelli (A13-0020) <i>November 2012</i>	Construction Management Services I-580 San Leandro Soundwall and East Bay Greenway Segment 7A	\$255,800	\$255,800
Amendment No. 1 <i>July 2014</i>	Provide additional budget and a 9 month time extension December 31, 2014	\$280,000	\$535,800
Amendment No. 2 <i>December 2014</i>	Provide additional budget and a 6 month time extension to June 30, 2015	\$125,000	\$660,800
Amendment No. 3 <i>May 2015</i>	Provide additional budget and 6 month time extension to December 31, 2015 to complete construction of East Bay Greenway project	\$180,000	\$840,800
Amendment No. 4 <i>January 2016</i>	6 month time extension	\$0	\$840,800
Proposed Amendment No. 5 <i>(This Agenda item)</i>	Provide additional budget	\$100,000	\$940,800
Total Amended Contract Not-to-Exceed Amount			\$940,800

Additionally, \$400,000 is needed to address other cost impacts associated with the delays including increased staff time, and costs associated with the settlement of notice of potential claims with the contractor, including settlement of the contractor's claim for home office overhead.

A total allocation of \$500,000 in 2000 Measure B Bicycle and Pedestrian Countywide Discretionary Funds is requested to fund these additional costs.

Project Acceptance – The East Bay Greenway – Segment 7A opened bids on May 13, 2013. On June 27, 2013 the Alameda CTC Board awarded contract A12-0023 in the amount of \$1,561,354 to GradeTech, Inc. A summary of estimated contract cost at completion is provided below:

Contract Summary:

Awarded Contract Amount:	\$1,561,354.00
Bid Item Adjustments	-\$ 120,462.70
<u>Total CCO Amount (including settlement of potential claims):</u>	<u>\$ 901,934.39</u>
Total:	\$2,342,826.39

On March 31, 2016, GradeTech, Inc. completed all contract work in accordance with the plans and specifications. The Construction Manager has recommended acceptance of the completed contract, including punch list items, established in coordination with the City of Oakland pending completion of close-out documents.

A total of \$2,608,558 in Federal and local funds were programmed for the construction of the East Bay Greenway – Segment 7A project. With the addition of \$500,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Funds, a total of \$3,108,558 funds will be programmed for completion of the project. It is expected that all funds will be expended after project closeout.

Levine Act Statement: Ghirardelli Associates, Inc. and GradeTech, Inc. did not report a conflict in accordance with the Levine Act.

Fiscal Impact: The recommended action will result in the allocation, encumbrance and subsequent expenditure of \$500,000 of 2000 Measure B Bicycle and Pedestrian Countywide Discretionary Funds for project close out and settlement of potential claims. This encumbrance amount has been included in the Alameda CTC Adopted FY 2015-2016 Operating and Capital Program Budget.

Attachments

- A. Alameda CTC Resolution No. 16-006

Staff Contact

[Richard Carney](#), Project Controls Team

[Connie Fremier](#), Project Controls Team



ALAMEDA COUNTY TRANSPORTATION COMMISSION

RESOLUTION 16-006

Commission Chair
Vice Mayor Rebecca Kaplan,
City of Oakland

Commission Vice Chair
Mayor Bill Harrison,
City of Fremont

AC Transit
Director Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART
Director Rebecca Saltzman

City of Alameda
Mayor Trish Spencer

City of Albany
Mayor Peter Maass

City of Berkeley
Councilmember Laurie Capitelli

City of Dublin
Mayor David Haubert

City of Emeryville
Councilmember Ruth Atkin

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember Dan Kalb

City of Piedmont
Mayor Margaret Fujioka

City of Pleasanton
Mayor Jerry Thorne

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol Dufra-Vernaci

Executive Director
Arthur L. Dao

Resolution Authorizing Acceptance of the Completed Construction Contract with GradeTech, Inc. for the East Bay Greenway – Segment 7A Project

WHEREAS, on July 23, 2013, the Alameda County Transportation Commission (Alameda CTC) entered into Agreement No. A12-0023 with GradeTech, Inc. ("Contractor") for the East Bay Greenway – Segment 7A (PN 1379.001) ("Project"); and

WHEREAS, the Contractor has completed all final "punch list" items, and Alameda CTC, and the City of Oakland have completed final inspections which have indicated that the Project has been constructed in conformity with the Agreement for Construction with the exception of presently unknown defects not disclosed in the final inspection; and

WHEREAS, the Contractor has requested a Notice of Completion be filed and final payment be made; and

WHEREAS, the Project was acknowledged as completed on March 31, 2016;

NOW, THEREFORE, BE IT RESOLVED as follows:

- The Alameda CTC hereby accepts the Project specified in Agreement No. A12-0023.
The Project was completed on March 31, 2016.
The final contract price is a not-to-exceed amount of \$2,342,826.39.
The Clerk of the Alameda CTC is hereby directed to file a Notice of Completion specifying April 28, 2016, as the completion date for this Project, copies of said Notice to be recorded in the Official Records of Alameda County, in the manner provided by law.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular meeting of the Commission held on April 28, 2016, in Oakland, California, by the following votes:

AYES: NOES: ABSTAIN: ABSENT:

SIGNED: ATTEST:

Rebecca Kaplan
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission


This page intentionally left blank




Application for the Alameda CTC Paratransit Advisory and Planning Committee (PAPCO)

Alameda CTC invites Alameda County residents to serve on its **Paratransit Advisory and Planning Committee**, which meets on the fourth Monday of the month from 1 to 3:30 p.m. Each member is appointed for a two-year term.

Name: Linda Smith

Home Address: 

Mailing Address (if different): _____

Phone: (home)  (work) _____ (fax) _____

Email: _____

Please respond to the following sections on a separate attachment:

- I. **Commission/Committee Experience:** What is your previous experience on a public agency commission or committee? Please also note if you are currently a member of any commissions or committees.
- II. **Statement of Qualifications:** Provide a brief statement indicating why you are interested in serving on PAPCO and why you are qualified for this appointment.
- III. **Relevant Work or Volunteer Experience:** Please list your current employer or relevant volunteer experience including organization, address, position and dates.
- IV. **Paratransit Experience:** List any specific interest, involvement or expertise you have related to special transportation or paratransit issues. Please also include the name(s) of any paratransit services you use.

To avoid a conflict of interest:

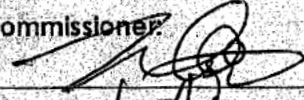
Members may need to recuse themselves from discussing and voting on certain funding recommendations to the Alameda CTC Commission.

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

Signature Linda Smith Date October 13, 2015

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

Appointing Commissioner

Signature: 

Date: 4/15/16

Application for PAPCO Board
Linda Smith



Please consider my application to the Alameda County Paratransit Advisory and Planning Committee. I have provided my experience and qualification below. I am a committed member of the Berkeley community, and would welcome the chance to meet the challenge of representing the transit needs of Berkeley seniors and disabled communities.

1. My Commission and Committee experience is as follows:

PAST POSITIONS:

City of Berkeley, Mental Health Commissioner
Steering Committee for Behavioral Health Care

CURRENT POSITIONS:

Pool of Consumer Champions – Alameda County and Berkeley
Member, North Berkeley Senior Center Advisory Council
City of Berkeley, Mental Health Services Act Advisory Committee

2. Statement of Qualifications

I am interested in serving on the PAPCO board because I welcome to opportunity to be a representative to the PAPCO committee. I can be an integral part if given the opportunity to do so. Because I use the transit system daily, because I have mobility issues, I understand how essential it is to have an efficient transit system.

I am qualified for the appointment because I have a long history of volunteer work, committee work and employment in which I excelled. My experience shows my commitment to our community and my capability to represent community concerns if given the opportunity.

I am an active member in the senior and mental health community in Berkeley. My experience and dedication to seniors and people with disabilities will help me be a positive addition to the PAPCO board.

3. Relevant Work/Volunteer Experience

Employment:

I have held responsible positions providing services to the public in the following organizations:

US Postal Services

Wells Fargo Bank

State of California, Employment Development Department

Account Temps/Temp Services

I am currently retired.

Volunteer Experience:

Hayward Legal Aid: Legal Assistant Volunteer and Secretary, 2006

Berkeley Mental Health Commission: Commissioner, 2004

Mental Health Services Act Committee: Clerk, 2003

South Berkeley Senior Center: Receptionist, 2011 – present

Pool of Consumer Champions: Receptionist, 2002 – present

North Berkeley Senior Center Advisory Council, 2015 – present

4. Paratransit Experience

I have used public transit systems for over 40 years. I have had a disability for about twenty years where I learned to use the Paratransit, taxis, AC Transit and BART to assist me to keep my independence.

I have been a member of Berkeley Paratransit since 2014. The taxi scrip program has been helpful and essential to me. I would welcome the opportunity to represent the City of Berkeley at the PAPCO board.

A handwritten signature in black ink, appearing to read "Julia Smith". The signature is fluid and cursive, with the first name "Julia" written in a larger, more prominent script than the last name "Smith".

This page intentionally left blank



Bicycle and Pedestrian Advisory Committee Meeting Minutes Thursday, January 7, 2016, 5:30 p.m.

7.1

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

1. Welcome and Introductions

BPAC Chair Midori Tabata called the meeting to order at 5:30 p.m. The meeting began with introductions, and the chair confirmed a quorum. All BPAC members were present, except for Lucy Gigli, Diane Shaw, Matt Turner and Sara Zimmerman.

Jeremy Johansen arrived during agenda item 2.

Matt Turner arrived after agenda item 2.

2. Public Comment

Ken Bukowski made a comment regarding the ease of taking bicycles on board AC Transit buses.

3. Approval of October 8, 2015 Minutes

A member asked whether the motion from item 7 should use the word "topology" instead of "typology." Staff clarified that "typology" as used in the minutes is correct.

Jeremy Johansen moved to approve the October 8, 2015 minutes. Kristi Marleau seconded the motion. The motion passed with the following votes:

Yes: Fishbaugh, Johansen, Jordan, Marleau, Murtha, Schweng, Tabata, Turner
No: None
Abstain: None
Absent: Gigli, Shaw, Zimmerman

4. Presentation on City of Emeryville Christie Avenue Bay Trail Gap Closure Project

Amber Evans Economic Development Project Coordinator at the City of Emeryville, gave a presentation on Christie Avenue Bay Trail Gap Closure project.

Questions and feedback from members:

- The plan schematic slide seems to show green lanes and a cross-bike that were not constructed. Will this be built? Amber informed the committee that no additional construction elements will be added to the project. She stated that the design was modified to include a dedicated left turn bike pocket as well as a bike signal that allows bicyclists to cross from Shellmound to Christie when no cars are present in the intersection. She stated that the design assumed that turn movement at Shellmound and Powell will have a two phase turn and it does not show all items in the design. Amber discussed the decisions made for bicyclist movement during this project. Amber noted potential improvement projects that may produce additional funding for trail and intersection improvements.
- The crossing of the I-80 ramps is very tough, in particular the Northbound off-ramp.

