



Citizens Watchdog Committee Meeting Agenda

Monday, January 9, 2012, 5:30 to 8:30 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

****NOTE: EARLIER TIME FOR AUDIT AND COMPLIANCE REVIEW****

5:30 to 6:00 p.m. – CWC Compliance Orientation

6:00 to 6:30 p.m. – Audit and Compliance Report Review

6:30 to 8:30 p.m. – Regular CWC Meeting

Meeting Outcomes:

- Receive an orientation on the CWC members' role in the audit and compliance report review process and review a sample audit and compliance report
- Review the fiscal year 2010-2011 audits and compliance reports
- Receive a presentation on the ACTIA Independent Audit
- Receive an update on projects, programs, and contracting procedures
- Receive an update on the Countywide Transportation Plan and Transportation Expenditure Plan development (CWTP-TEP)

5:30 – 6:00 p.m.	1. CWC Compliance Report Review Process Orientation <u>01 Memo Compliance Report Review Process.pdf</u> – Page 1 <u>01A Sample Audit and Compliance Report.pdf</u> – Page 9	I
6:00 – 6:30 p.m.	2. Audit and Compliance Report Review <u>02 Audit and Compliance Report Summary.pdf</u> – Handout at meeting	I
6:30 – 6:35 p.m.	3. Welcome and Introductions	
6:35 – 6:40 p.m.	4. Public Comment	I
6:40 – 6:45 p.m.	5. Approval of December 1, 2011 Minutes <u>05 CWC Meeting Minutes 120111.pdf</u> – Page 39	A
6:45 – 7:30 p.m.	6. ACTIA Independent Audit Presentation <u>06 Audit Presentation.pdf</u> – Presented at the meeting <u>06A Memo FY10-11 ACTIA Audited Financials.pdf</u> – Page 45	I

7:30 – 8:00 p.m.	7. Update on Projects, Programs, and Contracting Procedures	
8:00 – 8:15 p.m.	8. CWC Member Reports/Issues Identification <i><u>08 CWC Issue Identification Form.pdf</u> – Page 105</i>	
8:15 – 8:30 p.m.	9. Staff Reports/Board Actions	
	A. Countywide Transportation Plan and Transportation Expenditure Plan Update <i><u>09A Second Draft TEP.pdf</u> –Page 107</i> <i><u>09A1 Regional SCS-RTP CWTP-TEP Process.pdf</u> –Page 153</i> <i><u>09A2 CWTP-TEP Overview.pdf</u> –Page 165</i>	
	B. General Items <i>Staff will provide an update on the Master Programs Funding Agreement Outcomes</i> <i><u>09B Alameda CTC Action Items.pdf</u> – Page 167</i> <i><u>09B1 CWC Calendar FY11-12.pdf</u> – Page 185</i> <i><u>09B2 CWC Roster.pdf</u> – Page 187</i>	
8:30 p.m.	10. Adjournment	

Key: A – Action Item; I – Information/Discussion Item; full packet available at www.alamedactc.org

Next Meeting:

Date: March 12, 2012

Time: 6:30 to 8:30 p.m.

Location: Alameda CTC Offices, 1333 Broadway, Suite 300, Oakland, CA 94612

Staff Liaisons

Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation, (510) 208-7428, tlengyel@alamedactc.org

Patricia Reavey, Director of Finance, (510) 208-7422, preavey@alamedactc.org

Angie Ayers, Public Meeting Coordinator, (510) 208-7450, ayers@alamedactc.org

Location Information: Alameda CTC is located in Downtown Oakland at the intersection of 14th Street and Broadway. The office is just a few steps away from the City Center/12th Street BART station. Bicycle parking is available inside the building, and in electronic lockers at 14th and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org). There is garage parking for autos and bicycles in the City Center Garage (enter on 14th Street between Broadway and Clay). Visit the Alameda CTC website for more information on how to get to the Alameda CTC: <http://www.alamedactc.com/directions.html>.

Public Comment: Members of the public may address the committee regarding any item, including an item not on the agenda. All items on the agenda are subject to action and/or change by the committee. The chair may change the order of items.

Accommodations/Accessibility: Meetings are wheelchair accessible. Please do not wear scented products so that individuals with environmental sensitivities may attend. Call (510) 893-3347 (Voice) or (510) 834-6754 (TTD) five days in advance to request a sign-language interpreter.



MEMORANDUM

To: Alameda CTC Citizens Watchdog Committee (CWC)

From: Tess Lengyel, Deputy Director of Policy, Public Affairs and Legislation

Date: January 9, 2012

Subject: CWC Compliance Review Process

Recommendation

This item is for information only. Staff developed the attached CWC Compliance Review Process Policies and Procedures for use by CWC members to assist them with the annual review process.

Summary

Measure B, which voters approved in 2000, extended Alameda County's half-cent transportation sales tax to 2022, set forth a 20-year Expenditure Plan for resultant revenues, and established a Citizens Watchdog Committee. The role of the CWC is to review, on behalf of the public, all expenditures on projects, programs, and administration of compliance under the 2000 Expenditure Plan, as well as the timely delivery of reports. The Expenditure Plan also requires that the CWC report, at least annually, on Measure B expenditures.

The Measure B pass-through fund agreements with local agencies and jurisdictions that receive programmatic funds require recipients to prepare and submit an independent audit and compliance report annually. The Expenditure Plan does not specify how the CWC should participate in the annual compliance report review process. Therefore, CWC members and staff have developed the attached policies and procedures that provide detail about the current approach to the CWC review process, define terms, and explain the CWC members' role in the compliance process.

Staff welcomes input from CWC members on the attached policies and procedures.