- Bike East Bay noted that the City of Emeryville is the only city with a bike signal that gives bicyclists a dedicated phase, where cars must stop for bikes. Amber noted that Emeryville has bike signals in two locations with their own buttons, at intersections to deal with volumes of bicycles interacting with motor vehicles. They are located: Turning left from San Pablo onto West MacArthur and the other is the improvements made with the Christie Avenue Bay Trail project discussed. The bike signal implemented as part of this project is combined with a pedestrian scramble phase and allows bicyclists to cross directly from the far right sight of the street on Shellmound northbound into the protected bike lane along Christie Avenue.
- What are the design considerations around driveway crossings? Amber said tactile domes approach used. The driveway was kept at grade with the road to cause less problems with cyclists.
- The trail curves in one section, which may prove to be problematic for cyclists. Amber said that there is only one curve in the project and it was used to maximize the width that was available.
- What is the purpose of the post (bollard) at the entry of the bike lane? Could this be a hazard for bicyclists? Amber noted that this is needed to keep cars from driving on the path.
- Was the midblock crossing of Christie Ave added in response to jaywalking? Is it marked by a flashing beacon? Amber noted that it is push button activated and that this is a signalized intersection.

5. Update on Safe Routes to Schools Program, Bicycle Safety Education Program, and iBike Campaign

Safe Routes to Schools Program:

Laurel Poeton of Alameda CTC and Kaley Lyons with Alta Planning gave an update on the Safe Routes to Schools Program (SR2S). The presentation covered:

- Program history and growth
- Elementary and middle school programming
- High school programming
- How student are traveling
- A look ahead

Questions from members:

- Is the theatre program for SR2S? Laurel stated that it's a new element as of 2014 and it was very effective. Kaley said that all 50 spots were filled and the children love the program.
- A member requested an explanation of the mode shift across semester slide because the data looked the same for multiple years. Kaley stated that the slide is showing data for schools that have been in the program for a while and new schools together which causes the mode share to look the same for multiple years. She stated that a separate analysis exists with the data broken out and the SR2S annual report correctly reflects the information. BPAC members agreed that school-level trend information is important to show.
- Does data exist that shows participation rate as students goes from middle to high school. Laurel stated that this data is not available.
- Will the program track the mode share changes that result from infrastructure improvements at a given school? Laurel stated that the program is expanding site

assessments that identify needed infrastructure improvements. Matt Bomberg said the site assessments are key to scoping projects to compete for funding.

Matt Turner shared with the committee that the County ran an education campaign called Don't Rush Safety with Castro Valley, San Lorenzo and Hayward school districts. The partners were the Sheriff Department, California Highway Patrol (CHP) and Safe Routes to Schools. The campaign brought up issues with safety particularly in the unincorporated areas. The County is interested in continuing the program this year with the same partners and expanding the role of the CHP.

Bike Safety Education Program:

Laurel Poeton and Robert Prinz with Bike East Bay gave an update on the fiscal year 2014-15 Bike Safety Education Program. Robert mentioned that this was the second year of a 3-year contract for the program. At the beginning of the program a budget was created to expand the programs from year to year. Laurel and Robert discussed the class types and the average attendance and goal for the classes.

Questions from members:

- Attendance numbers are outstanding. How many cyclists are attending due to diversion programs? Robert stated that this accounts for a relatively small number of attendees, but that Bike East Bay is trying to grow diversion programs thanks to a legislative change that clarifies their legality.
- Experienced riders benefit from the classes as well as new riders.
- Do bicyclists need to provide their own bicycle for the Adult Learn to Ride? Robert stated that Bay Area Bikes provides subsidized rentals from their Jack London Square location.
- Will more of successful classes be added next year? Yes, this is the plan.

2015 iBike Campaign:

Laurel Poeton discussed the advertisement of the 2015 iBike campaign. She asked BPAC for suggestions to expand the 2016 campaign. The following suggestions were made:

- Include humor in the images such as get 10 miles per burrito and Biking is fun because it is
- Include an electric bike in an image
- Include images to present local trips like going to the grocery store
- Include more diversity of the people being shown riding bikes
- Include an image with the sunset on the bay trail that says joy and an image with endless lights in front of you
- Include an image of flowers in a basket on the front of a bike
- Include a slogan like iBike to eat ice cream
- Include images that depict people not riding conventional bicycles but more stylized bicycles such as bikes modified that look like a chopper or images of bikes being customized in creative ways

6. Discussion on Future Agenda Topics

Matt Bomberg led a discussion on BPAC suggestions for future agenda topics. Matt emphasized that staff is interested in more details on the suggested topics and what the

BPAC would provide input on, and that decisions about which topics to agendize would be made at a later date.

Specific input on suggested topics included:

- Pavement Management Programs – members expressed that they felt that this topic should ultimately be dealt with as a policy matter by the Commission. Matt noted that Midori had informed the Commission of the BPAC's motion at its October meeting as part of her Chair's report. He also noted that the Alameda CTC requires that jurisdictions all use the StreetSaver software as their Pavement Management Program, which is developed by MTC.
- Motorist education – BPAC members expressed interest in a report on what types of curricula are available and possible different models for implementing a program in Alameda County (e.g. agency led, non-profit led, etc.) Matt noted that this is a high priority program in the Countywide Bicycle and Pedestrian Plans but that Alameda CTC's program implementation staff are very busy launching an Affordable Student Transit Pass Program right now.
- Commute ferry from Treasure Island to San Francisco – members expressed that this is an important topic to maximize the investment in the Bay Bridge bicycle/pedestrian pathway. Matt noted that this topic, as well as other connections at county boundaries, could be dealt with as part of an update to the Countywide Bicycle/Pedestrian Plans.
- Hazardous detectable warning surfaces and pedestrian bumps – Discussion took place on how both of these items are similar but different. Issues include slipping hazards due to low friction and difficulty navigating tactile warning bumps for individuals using walkers. The conclusion is that these items could be combined. The committee wants to know if these items can be redesigned. A member discussed other treatments that are safer than the "yellow bumps" for pedestrians, bicycles, and people with disabilities such as "tactile guideways." Matt noted that if members are aware of common issues in the design of warning surfaces or of alternative designs, he can share this information with city staff.
- Complete Streets Policy Implementation – Matt agreed to bring a report to BPAC in the coming year on the Central County Complete Streets project.
- Protected intersections – Matt said that professional development organizations will have materials coming out in the coming year. He stated that if Alameda CTC is hosting a webinar on this topic he'll let BPAC know. Matt said he recognizes the value of this topic and he believe that it will come up in the BPAC design review at some point.
- Enforcement of hit and runs – members discussed that this item could be related to the motorist education item.

Matt Bomberg recapped that the following topics most closely relate to the BPAC's roles and appear to be priorities for BPAC members: motorist education, hazardous detectable warning surfaces, and pedestrian bumps. Matt agreed to present a summary of how the proposed agenda topics will be addressed, either through discussion at a future BPAC meeting or other means, at the April meeting.

7. Staff Reports

7.1. Assembly Bill 1096 – E-bike Legislation

Matt Bomberg said that Assembly Bill 1096 recently was signed by the governor and clarifies how different types of e-bikes are regulated. It states that an electric bicycle is not a motorized bicycle. He requested the committee to review the chart on page 25 in

the packet to see the chart that explains the requirements for the three classes on bicycles.

The committee noted the East Bay Regional Park speed limit is 15 mph and AB 1096 says the speed limit is 20 mph, which could be fast for trails.

8. BPAC Member Reports

David Fishbaugh informed the committee of the success of the October 11, 2015 Niles Canyon Stroll and Roll event. He said that it was an outstanding event.

Preston Jordan said that Caltrans approved the cycle route on San Pablo Avenue. A bicycle signal head will be there. He also noted that the City of Albany is committing \$150,000 for sidewalk maintenance and exploring a parcel tax to provide sustainable funding for the City to maintain sidewalks.

Kristi Marleau informed the committee that the City of Livermore bicycle plan is under development and a website is up and running.

Midori Tabata attended the East Bay Greenway (EBG) opening. She said that the EBG is really being used by pedestrians and cyclists.

Preston noted that several of the pedestrian push buttons on the East Bay Greenway are not located in accessible locations. Matt noted that future segments will be coming to ACTC BPAC for review.

8.1. BPAC Roster

The committee roster is in the agenda packet for review purposes.

9. Meeting Adjournment

The meeting adjourned at 8:25 p.m. The next meeting is scheduled for April 7, 2016 at the Alameda CTC offices.

**Alameda County Transportation Commission
Bicycle and Pedestrian Advisory Committee
Roster and Attendance Fiscal Year 2015-2016**

	Suffix	Last Name	First Name	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since Jul '15
1	Ms.	Tabata, Chair	Midori	Oakland	Alameda County Mayors' Conference, D-4	Jul-06	Dec-15	Dec-17	0
2	Mr.	Turner, Vice Chair	Matt	Castro Valley	Alameda County Supervisor Nate Miley, District 4	Apr-14		Apr-16	1
3	Mr.	Fishbaugh	David	Fremont	Alameda County Supervisor Scott Haggerty, District 1	Jan-14	Jan-16	Jan-18	0
4	Ms.	Gigli	Lucy	Alameda	Alameda County Supervisor Wilma Chan, District 3	Jan-07	Oct-12	Oct-14	2
5	Mr.	Johansen	Jeremy	San Leandro	Alameda County Mayors' Conference, D-3	Sep-10	Dec-15	Dec-17	0
6	Mr.	Jordan	Preston	Albany	Alameda County Supervisor Keith Carson, District 5	Oct-08	Oct-14	Oct-16	1
7	Ms.	Marleau	Kristi	Dublin	Alameda County Mayors' Conference, D-1	Dec-14		Dec-16	0
8	Mr.	Murtha	Dave	Hayward	Alameda County Supervisor Richard Valle, District 2	Sep-15		Sep-17	0
9	Mr.	Schweng	Ben	Alameda	Alameda County Mayors' Conference, D-2	Jun-13	Jul-15	Jul-17	0
10	Ms.	Shaw	Diane	Fremont	Transit Agency (Alameda CTC)	Apr-14		Apr-16	1
11	Ms.	Zimmerman	Sara	Berkeley	Alameda County Mayors' Conference, D-5	Apr-14		Apr-16	2

This page intentionally left blank

**Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016**

7.2

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15*
1	Mr.	McCalley, Chair	Murphy	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-15		Feb-17	0
2	Ms.	Brown	Cheryl	Oakland	Alameda Labor Council (AFL-CIO)	Apr-15		N/A	3
3	Mr.	Dominguez	Oscar	Oakland	East Bay Economic Development Alliance	Dec-15		N/A	0
4	Ms.	Dorsey	Cynthia	Oakland	Alameda County Mayors' Conference, D-5	Jan-14	Jan-16	Jan-18	1
5	Mr.	Hastings	Herb	Dublin	Paratransit Advisory and Planning Committee	Jul-14		N/A	0
6	Mr.	Jones	Steven	Dublin	Alameda County Mayors' Conference, D-1	Dec-12	Jan-15	Jan-17	2
7	Mr.	Lester	Brian	Pleasanton	Alameda County Supervisor Scott Haggerty, D-1	Sep-13	Jan-16	Jan-18	4
8	Ms.	Lew	Jo Ann	Union City	Alameda County Mayors' Conference, D-2	Oct-07	Dec-15	Dec-17	0
9	Mr.	Naté	Glenn	Union City	Alameda County Supervisor Richard Valle, D-2	Jan-15		Jan-17	1
10	Ms.	Piras	Pat	San Lorenzo	Sierra Club	Jan-15		N/A	0
11	Ms.	Price	Barbara	Alameda	Alameda County Taxpayers Association	Oct-15		N/A	1
12	Ms.	Saunders	Harriette	Alameda	Alameda County Mayors' Conference, D-3	Jul-09	Jul-14	Jul-16	2
13	Mr.	Tucknott	Robert A.	Dublin	Alameda County Mayors' Conference, D-4	Jun-14		Jun-16	2
14	Mr.	Zukas	Hale	Berkeley	Alameda County Supervisor Keith Carson, D-5	Jun-09	May-14	May-16	0
15		Vacancy			Alameda County Supervisor Wilma Chan, D-3				

Alameda County Transportation Commission
Independent Watchdog Committee
Roster - Fiscal Year 2015-2016

16		Vacancy			Bike East Bay				
17		Vacancy			League of Women Voters				



MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

Members:

P Sylvia Stadmire,
Chair

P Will Scott,
Vice-Chair

P Larry Bunn

P Shawn Costello

P Herb Hastings

P Joyce
Jacobson

P Sandra
Johnson-Simon

P Jonah Markowitz

A Rev. Carolyn Orr

A Vanessa Proee

A Carmen Rivera-
Hendrickson

P Michelle Rousey

P Harriette
Saunders

P Cimberly Tamura

P Esther Waltz

P Hale Zukas

Staff:

P Jacki Taylor, Program Analyst

P Naomi Armenta, Paratransit Coordinator

P Krystle Pasco, Paratransit Coordination Team

P Richard Weiner, Paratransit Coordination Team

P Christina Ramos, Project Controls Team

Guests:

Kevin Barranti, Public Member; Catherine Callahan, Center for Independent Living; Jennifer Cullen, Senior Support Services of the Tri-Valley; Shawn Fong, City of Fremont Paratransit Program

MEETING MINUTES

1. Welcome and Introductions

Sylvia Stadmire, PAPCO Chair, called the meeting to order at 1:10 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

There were no comments from the public.

3. Administration

3.1. November 23, 2015 PAPCO Meeting Minutes

Member Rousey moved to approve the November 23, 2015 PAPCO Meeting minutes as written. Member Hastings seconded the motion. The motion passed with the following votes (11-0-1):

Yes: Costello, Hastings, Jacobson, Johnson-Simon,
Markowitz, Rousey, Saunders, Scott, Stadmire, Tamura,
Waltz

No: None

Abstain: Bunn

Absent: Orr, Powers, Proee, Rivera-Hendrickson, Zukas

3.2. FY 2015-16 PAPCO Meeting Calendar

Committee members received the updated FY 2015-16 PAPCO meeting calendar.

3.3. FY 2015-16 PAPCO Work Plan

Committee members received the updated FY 2015-16 PAPCO work plan.

3.4. PAPCO Appointments

Committee members received the current PAPCO appointments.

4. Final Implementation Guidelines and Performance Measures

Naomi Armenta reviewed the final draft Implementation Guidelines and performance measures.

Questions and feedback from PAPCO members:

- A Committee member asked if these Implementation Guidelines and performance measures apply to the grant funded projects. Staff responded that the Implementation Guidelines and performance measures do apply to the grant funded projects, however, staff will be monitoring the grant programs' progress for their performance goals through the same twice yearly reporting methods.

Member Markowitz moved to approve the final draft Implementation Guidelines and performance measures. Member Rousey seconded the motion. The motion passed with the following votes (13-0-0):

Yes: Bunn, Costello, Hastings, Jacobson, Johnson-Simon, Markowitz, Rousey, Saunders, Scott, Stadmire, Tamura, Waltz, Zukas

No: None

Abstain: None

Absent: Orr, Powers, Proee, Rivera-Hendrickson

5. Gap Grant Cycle 5 Extension and Progress Reports

Naomi Armenta gave an update on the Gap Grant Cycle 5 extension and status of the progress reports.

Questions and feedback from PAPCO members:

- A Committee member asked when more information will be provided regarding the Comprehensive Investment Plan (CIP). Staff noted that the CIP will be used by the agency to program funding, including Gap Grants, moving forward. It will standardize the way that money flows through the agency and it will help coordinate funding various programs. It will not come to the Committee for review or approval.

The extension review and recommendation will come back to the Committee in March and May.

6. Hospital Discharge Transportation Service and Wheelchair Scooter Breakdown Transportation Service Program Update and Discussion (Verbal)

Krystle Pasco gave an update on the Hospital Discharge Transportation Service (HDTTS) and Wheelchair Scooter Breakdown Transportation Service (WSBTS) programs. She reviewed the programs' purpose, fiscal year priorities, and ridership highlights. Naomi Armenta then gave an overview of the programs' challenges and led a discussion regarding the future of the programs and potential changes.

Questions and feedback from PAPCO members:

- A Committee member asked if consumers are using the WSBTS program for rides even if their mobility devices are not broken. Staff noted that this type of misuse happens very infrequently. The transportation providers notify staff if they see consumers repeatedly using the service and suspect misuse.
- A Committee member recommended keeping the Memorandum of Understanding (MOUs) in place with the hospitals so they understand the value of the program. She also noted that the programs need to be publicized more and that staff should look into getting the Children's Hospital on board.
- A Committee member asked why San Leandro Hospital has invoiced more rides for the HDTS program than any other hospital. Staff believes that San Leandro Hospital is using the HDTS program as their primary mode for individuals who have no other form of transportation upon being discharged. Although these rides meet the parameters of the program, staff is concerned about the overall ridership from San Leandro Hospital.
- A Committee member asked what Alameda CTC is doing to address the same day transportation issue for people with mobility devices. Staff noted that a workshop was held in October to address same day transportation issues in Alameda County and ongoing discussions are taking place during PAPCO and ParaTAC meetings.
- A Committee member asked how long has it been since Valley Care Medical Center was participating in the HDTS program. Staff responded that due to hospital staff turnover it has been a few years. Recently Valley Care Medical Center was bought by Stanford Health Care (SHC).
- A Committee member asked if hospital staff members can use other services like taxis along with the HDTS program. Staff responded that hospital staff members are welcome to use other services outside of the HDTS program to get their patients home. However, since staff has no say on what transportation program the hospital staff decide to use it is hard to redirect trips onto other services like taxis, although they may be more appropriate.
- A Committee member asked why the Alta Bates hospitals, Alta Bates and Summit, are not participating in the HDTS program.

Staff responded that over the last few years it has been difficult to meet with anyone in the Alta Bates system to introduce the HDTs program. Multiple attempts have been made by staff and no interest has been shown on the hospitals' end.

- A public member noted that hospital staff may be hesitant in using the HDTs program because they are concerned for patients that just underwent sedation.

7. PAPCO Member Reports and Outreach Update

Esther Waltz attended the Alameda CTC's transportation forum on January 10th in Dublin. She received lots of good information on transporting people and goods.

Jonah Markowitz shared that Easy Does It (EDI) will be in its new location in Berkeley in early February.

Shawn Costello shared that he attended a City of Dublin city council meeting and spoke about safety issues that individuals in mobility devices face.

7.1. Paratransit Outreach Calendar

Krystle Pasco gave an update on the following outreach events:

- 2/3/16 – Transition Information Night, Fremont Teen Center from 6:00 p.m. to 8:00 p.m.
- 3/12/16 – Transition Information Faire, College of Alameda from 9:30 a.m. to 3:00 p.m.
- 3/17/16 – Transit Fair, Pleasanton Senior Center from 10:00 a.m. to 1:00 p.m.

7.2. 2015 Paratransit Outreach Summary Report

Krystle Pasco gave a summary report on the 2015 paratransit outreach activities conducted by the paratransit coordination team. The report included information regarding events attended throughout Alameda County, interagency outreach (including participating in the Regional Mobility Management working group), and materials that were distributed to partner agencies and organizations.

8. Committee and Transit Reports

8.1. Independent Watchdog Committee (IWC)

Herb Hastings gave an update on the IWC and noted that the last meeting took place on Monday, January 11th. They discussed Measure B and BB funding.

8.2. East Bay Paratransit Service Review Advisory Committee (SRAC)

Esther Waltz noted that the last SRAC meeting was cancelled. The next meeting is scheduled for Tuesday, March 1st.

8.3. Other ADA and Transit Advisory Committees

Shawn Costello reported that he was elected as the Vice Chair for the Regional Center's Consumer Advisory Committee (CAC).

9. Information Items

9.1. Mobility Management – Self-Driving Cars: Mapping Access to a Technology Revolution

Naomi Armenta reviewed the mobility management attachment in the meeting agenda packet.

Questions and feedback from PAPCO members:

- A Committee member expressed concern regarding the accessibility of the self-driving cars and other issues surrounding obtaining a driver's license for disabled individuals.

9.2. Other Staff Updates

Naomi Armenta noted that the American Public Transportation Association's (APTA) ADA anniversary publication was included with the meeting's agenda packet. She also reviewed the other handouts provided for the meeting.

10. Draft Agenda Items for March 28, 2016 PAPCO Meeting

10.1. Convene Finance and Program Plan Review Subcommittees

10.2. Quarterly Paratransit Strategic Planning Workshop Feedback

10.3. Gap Grant Cycle 5 Extension Progress Reports Update

10.4. East Bay Paratransit Report

11. Adjournment

The meeting adjourned at 2:45 p.m. The next Joint PAPCO and ParaTAC meeting is scheduled for February 22, 2016. The next PAPCO meeting is scheduled for March 28, 2016 at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

This page intentionally left blank



Joint Paratransit Advisory and Planning Committee
and Paratransit Technical Advisory Committee
Meeting Minutes
Monday, February 22, 2016, 1:00 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607

510.208.7400

www.AlamedaCTC.org

MEETING ATTENDEES

Attendance Key (A = Absent, P = Present)

PAPCO Members:

P Sylvia Stadmire,
Chair
P Will Scott,
Vice-Chair
P Larry Bunn
P Shawn Costello
P Herb Hastings

P Joyce
Jacobson
P Sandra
Johnson-Simon
P Jonah Markowitz
A Rev. Carolyn Orr
A Vanessa Proee

P Carmen Rivera-
Hendrickson
P Michelle Rousey
P Harriette
Saunders
A Cimberly Tamura
P Esther Waltz
P Hale Zukas

ParaTAC Members:

A Diane Atienza
A Dana Bailey
P Pam Deaton
P Shawn Fong
A Brad
Helfenberger
A Rashida Kamara
A Jackie Krause
P Kadri Klm

A Isabelle Leduc
P Wilson Lee
P Hakeim McGee
A Scott Means
A Mallory Nestor
P Julie Parkinson
A Gail Payne
A Kim Ridgeway
A Sandra Rogers

A Sid Schoenfeld
A Leah Talley
P Laura Timothy
A Jonathan Torres
A Rochelle
Wheeler
A David Zehnder

Staff:

P Jacki Taylor, Program Analyst
P Naomi Armenta, Paratransit Coordinator
P Terra Curtis, Paratransit Coordination Team
P Krystle Pasco, Paratransit Coordination Team
P Cathleen Sullivan, Paratransit Coordination Team
P Richard Weiner, Paratransit Coordination Team
P Christina Ramos, Project Controls Team

Guests:

Kevin Barranti, Public Member; Arnold Brillinger, Alameda Commission on Disability Issues; Ken Bukowski, Public Member; Catherine Callahan,

Center for Independent Living (CIL); Cliff Chambers, Mobility Planners; Jennifer Cullen, Senior Support Program of the Tri-Valley; Jessica Cutter, Public Member; Ronny Kraft, Ronny Kraft Consulting; Jennifer Shelton, Alameda County Care Alliance (ACCA); Victoria Williams, Mobility Matters

MEETING MINUTES

1. Welcome and Introductions

Naomi Armenta, Paratransit Coordinator, called the meeting to order at 1:05 p.m. and confirmed a quorum. The meeting began with introductions and a review of the meeting outcomes.