Fiscal Impacts

There are no fiscal impacts at this time.

Attachments

- A CWC Compliance Review Process Policies and Procedures

This page intentionally left blank.



Citizens Watchdog Committee (CWC) Compliance Review Process Policies and Procedures

1.1 Purpose

Appointees to the Alameda County Transportation Commission (Alameda CTC) Citizens Watchdog Committee (CWC) have a voter-approved mandate to perform certain duties related to the expenditure of tax monies collected under Measure B, Alameda County's half-cent transportation sales tax, which voters approved in 2000. Measure B set forth a 20-year Expenditure Plan (2002-2022) for use of resultant revenues and established a Citizens Watchdog Committee to review all expenditures and report to the public.

The Measure B Expenditure Plan details the makeup of the CWC membership as well as its overarching goal. However, it does not specify how the CWC participates in the annual compliance report review process. The purpose of these instructions is to provide detail about the current approach to the CWC review process and provide a resource for process change when appropriate.

1.2 Scope

Alameda CTC requires local agencies and jurisdictions that receive Measure B pass-through program funds to report on their Measure B expenditures annually. The pass-through fund agreement with each agency specifies this requirement. Programmatic expenditures are described in detail in the Expenditure Plan. Pass-through fund recipients report on their expenditures in four areas:

- Bicycle and Pedestrian Safety
- Local Streets and Roads
- Mass Transit
- Special Transportation for Seniors and People with Disabilities (Paratransit)

Each Measure B fund recipient submits an annual independent audit and compliance report to the Commission prior to year-end. In January each year, the CWC and Alameda CTC staff review these audits and reports and determine whether or not the recipient is in compliance. Alameda CTC staff analyzes the data from the audits and compliance reports, coordinates with local jurisdictions to ensure compliance, and develops a summary report for its Commissioners. The CWC also reviews the data, submits questions for jurisdictions, and generates an annual report to the public.

1.3 Definitions

- Alameda County Transportation Commission (Alameda CTC or "Commission"):** Alameda CTC is a joint powers authority resulting from the merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). The 22-member Commission is comprised of the following representatives: all five Alameda County Supervisors, two City of Oakland representatives, one representative from each of the other 13 cities in Alameda County, a representative from Alameda-Contra Costa Transit

District (AC Transit), and a representative from San Francisco Bay Area Rapid Transit District (BART).

- B. **Alameda County Transportation Improvement Authority (ACTIA):** The governmental agency previously responsible for the implementation of the Measure B half-cent transportation sales tax in Alameda County, as approved by voters in 2000 and implemented in 2002. Alameda CTC has now assumed all responsibilities of ACTIA.
- C. **Audit report:** An annual, independent audit report commissioned by each agency or jurisdiction that receives Measure B pass-through funds. Alameda CTC staff and CWC members review the audit reports to evaluate whether each recipient spent Measure B funds in accordance with Measure B requirements.
- D. **Citizens Watchdog Committee (CWC or “Committee”):** The CWC includes 17-members with the following appointments: Ten at-large members and two each representing the five supervisorial districts in Alameda County, one of the two nominated by a member of the Board of Supervisors, and one of the two selected by the Alameda County Mayors’ Conference. Seven of the members are nominated by the seven organizations specified in the Expenditure Plan: Alameda County Economic Development Alliance for Business, Alameda County Labor Council, Alameda County Taxpayers’ Association, Alameda County Paratransit Advisory and Planning Committee, East Bay Bicycle Coalition, League of Women Voters, and Sierra Club. The Committee reports directly to the public and is charged with reviewing all expenditures of the agency. Citizens Watchdog Committee members are private citizens who are not elected officials at any level of government, nor individuals in a position to benefit in any way from the sales tax.
- E. **Compliance report:** A report submitted to Alameda CTC by Measure B pass-through fund recipients annually. The compliance report details Measure B revenues and expenditures and facilitates annual reporting for each program. Alameda CTC creates the template form for this report.
- F. **Compliance workshop:** A mandatory public workshop that Alameda CTC holds each fall to educate Measure B fund recipients on their annual compliance reporting requirements. Staff presents the compliance report form, explains the preferred audit language, and answers questions. CWC members may attend the workshop to familiarize themselves with the current fiscal year’s report forms.
- G. **Fiscal year:** The time period from July 1 to June 30, considered the fiscal year in the State of California.
- H. **Measure B Programs:** Transportation or transportation-related programs specified in the Expenditure Plan that receives funding on a percentage-of-revenues formula basis, or through a discretionary grant program.
- I. **Recipient:** Measure B fund recipients that have signed a pass-through fund agreement with the Commission and are required to report on their Measure B expenditures annually. In the fiscal reporting year of 2010-2011, the Alameda CTC funded six local transit agencies (AC Transit, Altamont Rail, BART, Livermore Amador Valley Transit Authority (LAVTA), Union City Transit, and Water Emergency Transportation Authority (WETA)); 14 local jurisdictions (cities of Alameda,

Albany, Berkeley, Dublin, Emeryville, Fremont, Hayward, Livermore, Newark, Oakland, Piedmont, Pleasanton, San Leandro, and Union City); and Alameda County.

- J. **Review:** An examination of recipients' audit report and compliance report submissions for conformance of expenditures for Measure B transportation programs and other contract-related requirements.
- K. **Table 1 Attachment:** The required Excel spreadsheet attachment that is part of the compliance report. This form has four worksheets, one for each program.

1.4 Responsibilities

The CWC is responsible for keeping the public informed about the progress of Measure B-funded programs and projects and the appropriate use of the funds. This responsibility is primarily exercised by reviewing and reporting on the audit and compliance submissions from the participating local transportation agencies and jurisdictions and Alameda County.