2. Public Comment

Public comment was heard from Ken Bukowski.

3. Countywide Transit Plan Presentation and Discussion

Cliff Chambers gave a presentation on Alameda CTC's Countywide Transit Plan (CTP). He provided an overview of the plan's vision and goals, timeline, recommendations, cost and service delivery impacts. He also discussed key findings and methodology as well as opportunities and strategies to effectively meet ADA paratransit requirements.

Questions and feedback from PAPCO, ParaTAC and members of the public:

- A Committee member expressed concern for AC Transit bus routes that were discontinued in the City of Alameda. She would like to see those routes reinstated. She also expressed concern for the lack of space on public transit for individuals with mobility devices during rush hour.
- A Committee member expressed concern regarding bus drivers not being patient with individuals in mobility devices.
- A Committee member noted that the examples of new accessible bus shelters and islands look great, however, if they are not connected to an accessible network of streets and curbs there is no point because consumers would not be able to

access them. Therefore, focusing on just improving major transit corridors may not necessarily be a good idea.

- A Committee member expressed support for regional lines that connect with paratransit as they help transport individuals to medical facilities in other counties. Regional paratransit trips continue to be a challenge for consumers. As a result, locations of major medical facilities should be taken into consideration when planning for transit improvements.
- A Committee member asked for more information regarding transit connections to trails. He was particularly interested in installing charging stations for mobility devices alongside trails. The guest speaker noted that there is a separate planning process for bicycle and pedestrian improvements within the larger Countywide Transportation Plan.
- A Committee member expressed interest in seeing the BART to Livermore project move towards groundbreaking. She believes this will help better connect the City of Livermore to the rest of the County and region as local bus lines would also be accessed through this BART station. This should be considered a multiple tier system.
- A Committee member asked about the justification for making Bus Rapid Transit (BRT) a 24 hour service. Is this cost effective? The guest speaker responded that the planners for BRT conducted various origin-to-destination research and market analysis. The findings highlighted the emergence of a 24/7 economy where people are working seven days a week and for longer hours, creating more travel. The consultants working on this project concluded that there was a need for greater 24 hour service.
- A Committee member expressed concern for the lack of accessible taxi vehicles available in the East County. He is also very interested in seeing driverless cars for individuals in mobility devices.
- A Committee member requested access to the report regarding the need for greater 24 hour services in Alameda County. The guest speaker will forward the technical memo to Alameda CTC staff for distribution to PAPCO and ParaTAC members.
- A Committee member discussed the need to incentivize taxi companies to operate and maintain their accessible taxis and

drivers. She noted that creating a better intercity and regional accessible taxi system can be helpful in providing better overall service to consumers.

4. Needs Assessment Discussion

Cathleen Sullivan and Terra Curtis gave a presentation on current needs assessment efforts in Alameda County. They provided a background of the needs assessment efforts and provided best practices and strategies for gathering information. PAPCO, ParaTAC and members of the public then had an opportunity to break into smaller groups (according to their respective planning areas) and discuss these strategies.

Planning area groups were asked to discuss the following questions:

- How was consumer input sought in development of the program plan and selection of the services offered? Examples include: consumer or public meetings, meetings with other agencies, presentations to boards, commissions, or committees.
- Describe any outreach, surveys and/or analysis conducted to develop the plan.
- Describe how results from these activities were used to guide the development of the plan.

Central County

- Consumer and public meetings, meetings with other agencies, and presentations to boards, commissions, or committees were all strategies used to gather input in the development of the program and selection of the services offered.
- Survey distribution and completion ideas included issuing paper surveys during rides taken and providing incentives like gift cards and raffle entries are options.
- Local city council and disabled or senior advisory committees were also contacted for input.
- Other ideas include distributing surveys at large community events such as USOAC's Healthy Living Festival or taking input electronically via an agency tablet.
- Alameda CTC could develop a generic survey that could be widely distributed.

- San Leandro staff distributed a mail survey between the holiday season and February that was also available at the Senior Community Center. Staff also conducted focus groups for individuals with developmental disabilities as well as the Chinese speaking community.
- San Leandro staff found that paratransit participants were concerned about extending hours and expanding destinations for their shuttle. Staff also conducted presentations to cross check with attendees that the results generated from the surveys was accurate. Some challenges included keeping track of all comments and prioritizing feedback.
- Sharing local “wish lists” and overview of services with other programs was recommended for information and resource sharing purposes.

East County

- The Pleasanton paratransit program recently held focus groups with members of several senior housing complexes about its Downtown Route (DTR) shuttle. Feedback received included a desire for shorter trips times and more direct trips.
- In response, proposed changes to the DTR include paying an annual fee versus a per trip fare), lowering the age eligibility from 70 years to 60 years and adding service for recreational trips.
- LAVTA and the Pleasanton paratransit program’s joint needs assessment effort will start next fiscal year. This effort will look at the entire Tri-Valley area and will use a variety of strategies to gather public input.
- There is an increased need for medical trips that are inter-jurisdictional and inter-regional. Service that connects with the Walnut Creek Kaiser shuttle and trips to San Ramon are needed.
- There is also a need for same-day service.

North County

- Size of wheelchair was identified as an issue.
- Services in the City of Alameda are underutilized but public transit has been cut.
- A shuttle to connect the City of Alameda to Fruitvale and a ferry line to connect to San Francisco would be helpful.

- There is also a need for improvements in communications and messaging regarding services, especially if they are free.
- Reaching consumers over 80 years is a challenge. Also doing outreach to 50 to 60 year olds with regards to travel training programs is a good idea.
- Funding accountability is of high importance.
- Emeryville's Emery-Go-Round shuttle should be improving their buses, lifts and overall quality of service with the new funding that was approved.
- There should be more coordination with Caltrans.
- The Area Agency on Aging should conduct a needs assessment that includes transportation.
- Partnerships and alliances for long term public transit include Caltrans, Oakland airport, Greyhound, Hayward airport, San Francisco airport and Amtrak.

South County

- Union City's needs are more temporal and address level of service. The public transit network is mostly built out and there are no new destinations.
- In Fremont there are service gaps that exist around regional trips. There needs to be more access to what is already existing.
- Newark and Fremont face additional challenges when Measure B expires. Paratransit programs need to work on more effectively providing service and Gap Grant funding should be explored.
- There is value to regional work.
- The countywide needs assessment effort should maybe identify gap grant funding needs on a sub-regional level.
- The Fremont and Tri-City area have no plans for conducting a needs assessment.
- The Robert Wood Johnson Foundation conducted in 2003-2004 was a massive effort for the Tri-City area and it identified the needs of older adults in the area. Although the focus was on seniors' needs, transportation was identified among the top 4 needs.
- Needs assessment efforts can be built into existing outreach efforts (i.e. Dialysis Kaiser social workers).

- The genesis of existing regional programs were also discussed as well as improving access to transit. The establishment of a basic framework was mentioned and understanding the utilization and funding opportunities that are ongoing can inform changes.
- The input so far includes more mobility management and education for specific needs.
- Union City conducted its last big needs assessment effort in 2002. Feedback included a new ADA service as a baseline although funding was still being identified. Staff relies on the quarterly advisory committee (Tri-City Paratransit Advisory Committee) meetings for guidance.
- The short range transit process covered ongoing changes that needed to be made. In this process, feedback from the paratransit advisory committee was incorporated into the larger transit considerations.
- It was also identified that consumers have a hard time commenting on non-proposals.

Staff will continue to gather information on needs assessment efforts in Alameda County.

5. Information Items

5.1. Member Announcements

Member announcements were heard from Jessica Cutter (speaking on behalf of the City of San Leandro), Wilson Lee, Sylvia Stadmire and Pam Deaton.

5.2. Staff Updates

There were no staff updates.

6. Draft Agenda Items for March 28, 2016 PAPCO Meeting

- 6.1.** Convene Finance and Program Plan Review Subcommittees
- 6.2.** Quarterly Paratransit Strategic Planning Workshop Feedback
- 6.3.** Gap Grant Cycle 5 Extension and Progress Reports
- 6.4.** East Bay Paratransit Report

7. Adjournment

The meeting adjourned at 3:00 p.m. The next ParaTAC meeting is scheduled for March 8, 2016. The next PAPCO meeting is scheduled for March 28, 2016. Both meetings will take place at Alameda CTC's offices located at 1111 Broadway, Suite 800, in Oakland.