Review and reporting responsibilities include the following.

- A. **CWC chair:** The chair plays an active role in both the review and reporting process. The chair works with Committee members on review and reporting tasks and may assign review and reporting to individual CWC members or groups of CWC members. For example, the chair could assign four subgroups to review reports according to geographic area in the county as defined in Measure B (North, Central, South, East). The CWC chair could also identify special aspects of the review process, not defined in Measure B, but characterized as looking out for the public's interests by examining submissions for items such as significant differences in the cost for the same activity, or large Measure B reserve balances, for example.
- B. **CWC members:** Each CWC member conducts the review of audits and reports, either as assigned by the chair or as a whole. CWC members prepare and submit questions on the submitted reports to staff and many serve on the CWC Annual Report Subcommittee to assist in preparation of the CWC Annual Report to the public.
- C. **Alameda CTC staff:** Staff makes all compliance reports and audits public by posting them to the Alameda CTC website, reviews the reports and audits, and incorporates the CWC member comments into their responses to the agencies and jurisdictions to confirm compliance or request clarification or more information. Alameda CTC staff also works collaboratively with CWC members to prepare the annual report to the public.

In preparation for the next review cycle, CWC members and staff also review the report forms and provide input on the forms for the next fiscal year. Staff incorporates suggestions from the CWC members into the new forms that Alameda CTC releases to the recipients.

1.5 Review Process

The compliance review process follows a timeline similar to the following, and includes review of the audit report, the compliance report (inclusive of the Table 1 Attachment). The CWC members and Alameda staff review all documents and cross check them against each other to verify data accuracy and to ensure they are complete. CWC members and Alameda staff also look at the Alameda CTC pass-through fund allocations for each Measure B fund recipient to ensure the compliance documents accurately reflect the figures.

1.5.1 Timeline

For fiscal year 2010-2011 reporting, the timeline is as follows:

Due Date	Task	Responsible Party
09/02/11	Prepare compliance report forms	Staff with CWC
09/16/11	Hold compliance workshop	Staff
12/27/11	Submit audit report	Agencies
12/31/11	Submit compliance report	Agencies
01/06/12	Post audit and compliance reports to website	Staff
01/09/12	Hold CWC compliance review process orientation	Staff
01/27/12	Finalize review of audits and compliance reports	Staff and CWC
02/03/12	Mail letters to agencies/jurisdictions regarding compliance status	Staff
02/24/12	Submit clarifying or additional information to Alameda CTC	Agencies
03/05/12	Prepare executive summary report for CWC	Staff
04/06/12	Meet and develop content for the annual report to the public	CWC Subcommittee
04/27/12	Mail to CWC draft annual report to the public	Staff
05/11/12	Meet and review the draft annual report	CWC
06/01/12	Revise draft annual report	Staff with CWC
06/22/12	Meet and review second draft annual report	CWC
07/02/12	Mail to CWC second draft annual report	Staff
07/09/12	Hold public forum to review annual report to the public	CWC with staff
07/31/12	Finalize report and prepare advertisements	Staff
08/31/12	Publish and mail report and run advertisements	Staff

1.5.2 Audit Report Review

CWC members and staff must review each audit to assess that:

- A. The audit indicates that the jurisdiction has separate accounting and reporting for each type of Measure B fund received.
- B. All fund transfers are explained.
- C. Alameda CTC received the report within 180 days of the fiscal year-end.
- D. The audit contains an opinion or point of view offered by the auditor relative to the fund recipient's compliance with Measure B requirements.
- E. The figures in the audit report tie to the figures in the compliance report and Table 1 Attachment.

1.5.3 Compliance Report Review

CWC members and staff must review each compliance report and confirm that:

- A. All necessary program sections of the report are complete.
- B. The entries agree with each question asked or the requested information.

- C. The listed projects appear consistent with the programmatic topic area.
- D. The project information is specific or detailed enough to show the projects are transportation-related and in accordance with Measure B requirements.
- E. If a portion of the pass-through funds were not expended, future plans are described for Measure B reserves.
- F. For local streets and roads programs, the number of road miles submitted is consistent with the state and federal reporting.
- G. For local streets and roads programs, the pavement condition index figure submitted is consistent with the Metropolitan Transportation Commission's 2011 Pothole Report for the year 2010.
- H. The figures in the compliance report tie to the figures in the Table 1 Attachment and the audit report.

1.5.4 Table 1 Attachment Review

CWC members and staff must review each Table 1 Attachment and confirm that:

- A. For each program, the necessary worksheet of the Excel document is complete.
- B. The entries agree with the column entry instructions within the spreadsheet.
- C. The figures in the Table 1 Attachment tie to the figures in the compliance report and the audit report.

1.5.5 Annual Compliance Report to the Public

After Alameda CTC staff analyzes the compliance report data and develops a summary report, the CWC members develop an annual report to the public. See Section 1.5.1 Timeline for the schedule. CWC members volunteer to serve on a CWC Annual Report Subcommittee and work with staff to develop the report. Staff works with a graphic designer to design the report and design print advertisements based on the report for publication in local print and online media. The CWC reviews the report at its meeting, and at the meeting after that, holds a public hearing to give the public an opportunity to review the draft annual report to the public. Once the CWC members incorporate input from the public and finalize the report, staff coordinates with a print vendor to print and mail hard copies of the report, and coordinates with media to place the print and online advertisements.

1.5.6 General Guidance

Alameda CTC staff review the compliance audit and report submissions and develop their own comments, questions, and concerns about the content. The CWC review process is also both required and significant, because it is the "public's" review.

The following points may give CWC members additional perspective on the task of reviewing the Measure B fund recipients' audit and compliance submissions.