**Alameda County Transportation Commission
Paratransit Advisory and Planning Committee
Roster - Fiscal Year 2015-2016**

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
1	Ms.	Stadmire, Chair	Sylvia J.	Oakland	Alameda County Supervisor Wilma Chan, D-3	Sep-07	Jan-13	Jan-15	1
2	Mr.	Scott, Vice Chair	Will	Berkeley	Alameda County Supervisor Keith Carson, D-5	Mar-10	May-14	May-16	2
3	Mr.	Barranti	Kevin	Fremont	City of Fremont Mayor Bill Harrison	Feb-16		Feb-18	0
3	Mr.	Bunn	Larry	Union City	Union City Transit Wilson Lee, Transit Manager	Jun-06	Dec-13	Dec-15	2
4	Mr.	Costello	Shawn	Dublin	City of Dublin Mayor David Haubert	Sep-08	May-14	May-16	0
5	Mr.	Hastings	Herb	Dublin	Alameda County Supervisor Scott Haggerty, D-1	Mar-07	Jan-16	Jan-18	0
6	Ms.	Jacobson	Joyce	Emeryville	City of Emeryville Mayor Ruth Atkin	Mar-07	Jan-16	Jan-18	5
7	Ms.	Johnson-Simon	Sandra	San Leandro	Alameda County Supervisor Nate Miley, D-4	Sep-10	Dec-13	Dec-15	0
8	Mr.	Markowitz	Jonah	Berkeley	City of Albany Mayor Peter Maass	Dec-04	Oct-12	Oct-14	2
9	Rev.	Orr	Carolyn M.	Oakland	City of Oakland Vice Mayor Rebecca Kaplan	Oct-05	Jan-14	Jan-16	6
11	Ms.	Proee	Vanessa	Hayward	City of Hayward Mayor Barbara Halliday	Mar-10	Jan-16	Jan-18	6
12	Ms.	Rivera-Hendrickson	Carmen	Pleasanton	City of Pleasanton Mayor Jerry Thorne	Sep-09	Feb-14	Feb-16	3

	Title	Last	First	City	Appointed By	Term Began	Re-apptmt.	Term Expires	Mtgs Missed Since July '15
13	Ms.	Rousey	Michelle	Oakland	BART Director Tom Blalock	May-10	Jan-14	Jan-16	0
14	Ms.	Saunders	Harriette	Alameda	City of Alameda Mayor Trish Spencer	Jun-08	Oct-12	Oct-14	2
15	Ms.	Tamura	Cimberly	San Leandro	City of San Leandro Mayor Pauline Cutter	Dec-15		Dec-17	1
16	Ms.	Waltz	Esther Ann	Livermore	LAVTA Executive Director Michael Tree	Feb-11	May-14	May-16	0
17	Mr.	Zukas	Hale	Berkeley	A. C. Transit Director Elsa Ortiz	Aug-02	Jan-14	Jan-16	0
18		Vacancy			Alameda County Supervisor Richard Valle, D-2				
19		Vacancy			City of Berkeley Councilmember Laurie Capitelli				
20		Vacancy			City of Livermore Mayor John Marchand				
21		Vacancy			City of Newark Councilmember Luis Freitas				
22		Vacancy			City of Piedmont Mayor Margaret Fujioka				
23		Vacancy			City of Union City Mayor Carol Dutra-Vernaci				



Memorandum

8.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

DATE: April 21, 2016

SUBJECT: April Legislative Update

RECOMMENDATION: Receive an update on state and federal legislative activities and approve legislative positions

Summary

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

Background

The Commission unanimously approved the 2016 Legislative Program in January 2016. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships (Attachment A). The program is designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

State Update

The following brief update on the budget and cap and trade legislation at the state level is from Alameda CTC's state lobbyist, Platinum Advisors.

Budget Discussions: For the most part, budget subcommittees are hearing proposals from advocates and discussing the governor's budget proposal without taking action at this time. Typically, votes on major items are saved for after the May Revision, allowing revenue numbers to be updated and the Administration to make changes to the January proposal prior to committee action.

In the meantime, legislators and advocacy groups are organizing efforts to direct any surplus general fund revenue to new programs. Housing advocates have cobbled together a budget request of \$1.8 billion in general fund revenue for various affordable housing programs. In addition, Assemblyman Jim Frazier has submitted a request directing \$1 billion in general fund revenue toward state and local roadway maintenance, which is roughly the amount of revenue lost over the past two years from the downward adjustments to the price based excise tax.

Over the next month, the budget subcommittees in both houses will pick-up the pace to review and act on non-controversial items in the Governor's budget proposal. Once both the Senate and Assembly budget committee has voted on their version of the 2016-17 budget, they will form a conference committee to resolve the differences between the houses. While passage of the budget requires only a majority vote, the Governor's proposed budget includes his transportation funding proposal, which will require a 2/3 vote to enact the taxes and fees proposed in his plan.

Cap & Trade Demand: The California Tax Foundation released an interesting report tallying the total legislative demand for cap & trade funds. The report illustrates that 35 bills are currently moving through the legislature that would spend over \$7.5 billion in cap & trade auction revenue, while only up to \$3 billion in auction is available each year. This includes at least 10 bills that would redirect \$3.89 billion to various transportation and public transit programs. While this report's intent is to highlight the amount of auction revenue, which the report deems tax revenue, that is being generated and spent without a 2/3 vote, the report does a good job of summarizing the breadth of legislative proposals currently in print. A copy of the report can be found here:

http://www.caltaxfoundation.org/reports/2016_Cap_and_Trade_Report.pdf

State Legislation Recommendations: The following legislative recommendations support Alameda CTC Legislative Priorities as adopted in January 2016 and shown in Attachment A. The final 2016 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multimodal Transportation and Land Use, Climate Change, Goods Movement, and Partnerships.

Legislative recommendations below reflect recommended bill positions reflecting policy direction adopted in the 2016 Alameda CTC legislative program. These bills were recommended for approved by the PPLC to the full Commission for adoption.

Bill Number	Bill Information	Staff Recommendation
Multimodal Transportation and Land Use		
<p>AB 1746 (Stone, Mark D) Transit buses.</p>	<p>Current law creates the Alameda-Contra Costa Transit District, the Central Contra Costa Transit Authority, the North County Transit District, the San Diego Association of Governments, the San Diego Metropolitan Transit System, the Livermore Amador Valley Transit Authority, and the Santa Clara Valley Transportation Authority with various powers and duties relative to the operation of public transit. This bill would additionally authorize the operation of transit buses on the shoulder of a segment of a state highway designated under the transit bus-only program within the areas served by the transit services of the transit entities described above to support improved travel time reliability in the most heavily congested areas.</p> <p>The bill requires that Caltrans and CHP review and approve any new bus on shoulder program and develop guidelines that specifically address safety, operations and maintenance to ensure that the integrity of the highway facilities are maintained, including priority use of the shoulders for emergencies and traffic law enforcement. Pilot programs around the nation have shown time and cost savings when shoulders have been used in designated areas.</p>	<p>Alameda CTC's 2016 legislative program "Supports policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people."</p> <p>Staff recommends a SUPPORT position on this bill.</p> <p><i>In April, MTC's Legislative Committee approved a support position on this bill.</i></p>
<p>AB 2090 (Alejo D) Low Carbon Transit Operations Program.</p>	<p>Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving</p>	<p>Per the legislative program section noted above, this bill increases transit operators' flexibility to use these funds in case of a fiscal emergency on</p>

	<p>disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.</p>	<p>existing services. In 2009, transit operators were forced to cancel services due to the economic downturn. This bill provides flexibility to transit operators to use these cap and trade funds on existing services, if a fiscal emergency is declared. Staff recommends a SUPPORT position.</p>
<p>SB 998 (Wieckowski D) Vehicles: mass transit guideways.</p>	<p>Would prohibit a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway, subject to specified exceptions, which include when in compliance with a peace officer or official traffic control device.</p> <p>The intent of this bill is to support enforcement of lanes that are dedicated bus-only lanes to ensure that transit operators are able to make services more reliable. In Alameda County, AC Transit will be constructing the East Bay BRT project on Broadway/International/East 14th which will benefit from this bill if it becomes law.</p>	<p>Per the legislative program section noted above, this bill offers increased efficiency for transit service delivery by clarifying that it would be a violation to stop, park or be in a transit only lane.</p> <p>Staff recommends a SUPPORT position.</p> <p><i>AC Transit and VTA have taken support positions on this bill.</i></p>
<p>SB 1051 (Hancock D) Vehicles: parking</p>	<p>Current law authorizes the City and County of San Francisco to enforce parking violations in specified transit-only traffic lanes through the use of video imaging, and authorizes San</p>	<p>Per the legislative program section noted above, this bill offers increased</p>

enforcement: video image evidence.	Francisco to install automated forward facing parking control devices on city-owned public transit vehicles for the purpose of video imaging parking violations occurring in transit-only traffic lanes. This bill would extend these provisions to the Alameda-Contra Costa Transit District, thereby authorizing the district to enforce parking violations in specified transit-only traffic through the use of video imaging evidence and to install automated forward facing parking control devices on district-owned public transit vehicles.	efficiency for AC Transit service delivery by allowing the district to enforce parking violations through video. Staff recommends a SUPPORT position <i>AC Transit is the sponsor of this bill.</i>
------------------------------------	--	--

Partnerships

SB 1128 (Glazer D) Commute benefit policies.	Current law authorizes the Metropolitan Transportation Commission and the Bay Area Air Quality Management District to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 agencies with a specified number of covered employees to offer those employees certain commute benefits through a pilot program. Current law requires that the ordinance specify certain matters, including any consequences for noncompliance, and imposes a specified reporting requirement. Current law makes these provisions inoperative on January 1, 2017. This bill would extend these provisions indefinitely, thereby establishing a permanent program.	Alameda CTC's legislative program supports "efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation." This bill creates a permanent program that supports commute alternatives. Staff recommends a SUPPORT position.
--	---	---

		MTC is the sponsor of this bill.
--	--	----------------------------------

Federal Update

The following update provides information on activities and issues at the federal level and include information contributed from Alameda CTC's lobbyist team (CJ Lake/ Len Simon).

Funding opportunities:

FASTLANE:The U.S. Department of Transportation (USDOT) announced the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies ([FASTLANE grant program](#)). The FASTLANE program is a new program in the Fixing America's Surface Transportation (FAST) Act to fund critical freight and highway projects across the country. The FAST Act authorizes \$800 million in funding for the FASTLANE program for fiscal year 2016, with 25 percent reserved for rural projects, and 10 percent for smaller projects. Applications for FY 2016 were due on April 14, 2016.

Alameda CTC in partnership with the Port of Oakland and Bay Area agencies submitted a grant application to request federal funding to close a funding gap for a critical goods movement project that supports the Port's global competitiveness, improves freight mobility and efficiency and support safety, air quality and other health improvements for the local community.

Project name: Global Opportunities at the Port of Oakland (GoPort): Expanding global trade, increasing freight efficiency and creating jobs

Project description: The GoPort project includes three complementary components to improve truck and rail access to the Port of Oakland. The 7th Street Grade Separation, Middle Harbor Road/Maritime Street improvements, and Intelligent Transportation Systems technology will remove significant truck and rail bottlenecks to reduce shipping costs and strengthen the Port's global competitiveness, improve safety, and decrease emissions impacts on neighboring West Oakland. The GoPort project provides essential circulation improvements for the Oakland Army Base redevelopment and will create thousands of middle wage jobs while shifting trucks from congested National Primary Freight Network freeways to more energy efficient rail. Additional funding is needed to close the funding gap for this critical GoPort Project.

This project is a high priority project in the Alameda County Goods Movement Plan, the Bay Area Goods Movement Plan (both adopted in February 2016) and is included in the State of California's Freight Mobility Plan adopted in 2015.

TIGER: The Department of Transportation (DOT) issued a Notice of Funding Opportunity (NOFO) announcing the opening of the **Fiscal Year (FY) 2016 Transportation Investment Generating Economic Recovery (TIGER) Grant Program**. The purpose of the Administration's TIGER program is to make capital investments in surface transportation infrastructure and projects that will have a significant impact on the nation, a metropolitan area, or a region.

DOT will award approximately \$500 million in total program funding for grants ranging from \$5 million to \$100 million each in urban areas. The minimum award is \$1 million in rural areas. The application deadline is **Friday, April 29, 2016**.