- A. Questioning large amounts of unspent monies is fair. This was a driving force for two special meetings the CWC held in early November 2010.
- B. During the review process, document all relevant items, questions, comments, and concerns. Just because one reviewer feels that other CWC members may identify a discrepant entry is not a reason to leave it out of review comments. Take nothing for granted.
- C. Large dollar commitments to certain types of programs and administrative costs, for example, are fair to question.
- D. The Alameda CTC approach to the use of the allocated Measure B funds is to give recipients the flexibility to select specific projects to fund with Measure B. As long as the overall objective of the program area is being met, recipients have leeway to expend the funds on projects they see as best for their constituency as approved through their own local public processes. If a listed project does not appear to fit into the programmatic area, seems out of sync with the Measure B topics in general, or is too non-specific or vague, thereby making it unclear if the money was appropriately spent, then ask about it.

City of Fremont

Alameda County Transportation Commission - Measure B Funds

Combined Statement of Revenues, Expenditures and Changes in Fund Balances

For the year ended June 30, 2011

(With comparative totals for the year ended June 30, 2010)

	Special Revenue Funds	Capital Project Funds		Total	
	ACTC Measure B Paratransit	ACTC-2000 Streets & Roads	ACTC-2000 Bike & Pedestrian	2011	2010
REVENUES:					
Investment earnings	\$ 1,122	\$ 40,975	\$ 27,922	\$ 70,019	\$ 117,745
Intergovernmental	661,238	1,789,972	522,851	2,974,061	2,665,343
Grants	98,854	-	152,298	251,152	108,262
Charges for services	29,326	-	-	29,326	21,943
Total revenues	790,540	1,830,947	703,071	3,324,558	2,913,293
EXPENDITURES:					
Human services	766,177	-	22,927	789,104	715,133
Capital assets maintenance	-	1,287,703	709,724	1,997,427	2,098,515
Capital outlay	-	16,064	-	16,064	-
Total expenditures	766,177	1,303,767	732,651	2,802,595	2,813,648
REVENUES OVER (UNDER)					
EXPENDITURES	24,363	527,180	(29,580)	521,963	99,645
FUND BALANCES:					
Beginning of year	125,057	2,925,991	2,018,870	5,069,918	4,970,273
End of year	<u>\$ 149,420</u>	<u>\$ 3,453,171</u>	<u>\$ 1,989,290</u>	<u>\$ 5,591,881</u>	<u>\$ 5,069,918</u>

See accompanying Notes to Financial Statements.



End-of-Year Program Compliance Reporting Requirements

Reporting Period July 1, 2010 through June 30, 2011

Note: In July 2010, the Alameda County Transportation Improvement Authority (ACTIA) merged with the Alameda County Congestion Management Agency to become the Alameda County Transportation Commission (Alameda CTC). Agencies and jurisdictions that have pass-through fund and grant agreements with ACTIA must continue to submit end-of-year program compliance reports. See page ii for submittal instructions.

Required end-of-year compliance submittals:

- **Audit:** Submit electronic version by email by 5 p.m. on **December 27, 2011**, and submit the hard copy by regular mail post-marked by December 27, 2011.
- **Compliance Report:** Submit electronic version by email by 5 p.m. on **December 31, 2011**, and submit the hard copy with attachments by regular mail post-marked by December 27, 2011.
- **Signage:** In the compliance report, include a description of signage and the number of signs posted. Contact us to receive the updated Alameda CTC signage.
- **Website:** On your website, provide a link to the Alameda CTC website (www.alamedactc.org), to inform the public about how your jurisdiction uses Measure B funds for transportation projects/programs.
- **Publications:** At a minimum, publish annually in your newsletter or Alameda CTC's e-newsletter an article for each fund type you receive. Submit articles for e-newsletter publication to Carol Crossley (ccrossley@alamedactc.org).

This document includes the PDF report form and instructions for submittal. Hard copy submissions must have original signatures. Email submissions must include the signatory names as well as all additional attachments.

Table of Contents

End-of-Year Program Compliance Instructions	ii
End-of-Year Program Compliance Report	1
Bicycle and Pedestrian Program Report Summary	2
Local Streets and Roads Program Report Summary	7
Mass Transit Program Report Summary	12
Paratransit Program Report Summary	17
Optional Compliance Reporting Survey	24

End-of-Year Program Compliance Instructions

Reporting Period July 1, 2010 through June 30, 2011

Measure B fund recipients are required to submit to the Alameda CTC, one electronic and one hard copy version of two reports for end-of-year compliance: a compliance report and an audit. **New this year: The dollar amounts on each of your compliance documents must match, or Alameda CTC will consider your agency out of compliance.** For example, your total local streets and roads Measure B expenditures for fiscal year 2010-2011 must be the same dollar figure on your audit, compliance report, and Table 1 Attachment. See guidance throughout the report forms.

End-of-Year Program Compliance Report Due December 31, 2011

The End-of-Year (EOY) Program Compliance Report includes a PDF report form with attachments and a Microsoft Excel Table 1 Attachment for each program. These documents are available for download at http://www.alamedactc.org/app_pages/view/4624.

Electronic submission: Download the PDF form, add your agency's name (or acronym) to the file name, and save it to your hard drive. You can start work on the PDF, save your work, and finish it later. Also download and complete the Table 1 workbook. Submit one copy of both the PDF and Table 1 Attachment by email. Electronic signatures are acceptable. Include other attachments, such as photos (only two photos maximum per program fund type), articles, newsletters, signage, etc., with the electronic copy of the PDF only, not separately. Clearly label additional attachments, by letter and description, as labeled on page 1. Ensure the attachments are easily readable when reproduced in black and white. Send the email with the PDF, Table 1, and additional attachments to grants@alamedactc.org. If your files are larger than 8 MB, upload the files to Alameda CTC's FTP site and send an email to grants@alamedactc.org to notify us of the upload at:

FTP server name: <ftp.actia2022.com>

User: 2022

Password: Tr33inforest

Hard-copy submission: Page 1 of the EOY Program Compliance Report must have city finance manager and city manager, or the appropriate equivalent, original signatures. Postmark one hard copy of the EOY Program Compliance Report and the Table 1 workbook attachment with wet signatures by December 31, 2011.

Compliance Audit Report Due December 27, 2011

Electronic submission: Submit one copy of the Compliance Audit Report electronically. Use your jurisdiction's standard audit report format. Submit the report by attaching the file to an email and send it to grants@alamedactc.org. If the file is larger than 8 MB, upload your file to the FTP site (see above).

Hard-copy submission: Postmark one hard copy of the Compliance Audit Report, signed by an independent auditor, by December 27, 2011.

Mail hard-copy reports to:

Alameda CTC
Attn: End-of-Year Program Compliance
1333 Broadway, Suite 300
Oakland, CA 94612

E-mail reports to:

grants@alamedactc.org

The Alameda CTC must receive all electronic files by their respective due dates. If you submit a draft copy in error or encounter a problem submitting the report, notify the grants administrator by e-mail grants@alamedactc.org or phone (510) 208-7454.

End-of-Year Program Compliance Report

Reports due December 31, 2011

Agency Name:

City of Fremont

Date Submitted:

Provide signatures below from authorized representatives.

Authorized representatives of the reporting agency, for example the city finance manager and the city manager or appropriate equivalent (city or county administrator or general manager), must sign below, affirming that the statements in the report package are true and complete to the best of their knowledge, and that the **audited dollar figures match the Measure B expenditures reported in the compliance report and Table 1 Attachment**. The hard copy submittal must have the original signatures; on the electronic version, include the name and title of the signatories.

Signature:

Name and Title of Agency Finance Manager:

Fred Diaz, City Manager

Date:

Signature:

Name and Title of Agency Manager:

Harriet Commons, Finance Director

Date:

Choose the type(s) of report you are submitting (*check all that apply; you must submit the Table 1 Excel workbook attachment*).

- ☒ Annual Program Compliance Report – Bicycle and Pedestrian Safety Funds
- ☒ Annual Program Compliance Report – Local Streets and Roads Funds
- ☐ Annual Program Compliance Report – Mass Transit Funds
- ☒ Annual Program Compliance Report – Paratransit Funds
- ☒ Table 1: Program Summary of Expenditures/Accomplishments (Excel workbook) – **REQUIRED**

List any additional attachments in the electronic report submittal (*check all that apply*).

- ☒ Attachment A: Bicycle and Pedestrian Attachments
- ☒ Attachment B: Local Streets and Roads Attachments
- ☐ Attachment C: Mass Transit Attachments
- ☒ Attachment D: Paratransit Attachments
- ☐ Other Attachments (*clearly label additional attachments as needed*)

Bicycle and Pedestrian Program Report Summary

1. Did your agency receive Measure B Bicycle and Pedestrian Safety Funds in the reporting period of July 1, 2010 through June 30, 2011?

- ☒ Yes (Complete this section and continue on.)
☐ No (Do not complete this section and continue on.)

Bike/Ped Program Agency Contact Name:

Rene Dalton, Associate Transportation Engineer

Phone Number:

510-494-4535

Fax:

510-494-4751

E-mail:

rdalton@fremont.gov

2. During fiscal year 2010–2011 (FY 10-11), what amount of Measure B (MB) Bicycle and Pedestrian Safety Funds did your agency receive and expend (on an accrual basis)?

Fill in the boxes below. **These numbers must match your agency's compliance audit report and your Table 1 Attachment (see below).** Note: Interest/Other Income includes interest on unspent Measure B balances and other Measure B income, such as grant funds.

09-10 Unspent MB Balance*	FY 10-11 MB Revenues	Interest/Other MB Income (Table 1 Column L)	FY 10-11 MB Expenditures (Table 1 Column K)	Ending MB Balance
\$2,018,870.28	\$522,851.19	\$180,219.10	\$580,352.61	\$1,989,290.40

*This number should match the ending MB balance reported in 2010.

3. What amount of non-Measure B Bicycle and Pedestrian Program revenues did your agency receive during FY 10-11? Fill in the box below if you received non-Measure B funds.

Non-Measure B Revenues (Table 1 Column M)
\$2,097,469.30

- 3A. List the specific types of non-Measure B funding your agency received.
(max. 255 characters)

Safe Routes to School Grant Funds, Association of Bay Area Governments Bay Trail project grant, SAFETEA Federal grant, Gas Tax, and Redevelopment funds.

- 4. If your agency's ending MB balance was greater than zero, why do you have this reserve and how do you plan to spend these dollars?** For instance, if you are saving a percentage of funding for certain purposes, what percentage are you saving and what types of projects or programs will those dollars fund? See also questions 4A and 4B. *(max. 500 characters)*

Revenues balance exceeds the expenditures because most of the projects are under design or in construction and have not been completed thus a balance remains. One project has been delayed due to permitting process. Also, the City plans to spend the remaining balance/funds on specific projects listed in item 4(a) below.

- 4A. List future planned Bike/Ped projects and/or programs funded by MB reserves.** If your agency has reserve MB funds, **as reflected in your audit**, describe your plan for the entire Measure B Bicycle and Pedestrian Safety Funds balance. Describe the planned projects and/or programs and the projected schedule in the chart below. If your agency has undesignated reserve MB funds, complete question 4B. In question 10, list Measure B projects not funded by reserves.