Alameda CTC is submitting an application for the I-680 Sunol Northbound Express Lanes (I-680 Sunol NB EL) Project in the amount of \$50 million. This project is part of the regional 550-mile network of Bay Area Express Lanes being sponsored by the Metropolitan Transportation Commission (MTC). The complete project would widen approximately 15 miles of the freeway to accommodate the HOV/Express Lane together with several auxiliary lanes connecting on-ramps and off-ramps. The Project Approval and Environmental phase of the full 15-mile project was completed in summer 2015. The Alameda CTC plans to proceed with a phased project delivery approach for the design and construction phases of the project. Phase 1 of the project will add a new HOV/Express Lane between Auto Mall Parkway and State Route 84 (SR 84)/Vallecitos Road, a distance of approximately 9 miles which is the candidate segment for this TIGER Grant application.

Federal Appropriations: In late March, the House Military Construction-VA Subcommittee approved its FY17 spending bill by voice vote, the first FY17 appropriations measure to be approved this year. Congressional appropriators are beginning their FY17 work at the subcommittee level without a budget resolution being passed by either chamber. House Appropriations Chairman Hal Rogers may ultimately give his subcommittees a total national discretionary spending limit of \$1.07 trillion, which complies with the Bipartisan Budget Act of 2015. The House plans to continue consideration of its budget resolution (H. Con. Res. 125) after its members return in mid-April.

While the House Budget Committee's resolution adheres to the \$1.07 trillion level, House conservatives are demanding that it includes an amendment that would cut mandatory spending levels by \$30 billion in FY17, which would be in line with spending levels under the Budget Control Act of 2011 (PL 112-25). Under the Budget Act of 1974, without a budget resolution in place to establish enforceable spending limits, the House must typically wait until after May 15 to bring spending bills to the floor, unless that rule

gets waived. Waiting that long could derail the “regular” annual appropriations process in this Presidential election year.

Fiscal Impact: There is no fiscal impact.

Attachments

A. Alameda CTC 2016 Legislation Program

Staff Contact

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



2016 Alameda County Transportation Commission Legislative Program

The legislative program herein supports Alameda CTC's transportation vision below adopted for the 2016 Countywide Transportation Plan:

1111 Broadway, Suite 800, Oakland, CA 94607
510.208.7400
www.AlamedaCTC.org

“Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision-making and measureable performance indicators. Our transportation system will be: Multimodal; Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies; Integrated with land use patterns and local decision-making; Connected across the county, within and across the network of streets, highways and transit, bicycle and pedestrian routes; Reliable and Efficient; Cost Effective; Well Maintained; Safe; Supportive of a Healthy and Clean Environment.”

Issue	Priority	Strategy Concepts
Transportation Funding	Increase transportation funding	<ul style="list-style-type: none"> • Support efforts to lower the two-thirds-voter threshold for voter-approved transportation measures. • Support increasing the buying power of the gas tax and/or increasing transportation revenues through vehicle license fees, vehicle miles traveled, or other reliable means. • Support efforts that protect against transportation funding diversions and overall increase transportation funding. • Support new funding sources for transportation.
	Protect and enhance voter-approved funding	<ul style="list-style-type: none"> • Support legislation and increased funding from new and/or flexible funding sources to Alameda County for operating, maintaining, restoring, and improving transportation infrastructure and operations. • Support increases in federal, state, and regional funding to expedite delivery of Alameda CTC projects and programs. • Support efforts that give priority funding to voter-approved measures and oppose those that negatively affect the ability to implement voter-approved measures. • Support efforts that streamline financing and delivery of transportation projects and programs. • Support rewarding Self-Help Counties and states that provide significant transportation funding into transportation systems. • Seek, acquire, and implement grants to advance project and program delivery.
Project Delivery	Advance innovative project delivery	<ul style="list-style-type: none"> • Support environmental streamlining and expedited project delivery. • Support contracting flexibility and innovative project delivery methods. • Support high-occupancy vehicle/toll lane expansion in Alameda County and the Bay Area and efforts that promote effective implementation. • Support efforts to allow local agencies to advertise, award, and administer state highway system contracts largely funded by local agencies.
	Ensure cost-effective project delivery	<ul style="list-style-type: none"> • Support efforts that reduce project and program implementation costs. • Support accelerating funding and policies to implement transportation projects that create jobs and economic growth.
Multimodal Transportation and Land Use	Reduce barriers to the implementation of transportation and land use investments	<ul style="list-style-type: none"> • Support legislation that increases flexibility and reduces technical and funding barriers to investments linking transportation, housing, and jobs. • Support local flexibility and decision-making on land-use for transit oriented development (TOD) and priority development areas (PDAs). • Support innovative financing opportunities to fund TOD and PDA implementation.
	Expand multimodal systems and flexibility	<ul style="list-style-type: none"> • Support policies that provide increased flexibility for transportation service delivery through innovative, flexible programs that address the needs of commuters, youth, seniors, people with disabilities and low-income people, including addressing parking placard abuse, and do not create unfunded mandates. • Support investments in transportation for transit-dependent communities that provide enhanced access to goods, services, jobs, and education.

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation to reduce greenhouse gas (GHG) emissions	<ul style="list-style-type: none"> • Support parity in pre-tax fringe benefits for public transit/vanpooling and parking. • Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions, and support economic development. • Support cap-and-trade funds to implement the Bay Area's Sustainable Communities Strategy. • Support rewarding Self-Help Counties with cap-and-trade funds for projects and programs that are partially locally funded and reduce GHG emissions. • Support emerging technologies such as alternative fuels and fueling technology to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> • Support a multimodal goods movement system and efforts that enhance the economy, local communities, and the environment. • Support a designated funding stream for goods movement. • Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. • Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes. • Support rewarding Self-Help Counties that directly fund goods movement infrastructure and programs.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> • Support efforts that encourage regional and mega-regional cooperation and coordination to develop, promote, and fund solutions to regional transportation problems and support governmental efficiencies and cost savings in transportation. • Support policy development to advance transportation planning, policy, and funding at the county, regional, state, and federal levels. • Partner with community agencies and other partners to increase transportation funding for Alameda CTC's multiple projects and programs and to support local jobs. • Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Memorandum

8.2

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: April 21, 2016

SUBJECT: Affordable Student Transit Pass Program Site Selection and Model Program Update

RECOMMENDATION: Receive an update on the development of the Affordable Student Transit Pass Pilot Program site selection and model program.

Summary

The cost of transportation to school is often cited as a significant barrier to school attendance and participation in afterschool activities by middle- and high-school students. In recognition of this problem, the Measure BB 2014 Transportation Expenditure Plan approved by voters in November 2014 included the implementation of a pilot program to test various ways of designing an affordable student transit pass program that would meet program goals.

Key elements of this pilot program are to select model program sites (at middle and high schools) in each of the four subareas in the county and to evaluate the effectiveness of each of these model program sites against performance measures approved by the Commission in March 2016.

Alameda CTC and the consultant team have done extensive work to date, and work is underway to develop pilot program sites that will be ready for implementation at the beginning of the 2016-2017 school year. The recommendations for specific sites will be brought to the Commission for approval in May 2016.

Alameda CTC and the consultant team have been engaging with school districts, transit operators, and the Metropolitan Transportation Commission (Clipper) on multiple levels over the past few months to gather information, receive feedback, and collaborate on the development and implementation of the pilot programs. Background on the program and a summary of activities follow. Activities that have occurred for the development of pilot programs for the Affordable Student Transit Pass Program include agency partnership meetings, correspondence with superintendents, implementation of the Commission-adopted school site selection framework to narrow the number of school sites, correspondence with narrowed school site location principals, and the performance of schools site readiness evaluations.

Background

Alameda CTC has undertaken the development, implementation, and evaluation of an Affordable STPP that it intends to pilot in middle schools and high schools in four communities in Alameda County (one in each planning area) beginning in the 2016-2017 school year. This pilot program provides a crucial opportunity to assess student transportation needs in Alameda County and to develop an approach to meet those needs through the implementation of a sustainable program to provide affordable student transit passes that students can use on the various transit providers that serve schools, afterschool activities, and job locations in Alameda County. This pilot program is identified in the 2014 Transportation Expenditure Plan (TEP) and is funded by Measure BB; the TEP specifies that the funds will be used to implement "successful models aimed at increasing the use of transit among junior high and high school students, including a transit pass program for students in Alameda County¹."

The Affordable STPP aims to do the following:

- Reduce barriers to transportation access to and from schools;
- Improve transportation options for Alameda County's middle- and high-school students;
- Build support for transit in Alameda County; and
- Develop effective three-year pilot programs.

Commission direction on the program development has included the following:

- At least one pilot program will be a universal, free transit pass, to be implemented in a planning subarea that demonstrates the most financial needs.
- The pilot program will address student crossing guard needs and other school access safety issues.
- Transit operators will serve as partners for the duration of pilot program period (three years).

In addition, based on project research and activities, Alameda CTC staff and the consultant team are working on the following characteristics for pilot programs:

- Work with the maximum amount of school sites possible that affirmatively choose to participate and were identified through the Commission's adopted site selection framework.
- Develop and provide travel training information to students on how to ride the bus and access route maps.

¹ Alameda County Transportation Expenditure Plan, 2014

- Develop a pass program that maximizes students' ability to use local (not Transbay) service to access school, afterschool enrichment programs, and employment.
- For the free and universal program, the transit operator and Alameda CTC will work out a price per pass and will handle all monetary aspects of the free and universal pass—the school sites and students will not be involved in monetary transactions.
- Test a means-based program that provides free or reduced fare to those enrolled in other adopted school-based means-tested programs, such as the free and reduced meals program.
- Leverage other programs to the highest degree possible.

Update on Development Activities

The following summarizes development activities for the Affordable STPP in March and April 2016:

Research: National best practices, the current conditions and needs of Alameda County middle and high school students, as well as the availability and service provided by existing transit services were analyzed and summarized in two reports in February. This research informed the site selection methodology framework and performance measures adopted by the Commission in March 2016. Data from these reports was used to implement the site selection methodology to narrow down school sites and for the development and use of a school site readiness questionnaire to determine initial school site readiness.

Partner Agency Meetings: Meetings with all Alameda County transit operators, the Metropolitan Transportation Commission (MTC) and the Alameda County Office of Education were conducted to help refine program needs, constraints, and opportunities. The following summarizes meetings and outcomes with partner agencies:

03/15/16 BART: Alameda CTC met with BART staff to discuss the Alameda CTC Affordable ASTPP. The purpose of this meeting was to discuss the logistics of various pass formats on the BART system as part of this pilot program, and to solicit feedback on potential pilot program designs.

- Outcomes: BART has a travel-based payment structure that is different from a bus payment structure. Staff is assessing how BART could engage in a program that provides student rates. The BART system is completely equipped with Clipper. BART offers orange and red tickets at different price structures.

03/11/16 Alameda County Office of Education (ACOE) Student Services Council:

Alameda CTC met with ACOE several times during 2015, including with Superintendent of Schools Karen Monroe. Alameda CTC attended ACOE's bi-monthly meeting at the ACOE

office and discussed the Affordable STPP, which was a follow up to some of the previous discussions.

- Meeting attendees included ACOE staff and student services staff from various Alameda County school districts, including the following:
 - Alameda Unified
 - Albany Unified
 - Castro Valley Unified
 - Fremont Unified
 - Newark Unified
 - San Leandro Unified
 - San Lorenzo Unified
- Outcomes: Many of the representatives at the meeting had not directly heard of the pilot program. They expressed the need for student transportation assistance within the school district rather than between schools. It was discussed that some schools use the lottery system for enrollment. McKinney-Vento requires school districts to provide transportation to homeless students. ACOE, as well as the attending school districts, will continue to participate in the Affordable STPP process.

03/17/16 Union City Transit: Alameda CTC discussed the Affordable STPP with Union City Transit staff. The purpose of this meeting was to discuss the logistics of various pass formats on the Union City Transit system as part of this pilot program, and to solicit feedback on potential pilot program designs.

- Outcomes: Union City does not currently have Clipper installed but expects it will by summer 2016. Bus operators log types of fare as people board the bus, and aggregate data is available at the end of the month but is not available for time of day. Students are a large portion of Union City Transit's ridership.

03/17/16 AC Transit: Alameda CTC and AC Transit discussed the Affordable STPP as well as AC Transit's Easy Pass program. The purpose of this meeting was to discuss the logistics of various pass formats on the AC Transit system as part of this pilot program, and to solicit feedback on potential pilot program designs.

- Outcomes: Easy Pass can serve as a good model for some of the pilot programs, particularly the free and universal programs. Clipper use will be essential for gathering valuable data and is much preferred by AC Transit over a flash pass. AC Transit would need the students' ages verified from the school.

03/18/16 LAVTA/Wheels: Alameda CTC and Livermore Amador Valley Transit Authority (LAVTA)/Wheels staff discussed the Affordable STPP. The purpose of this meeting was to discuss the logistics of various pass formats on the LAVTA system as part of this pilot program, and to solicit feedback on potential pilot program designs.

- Outcomes: LAVTA has no youth fare; students usually use the FareBuster tickets which are cheaper per ride. LAVTA is open to discussing a reduced fare for this pilot program. LAVTA has had Clipper since November 2015. LAVTA would need to work with Clipper to develop an institutional program, if needed.

03/18/2016 Alameda County Office of Education Family Engagement Network:

Alameda CTC attended the Alameda County Office of Education Family Engagement Network's bi-monthly meeting at the Alameda County Office of Education office and discussed the Affordable STPP.

- The group present represented family engagement specialists at different levels including district level managers, site supervisors, and direct service staff who work with families. About six to seven school districts were present.
- Outcomes: Attendees emphasized how important it is that students do not feel stigmatized by the program. They encouraged communication with both the parent/guardians and the students regarding this program and how to enroll in it, and noted that safety in all aspects is very important to parents. Safety and communications with students and parents are components of the program under development, including travel training materials and information materials that can be distributed through the schools to parents and students.

03/23/16 Superintendent of Schools Communications: Alameda CTC sent a letter and spoke with the superintendents overseeing Alameda County schools to let them know about the program, seek their support, and inform them that we will be working with several of their schools and principals to assess school site readiness for pilot programs.

04/07/16 Clipper: Alameda CTC and the projects team met with Clipper to clarify technology capabilities for the various transit pass formats.

- Outcomes: It is a requirement of the transit agencies that Youth Clipper has a birth date associated with the card. Pass use could be tracked by school and by grade, if the cards are registered and reports are formatted this way. Paper passes may need to be used for the first few weeks of school while cards are set up, depending on how many students enroll.

04/12/16 Principal and Superintendent of Schools Communications: Alameda CTC corresponded with each principal and superintendent of schools on the school site short-list informing them that the project team will be working with them to assess school site readiness as a potential pilot program.

04/15/16 AC Transit: Alameda CTC and the projects team met with the general manager and other AC Transit staff to discuss the Affordable STPP. The purpose of this meeting was to discuss in more detail the logistics of using AC Transit's Easy Pass program for some of the pilot programs and to solicit feedback on potential pilot program designs.

- Outcomes: AC Transit supports using Clipper for the program for data- and performance-based analyses and not a sticker on the student ID card. Concerns were raised over sustainable funding for the program, and AC Transit reiterated that it is able to partner during the pilot program but will not be responsible for continuing the pilot on its own after the pilot period. A discussion of how leveraging funds from other sources to support an ongoing program would be needed.

04/21/16 Oakland Unified School District: Alameda CTC met with chief operations officer of Oakland Unified School District (OUSD) and discussed OUSD locations in the pilot program.

- Outcomes: OUSD is working to ensure school site readiness to implement a pilot program within its district.

Model Pilot Program Site Selection Framework

Alameda CTC adopted a model program site selection framework and performance measures in March 2016. The site selection framework defines the approach for how to identify the middle schools and high schools that are strongest candidates for model program sites. The framework, which includes site criteria and the selection process, is an equitable model that takes into account geographic diversity, socioeconomic need, and public transit capabilities to guide the identification of the model program sites most likely to showcase the effectiveness of different concepts for implementing an Affordable STPP.

In addition to agency- and partner-focused efforts over the past month, Alameda CTC and the projects team have also:

- Carried out the first five steps of the site selection process to refine the list of 170 possible schools to a preliminary short list of schools throughout Alameda County in each of the four planning areas (Attachment A).
- Finalized the school site readiness assessment protocol questionnaire, distributed it, and followed up with schools to discuss and gather information to assess school site readiness (Attachment B).
- Corresponded with all principals and superintendents at schools on the short list.
- Interviewed schools using the questionnaire to discuss the ability to partner on this program.
- Provided a status update to the Planning, Policy and Legislation Committee on the model program site selection and development.
- Continued to summarize data from the school site interviews.

Leveraging Other Programs and Funds

Alameda CTC also engages with schools through the Safe Routes to Schools (SR2S) Program, which started out as a pilot program at two schools in Alameda County. One of the program's efforts is performing school site assessments, which address safety and access to schools. In addition the Alameda County SR2S program also assessed collision

data for middle and high schools participating in the countywide SR2S program for the most recent five years: 2010-2014. The following criteria were used in collecting the data:

- Pedestrian or bicyclist-involved collisions
- Collisions resulting in injury or fatality
- Collisions within a quarter mile of school, during the morning (6-9 a.m.), lunchtime/early afternoon (12-3 p.m.) or late afternoon (3-6 p.m.)
- Staff is also assessing other school access safety issues.

The Commission has directed staff to create a sustainable pilot program that has the ability to leverage other funds. The Project team has overlaid Communities of Concern and Disadvantaged Communities locations with the short list of school locations to identify potential school sites where funding can be leveraged, including funding sources such as cap and trade and regional programs.

Stakeholder Workshops

In January of 2015, Alameda CTC resumed meetings with stakeholders regarding the development of the Affordable STPP. These workshops occurred throughout the year and into 2016. Stakeholders invited to the workshops are from school districts, advocacy groups, the Alameda County Technical Advisory Committee, and more.

The methodology for site selection was brought to the Affordable STPP Workshop on February 18, 2016. Participants provided comments on the methodology, performance measures, and evaluation approach. Overall, participants were supportive of the approach.

The stakeholders met again on April 20, 2016 to receive an update on the site selection process and program characteristics. They were presented with the initial short list of school site locations and received a presentation on a transit ambassador program by LAVTA. Attendees provided feedback to ensure that there are school site pairings between middle and high schools on the short-list.

Next Steps

The following diagram summarizes the three phases of development for the Affordable STPP and the next steps for implementing the Affordable STPP pilots in Alameda County. Key implementation dates appear after the diagram.

Phase I - Site Selection

- Define Site Selection Framework (March 2016 Commission Approval)
- Assess Potential Sites for Model Program (April 2016)
- Recommend Model Program Sites (May 2016 Commission Approval)



Phase II – Program Design For Model Program Sites (June-August 2016)

- Based on Selected Model Program Sites, Develop Program Parameters
- Tailor Program Characteristics for Each Model Program Site
- Finalize Design for Each Model Program Site



Phase III – Pilot Program Implementation at Model Program Sites (Fall 2016)

- Implement Program at Minimum of Four Model Program Sites

- April 2016: Stakeholder feedback on short-listed schools and model program characteristics
- May 2016: Recommendation of model program sites and program parameters to the Commission
- June-August 2016: Collaboration with transit agencies and schools to set up model programs
- Fall 2016: Pilot program implementation begins
- Summer 2017: Year One evaluation
- Summer 2018: Year Two evaluation
- Summer 2019: Year Three evaluation and final recommendations

Fiscal Impact: There is no fiscal impact.

Attachments

- A. Initial Short List of Schools
- B. School Site Assessment Questionnaire

Staff Contact

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

[Laurel Poeton](#), Program Analyst

Short List of Schools for the Affordable Student Pass Pilot Program as of April 21, 2016

	Planning Subarea	School District	School Name	School Type	Charter	School Level	Grades	Enrollment (School)	SR2S	Free meal eligible	Reduced-price eligible	Ineligible for FRPM	+Traditional/Continuation School Day	Existing Bus Stop within 1/4 mile of School	# of Bus Routes
1	North	Berkeley Unified	REALM Charter High	Traditional	Charter	High	9 - 12	361	No	62%	12%	26%	Yes	Yes	9
2	North	Berkeley Unified	REALM Charter Middle	Traditional	Charter	Middle	6 - 8	310	No	59%	16%	26%	Yes	Yes	9
3	North	Oakland Unified	Castlemont High	Traditional	Non-charter	High	9 - 12	505	No	83%	5%	12%	Yes	Yes	8
4	North	Oakland Unified	Fremont High	Traditional	Non-charter	High	9 - 12	811	No	73%	3%	24%	Yes	Yes	6
5	North	Oakland Unified	McClymonds High	Traditional	Non-charter	High	9 - 12	286	No	82%	6%	12%	Yes	Yes	6
6	North	Oakland Unified	Oakland High	Traditional	Non-charter	High	9 - 12	1515	No	80%	8%	12%	Yes	Yes	20
7	North	Oakland Unified	Roosevelt Middle	Traditional	Non-charter	Middle	6 - 8	526	No	88%	7%	5%	Yes	Yes	3
8	North	Oakland Unified	Westlake Middle	Traditional	Non-charter	Middle	6 - 8	524	Yes	89%	5%	7%	Yes	Yes	9
9	North	Oakland Unified	Bret Harte Middle	Traditional	Non-charter	Middle	6 - 8	538	No	0%	0%	n/a	Yes	Yes	10
10	North	Oakland Unified	Aspire Berkley Maynard Academy	Traditional	Charter	Middle	K - 8	566	No	n/a	n/a	n/a	Yes	Yes	4
11	North	Oakland Unified	Oakland Military Institute	Traditional	Charter	Middle/High	6 - 12	646	No	65%	14%	21%	Yes	Yes	19
12	North	Oakland Unified	Alliance Academy	Traditional	Non-charter	Middle	6 - 8	390	No	90%	4%	6%	Yes	Yes	1
13	North	Oakland Unified	Elmhurst Community Prep	Traditional	Non-charter	Middle	6 - 8	380	No	88%	5%	8%	Yes	Yes	1
14	North	Oakland Unified	Frick Middle	Traditional	Non-charter	Middle	6 - 8	241	No	90%	4%	6%	Yes	Yes	7
15	North	Oakland Unified	Urban Promise Academy	Traditional	Non-charter	Middle	6 - 8	323	No	85%	6%	9%	Yes	Yes	6
16	Central	San Leandro Unified	San Leandro High	Traditional	Non-charter	High	9 - 12	2601	Yes	67%	5%	28%	Yes	Yes	5
17	Central	San Leandro Unified	John Muir Middle	Traditional	Non-charter	Middle	6 - 8	962	Yes	50%	14%	36%	Yes	Yes	3
18	Central	Hayward Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	529	Yes	0%	0%	n/a	Yes	Yes	5
19	Central	Hayward Unified	Bret Harte Middle	Traditional	Non-charter	Middle	7 - 8	504	Yes	62%	7%	31%	Yes	Yes	9
20	Central	Hayward Unified	Hayward High	Traditional	Non-charter	High	9 - 12	1644	No	64%	10%	26%	Yes	Yes	3
21	Central	San Lorenzo Unified	Bohannon Middle	Traditional	Non-charter	Middle	6 - 8	842	Yes	54%	12%	35%	Yes	Yes	4
22	Central	San Lorenzo Unified	San Lorenzo High	Traditional	Non-charter	High	9 - 12	1407	Yes	48%	12%	40%	Yes	Yes	2