Planned Projects Funded by Measure B Reserves

Project	Anticipated Spend Date	MB Amount	Comments	City or Agency-approved? (Yes or No)
Central-Gomes Park Xing	06/03/13	\$477,942.00	Project ongoing.	Yes
Bicycle-Ped Projects PWCs +	12/31/12	\$199,422.00	Annual ongoing charges.	Yes
Traffic Safety Education	06/30/12	\$53,780.00	Annual education.	Yes
UPRR Corridor Trail	12/31/12	\$10,344.00	Project ongoing.	Yes
Mission Blvd Imp (I-680)	09/01/13	\$412,955.00	Project ongoing.	Yes
Walnut-Argonaut Ln Reduc	12/01/14	\$48,764.00	Project ongoing.	Yes
Mission Blvd Sidewalk/Signal	12/01/11	\$38,599.00	Complete, Warranty Pd	Yes
Deep Crk Ped Improv	06/30/12	\$105,000.00	Project ongoing.	Yes
Irvington Area Ped Improv	09/30/12	\$23,336.00	Project ongoing.	Yes
E Warren Sidewalk	09/01/13	\$367,190.00	Project ongoing.	Yes
Bay Trail Alternative Study	03/30/12	\$16,323.00	Project ongoing.	Yes
Cedar Street Sidewalk	12/31/11	\$142,767.00	Project ongoing.	Yes
Alder-Frobisher Sidwalk	12/31/12	\$90,000.00	Project ongoing.	Yes
BART Bike Locker	04/30/12	\$9,338.00	Project ongoing.	Yes
Total:		\$1,995,760.00		

- 4B. Describe undesignated funds.** If your agency has undesignated Measure B funds, describe your process to allocate these funds and describe in detail your plan and time frame for using those funds. In addition, if you plan to use reserves, will this require additional agency approvals, and if so, what is your approval process? *(max. 500 characters)*

All Measure B funds are designated and or programmed through the City's Capital Improvement Program and Projects process which commits funds through 2 years out and plans projects and program expenditures to 5 years out.

5. If applicable, why were the reported expenditures in FY 10-11 more than the amount of Measure B funds the agency received in FY 10-11? For instance, if your agency faced a funding shortage, how did you use reserve Measure B funds from a previous fiscal year(s)? (max. 500 characters)

FY 10-11 Measure B expenditures were more than FY 10-11 Measure B funds received because reserve Measure B funds from a previous fiscal was expended.

6. Did your agency publish articles that highlight Bike/Ped projects and programs funded by Measure B in an agency or Alameda CTC newsletter?

☒ Yes
☐ No

If yes, include a copy of the newsletter(s) in Attachment A and list the publication(s) and date(s) below.

Publication(s) and Date(s):

Fremont City News for Winter 2010 and Summer 2011

7. Did your agency include a description of the Bike/Ped projects and programs funded by Measure B on its website?

☒ Yes
☐ No

If yes, include a printout of the website in Attachment A and provide the URL below that contains updated and accurate project information.

Website Address:

<http://www.fremont.gov/index.aspx?NID=646>

8. Did your agency use signage that indicates use of Measure B funds for its Bike/Ped projects and programs?

☒ Yes
☐ No

If yes, include photos of the signage in Attachment A and describe the signage below.

Signage Description (max. 255 characters):

Measure B magnet signs were placed on vehicles inspecting Measure B projects in general. Signage shown in Attachment A is for the Cedar Street Sidewalk Improvement project.













9. What type of Bike/Ped projects and programs did Measure B fund?

To answer this question, complete the Table 1 **Bike-Ped Safety** tab in the Excel workbook. Describe in Table 1 the projects and/or programs implemented with Measure B Bicycle and Pedestrian Safety Funds in FY 10-11. Include up to two photographs in Attachment A.

- 9A.** Alameda CTC uses the data from Table 1 to monitor compliance with the Master Program Fund Agreement requirement for bicycle/pedestrian safety funds: "Once approved by the City Council or Board of Supervisors, a list of high priority bike and pedestrian projects shall be submitted to Alameda CTC prior to construction." If your agency expended funds on any projects not approved by your governing board in advance (as indicated in **Column P of Table 1**), please explain how your agency prioritized the projects with public input. (max. 500 characters)

- 10. Beyond your planned reserve expenditures, what future Bike/Ped projects and programs does your agency plan to use Measure B funds to implement?** Provide a list of planned future projects and/or programs approved by your governing board that your agency plans to implement with Measure B Bicycle and Pedestrian Safety Funds. As per the Master Program Fund Agreement, all projects and programs that use Measure B Bicycle and Pedestrian Safety Funds must receive governing board approval, and your agency must submit the project list to Alameda CTC prior to implementation. A complete response to questions 10 and 10A will fulfill this requirement. You may also add projects and programs at other times during the year, via written communication with Alameda CTC. Do not include bicycle and pedestrian Measure B grant-funded projects, unless your agency uses both pass-through and grant funds for the projects.

Planned Projects Funded by Measure B

Project	Anticipated Spend Date	MB Amount	Comments
Bikeway Wayfinding Sign Proj. 	06/03/16	\$43,000.00	2 separate projects described.
Citywide Bike Parking Proj. 	06/30/16	\$462,000.00	2 separate projects described.
Citywide Curb, Ramp & 	06/30/16	\$370,000.00	2 separate projects described.
Emilia Lane Sidewalk & 	06/30/16	\$563,000.00	2 separate sidewalk projects described on 
Fourier Avenue Sidewalk 	06/30/16	\$250,000.00	
Fremont Blvd/Alder Traffic 	12/31/14	\$65,000.00	
Frobisher Dr Sidewalk & 	06/30/16	\$190,000.00	2 separate project described.
Alder Avenue Improvements 	12/31/15	\$240,000.00	2 separate sidewalk projects described on 
Speed Lumps Near 	12/31/15	\$150,000.00	
Walnut & Gallaudet 	12/31/15	\$120,000.00	
Bicycle Master Plan Update	06/30/16	\$70,000.00	
Total:		\$2,523,000.00	

- 10A. Describe the governing board approval for future planned projects and/or programs.** List the approval date of any resolutions. As applicable, describe the types of documents adopted by the resolution(s). Examples include a bicycle and/or pedestrian plan, capital improvement plan, prioritized project list, etc. For the time period, as applicable, describe the time period(s) covered by the document(s) adopted by the resolution(s).

Resolution date(s):	Bike Master Plan adopted 9/05, Pedestrian Master Plan Adopted 12/07, 2011-16 CIP Approved by Council June 2011.	+
Document(s) type(s):	2005 Bicycle Master Plan, 2007 Pedestrian Master Plan, 2011-16 Capital Improvement Plan (Bike Master Plan Update anticipated adoption Dec 2011 or Jan 2012)	+
Time period(s):	Bicycle Master Plan and Pedestrian Plan are updated every 5 years, Capital Improvement Plan Updated every 2 years.	+

- 11. Provide additional Bicycle and Pedestrian Program information, if necessary.** If you need more room to add information for any question you answered or to further explain Measure B expenditures for any of your programs, please reference which program (and question, if applicable) below. *(no character limit)*

Local Streets and Roads (LSR) Program Report Summary

1. Did your agency receive Measure B Local Streets and Roads Funds in the reporting period of July 1, 2010 through June 30, 2011?

- ☒ Yes (Complete this section and continue on.)
☐ No (Do not complete this section and continue on.)

LSR Agency Contact Name:

Craig Covert, Associate Civil Engineer

Phone Number:

510-494-4785

Fax:

510-494-4751

E-mail:

ccover@fremont.gov

2. During fiscal year 2010–2011 (FY 10-11), what amount of Measure B (MB) Local Streets and Roads Funds did your agency receive and expend (on an accrual basis)?

Fill in the boxes below. **These numbers must match your agency's compliance audit report and your Table 1 Attachment (see below).** Note: Interest/Other Income includes interest on unspent Measure B balances and other Measure B income, such as grant funds.

09-10 Unspent MB Balance*	FY 10-11 MB Revenues	Interest/Other MB Income (Table 1 Column L)	FY 10-11 MB Expenditures (Table 1 Column K)	Ending MB Balance
\$2,925,991.21	\$1,789,972.01	\$40,974.93	\$1,303,766.79	\$3,453,171.36

*This number should match the ending MB balance reported in 2010.

3. What amount of non-Measure B LSR Program revenues did your agency receive during FY 10-11? Fill in the box below if you received non-Measure B funds.

Non-Measure B Revenues (Table 1 Column M)
\$5,405,178.68

- 3A. List the specific types of non-Measure B funding your agency received.
(max. 255 characters)














Gas tax, rubber grant, Traffic Congestion Relief, Prop 1B, and Redevelopment funds.

- 4. If your agency's ending MB balance was greater than zero, why do you have this reserve and how do you plan to spend these dollars?** For instance, if you are saving a percentage of funding for certain purposes, what percentage are you saving and what types of projects or programs will those dollars fund? *(max. 500 characters)*

The City Asphalt Overlay Project, a significant project with encumbered MB funds, was delayed in late 2010 due to cool weather. The project resumed in May 2011 but even so, the project was not completed until after June 30, 2011, reducing the MB fund expenditure during FY 10/11. Also, the Niles Blvd. project was delayed due to utility relocations. The City intends to spend remaining MB funds on the specific projects outlined in the CIP plan (see Attachment B) and as enumerated below.

- 4A. List future planned Bike/Ped projects and/or programs funded by MB reserves.** If your agency has reserve MB funds, **as reflected in your audit**, describe your plan for the entire Measure B Local Streets and Roads Funds balance. Describe the planned projects and/or programs and the projected schedule in the chart below. If your agency has undesignated reserve MB funds, complete question 4B. In question 12, list Measure B projects not funded by reserves.

Planned Projects Funded by Measure B Reserves

Project	Anticipated Spend Date	MB Amount	Comments	City or Agency-approved? (Yes or No)
				
BART Extension - Amt 	06/30/12	\$101,370.00		Yes
Cape Seal - Amt remaining 	06/30/12	\$154,035.00		Yes
Overlay - Amt remaining as 	06/30/12	\$1,633,777.00		Yes
Underground PG&E - Amt 	06/30/12	\$84,163.00		Yes
Traffic Service Operations - 	06/30/12	\$94,057.00		Yes
Dumbarton Rail Project - 	06/30/12	\$37,352.00		Yes
Signal Coordination - Amt 	06/30/12	\$129,572.00		Yes
Niles Blvd. Roadway Imps. 	06/30/12	\$660,624.00		Yes
Street Light Stds. Study - 	06/30/12	\$53,276.00		Yes
Congestion Mgt. Program - 	06/30/12	\$77,695.00		Yes
Tupelo SD Repair - Amt 	06/30/12	\$399,514.00		Yes
Niles Cyn Truck Prohibition 	06/30/12	\$27,736.00		Yes
Total:		\$3,453,171.00		

- 4B. Describe undesignated funds.** If your agency has undesignated Measure B funds, describe your process to allocate these funds and describe in detail your plan and time frame for using those funds. In addition, if you plan to use reserves, will this require additional agency approvals, and if so, what is your approval process? *(max. 500 characters)*

5. If applicable, why were the reported expenditures in FY 10-11 more than the amount of Measure B funds the agency received in FY 10-11? For instance, if your agency faced a funding shortage, how did you use reserve Measure B funds from a previous fiscal year(s)? (max. 500 characters)

6. Did your agency publish articles that highlight LSR projects and programs funded by Measure B in an agency or Alameda CTC newsletter?