Short List of Schools for the Affordable Student Pass Pilot Program as of April 21, 2016

	Planning Subarea	School District	School Name	School Type	Charter	School Level	Grades	Enrollment (School)	SR2S	Free meal eligible	Reduced-price eligible	Ineligible for FRPM	+Traditional/Continuation School Day	Existing Bus Stop within 1/4 mile of School	# of Bus Routes
23	South	New Haven Unified	Cesar Chavez Middle	Traditional	Non-charter	Middle	6 - 8	1283	Yes	44%	7%	49%	Yes	Yes	5
24	South	New Haven Unified	James Logan High	Traditional	Non-charter	High	9 - 12	3912	No	32%	8%	60%	Yes	Yes	16
25	South	Newark Unified	Newark Junior High	Traditional	Non-charter	Middle	7 - 8	906	No	45%	8%	47%	Yes	Yes	4
26	South	Newark Unified	Newark Memorial High	Traditional	Non-charter	High	9 - 12	1850	No	38%	7%	55%	Yes	Yes	8
27	South	Fremont Unified	William Hopkins Junior High	Traditional	Non-charter	Middle	7 - 8	990	No	46%	5%	49%	Yes	Yes	2
28	South	Fremont Unified	American High	Traditional	Non-charter	High	9 - 12	1985	Yes	15%	3%	82%	Yes	Yes	6
29	East	Dublin Unified	Wells Middle	Traditional	Non-charter	Middle	6 - 8	863	Yes	40%	14%	47%	Yes	Yes	2
30	East	Dublin Unified	Dublin High	Traditional	Non-charter	High	9 - 12	2062	Yes	8%	2%	90%	Yes	Yes	2
31	East	Livermore Valley Joint Unified	Del Valle Continuation High	Continuation School	Non-charter	High	7 - 12	143	No	52%	6%	42%	Yes	Yes	2
32	East	Livermore Valley Joint Unified	East Avenue Middle	Traditional	Non-charter	Middle	6 - 8	624	Yes	28%	5%	67%	Yes	Yes	2
33	East	Livermore Valley Joint Unified	Livermore High	Traditional	Non-charter	High	9 - 12	1771	No	20%	5%	76%	Yes	Yes	4
34	East	Livermore Valley Joint Unified	Andrew N. Christensen Middle	Traditional	Non-charter	Middle	6 - 8	661	No	16%	5%	79%	Yes	Yes	1
35	East	Pleasanton Unified	Thomas S. Hart Middle	Traditional	Non-charter	Middle	6 - 8	1164	Yes	32%	7%	62%	Yes	Yes	5
36	East	Pleasanton Unified	Foothill High	Traditional	Non-charter	High	9 - 12	2127	Yes	4%	1%	95%	Yes	Yes	4



School Site Selection Assessment Questionnaire

I. Alameda CTC Overview

“I am part of the program team working with the Alameda County Transportation Commission to develop and implement a three-year student transit pass pilot program. Alameda CTC governs countywide transportation planning efforts, coordinating with the 14 cities, the County Board of Supervisors, and multiple transit agencies in the county. This pilot is funded by \$15 million of Measure BB transportation funds to increase the use of transit by middle and high school students, offering free or discounted transit passes in select schools. After three years, we hope to identify a pass format that could be rolled out to all schools across the county.”

II. Project Overview: Affordable Student Transit Pass Program

“This pilot program, aimed to launch in the fall 2016-2017 school year, will test different transit pass formats in four areas of Alameda County. Given the tight timeline for launch, we need to move quickly in identifying the schools that would be the best candidates to partner on these programs. We’ve taken a variety of factors into account, including transit service availability and school need (indicated by characteristics such as free/reduced-priced meal eligibility), and have compiled a list of potential schools to implement a pilot program, which includes yours. It’s also very important for us to identify schools that can be active partners in this pilot. Even if your school is not selected at this time, it is possible that additional schools will be included over the course of the three years.”

III. School Responsibilities: Partnering with Nelson/Nygaard & Alameda CTC, selected schools will be responsible for:

- Providing feedback on specific program design aspects related to enrollment of students and tracking data
- Implementation and maintenance of the model program: providing information about student enrollment (potentially over the summer), setting up and maintaining student lists of who has a pass
- Promotion of the program & outreach to students (ideally involving student government, community partners, student groups/clubs, PTA)
- Distribution of passes (i.e., travel card, vouchers, passes ...)

- Replacing lost or stolen passes, troubleshooting other issues related to the pass program
- Completing simple reporting forms and touching base from time to time with program managers regarding pass distribution, registrant information, feedback, suggestions for improvement.
- Helping the program managers to solicit and provide program feedback (e.g., distributing student surveys, helping us formulate focus groups)

IV. Initial Assessment (Required Questions)

- How interested are you in partnering with the project team (includes consultants and Alameda CTC staff) to promote, support, and administer the ASTPP program?
- Please talk about what assets you currently have at the school to help administer, support, manage, and promote the program
 - Administration: strength, willingness, longevity of site administrator, deans, counseling staff, coordinators
 - Programs: existing activities and programs in school and with CBO partners that inform how robust the school engagement is (afterschool clubs, activities, socials, community partners, etc.)
 - School Climate: as it relates to safety issues, types of student engagement activities, engagement of parents
 - Communication: successes/challenges (often related to school climate) in terms of having infrastructure to get a message out, handle emerging issues, and in close contact with student/parent community
- Describe how your school is prepared to work on this new project model?
- What do you think might be the greatest obstacles to success?
- In order for this pilot project to be introduced to students by the fall 2016, some of the work registering students, developing procedures, and getting information to families may need to occur this summer. What is the best way to do that at this school?
- For high schools: which middle school does most of your student body come from (is there a feeder pattern into your school)?

Confirm Information:

School Name							
Enrollment by Grade	6	7	8	9	10	11	12

Demographic Information	Latino	Asian	Filipino / Pac Isl	Black	White	Multi-racial	% Minority	Ethnic Diversity
% FRPM								
Staff Contacts								

V. Questions/Prompts – to be asked if any of the required questions do not go into enough detail

ADMINISTRATION:

1. Talk about the leadership of the school
2. Average length of stay at the school for: Administrators? Classified Staff? Certificated?
3. What role does the Student Support Liaison play at the school?
4. Does the school site staff reflect the demographic of the school, particularly for language needs?

PROGRAMS

1. How could a Student Transit Pass program help to mitigate truancy?
2. How do you engage parents?
3. What percentages of students attend afterschool programs on campus? Off campus? Where are the off-campus locations?
4. What activities occur during the summer months at this campus?
5. Who are your community partners? What do they provide?
6. What is the most effective way to communicate with the student body? Texts, email, print. If print, what kind? Postcards, flyers in their backpacks?

SCHOOL CLIMATE

1. Describe leadership opportunities for students.
2. How many native languages are spoken by the student body? What are the languages? [Notes if Braille translation is used or needed]
3. Are Banners/Posters/Flyers posted on the walls in the hall? What type? Are there electronic ads running on smart screens or TVs in common areas/lunch rooms?
4. Is there a Safe Routes to Schools program at your school? If so, how effective do you think it is?

COMMUNICATION

1. What is the most effective way to communicate with your students? Parents? Staff? Community members?

2. In what way? Texts, email, print. If print, what kind? Postcards, flyers in their backpacks?
3. Is there a school newsletter? Is it print, electronic or both? How often is it distributed? Do you have metrics on the reach and use of the newsletter?
4. Is there an intercom system for making announcements? Is there a morning announcement period or a regularly scheduled assembly?

ADDITIONAL INFORMATION:

School Transportation Resources

1. Are yellow school bus services provided for students? If so, when and for which students or activities?
2. How many students are provided transportation based on the requirements of the McKinney-Vento Homeless Education Assistance Act? Who coordinates these services and how are they coordinated?
3. Does the school currently distribute any transit passes for special purposes/field trips/afterschool activities?
4. Are there any teachers or administrators who are particularly passionate or invested in transit for the student body? (San Lorenzo High has a program - "Project Lead the Way")
5. Do you have any data about how students travel to and from school?
5. Are there crossing guards at your school site? If so, during what hours? If not, do you think there is a need for them?
6. Are there other safety issues that you are aware of regarding students getting to school (i.e., violence, dangerous neighborhoods, shootings)?
7. Are you aware of any transportation issues students face getting to school or afterschool activities, such as overcrowding on buses, financial issues with paying for student transit pass, etc?
8. Please rate your school's need for an affordable student transit pass program from a scale of 1-5, (5=highest need)

School Population:

1. Please describe the student body's attendance record.
2. What strategies are being implemented to mitigate chronic truancy and tardiness? How effective have they been?
3. Are there student representatives on the School Board?

Facility:

1. Where are the central gathering locations on campus for students before school? After school?
2. Are there advertising options inside bathroom stalls?

General:

1. When do you prepare your packets of materials to provide to students at the beginning of the school year? What is your process for including new pieces of information into the packet? Is this done on-line or are packets sent home with students or mailed to parents?
2. When are student id photos taken at the beginning of the year? (This could be an opportunity for us to link the clipper with the student ID)
3. What are the systems you already have in place that could facilitate getting information out to parents and students
4. Who would be the dedicated person/office to oversee the program? What other functions does this individual/do these individuals have?
5. How are homeroom (or registry) class periods typically used at the school? Is this a good time/venue to educate students on something like a new transit pass?
6. Who would be the liaison for posting/distributing advertising materials?
7. Do you have any concerns about implementation of an Affordable Student Transit Pass Program at this school?
8. Will anyone be available on staff during the summer? If so, who and what type of assistance might he/she be able to provide? What would the Affordable Student Transit Pass program need to provide to support staff assistance during the summer?
9. What would be the best time to register students for a Transit Pass? Is there a registration event prior to the start of school?
10. Is there any other information you would like to provide to support this school as a pilot program site?

This page intentionally left blank