☒ Yes
☐ No

If yes, include a copy of the newsletter(s) in Attachment B and list the publication(s) and date(s) below.

Publication(s) and Date(s): City News, Spring 2011

7. Did your agency include a description of the LSR projects and programs funded by Measure B on its website?

☒ Yes
☐ No

If yes, include a printout of the website in Attachment B and provide the URL below that contains updated and accurate project information.

Website Address: <http://fremont.gov/index.aspx?nid=993>

8. Did your agency use signage that indicates use of Measure B funds for its Local Streets and Roads projects and programs?

☒ Yes
☐ No

If yes, include photos of the signage in Attachment B and describe the signage below.

Signage Description (max. 255 characters):

Yes, project signs were placed as noted in Attachment B and the City inspector's vehicles were equipped with signs.

9. What is the certified number of road-miles within the city's jurisdiction? This figure must be consistent with the number of miles reported to state and federal agencies: 493

- 9A. List the average pavement condition index (PCI) for the local streets in your city's jurisdiction. This figure must be consistent with the information available in Metropolitan Transportation Commission's 2011 Pothole Report for the year 2010, table "PCI for Bay Area Jurisdictions, 2006-2010" (pages 15-18). For more information, visit http://www.mtc.ca.gov/library/pothole_report/Pothole_Report_2011.pdf. 64

10. What is your jurisdiction's current population? This figure should reflect the population as of January 1, 2011:

11. What type of LSR projects and programs did Measure B fund?

To answer this question, complete the Table 1 **Local Streets and Roads** tab in the Excel workbook. Describe in Table 1 the projects and/or programs implemented with Measure B LSR Funds in FY 10-11. Include up to two photographs in Attachment B.

12. Beyond your planned reserve expenditures, what future LSR projects and programs does your agency plan to use Measure B funds to implement? Provide a list of planned future projects and/or programs using Measure B LSR Funds and the projected schedule in the chart below.

Planned Projects Funded by Measure B

Project	Anticipated Spend Date	MB Amount	Comments
Slurry Seal	FYs 11 - 16	\$150,000.00	Per adopted CIP 11/12-15/16
Overlay	FYs 11 - 16	\$4,150,000.00	Per adopted CIP 11/12-15/16
Traffic Service Operations	FYs 11 - 16	\$1,150,000.00	Per adopted CIP 11/12-15/16
Dumbarton Rail Project	FYs 11 - 16	\$75,000.00	Per adopted CIP 11/12-15/16
Signal Coordination	FYs 11 - 16	\$350,000.00	Per adopted CIP 11/12-15/16
Congestion Mgt Program	FYs 11 - 16	\$1,500,000.00	Per adopted CIP 11/12-15/16
CIP Management	FYs 11 - 16	\$262,000.00	Per adopted CIP 11/12-15/16
Total:		\$7,637,000.00	

- 13. Provide additional Local Streets and Roads Program information, if necessary.** If you need more room to add information for any question you answered or to further explain Measure B expenditures for any of your programs, please reference which program (and question, if applicable) below. *(no character limit)*

Paratransit Program Report Summary

1. Did your agency receive Measure B Paratransit Funds in the reporting period of July 1, 2010 through June 30, 2011?

☒ Yes (Complete this section and continue on.)
☐ No (Do not complete this section and continue on.)

Paratransit Agency Contact Name:

Shawn Fong, Management Analyst II

Phone Number:

510-574-2033

Fax:

510-574-2054

E-mail:

sfong@fremont.gov

2. During fiscal year 2010–2011 (FY 10-11), what amount of Measure B (MB) Paratransit Funds did your agency receive and expend (on an accrual basis)? Fill in the boxes below. *These numbers must match your agency's compliance audit report and your Table 1 Attachment (see below).* Note: Interest/Other Income includes interest on unspent Measure B balances and other Measure B income, such as grant funds.

09-10 Unspent MB Balance*	FY 10-11 MB Revenues	Interest/Other MB Income (Table 1 Column M)	FY 10-11 MB Expenditures (Table 1 Column L)	Ending MB Balance
\$125,057.26	\$661,237.40	\$99,976.19	\$667,322.75	\$149,419.70

*This number should match the ending MB balance reported in 2010.

3. What amount of non-Measure B Paratransit Program revenues did your agency receive during FY 10-11? Fill in the box below if you received non-Measure B funds.

Non-Measure B Revenues (Table 1 Column N)
\$68,093.00

- 3A. List the specific types of non-Measure B funding your agency received. (max. 255 characters)

\$38,767 in CDBG funds were leveraged with MB funds to support the meal delivery component of the program. Additionally, \$29,326 in passenger fares collected and reported as non-Measure B revenue. Please see note re: Non-Measure B revenues under Q#18.

4. What additional Measure B revenues did your agency receive to support your base paratransit program in FY 10-11? Fill in the boxes below if you received these funds.

Minimum Service Level Funds	Stabilization Funds
\$0.00	\$0.00

- 5. If your agency's ending MB balance was greater than zero, explain why you have this reserve and how you plan to spend these dollars. In the future, how do you plan to use undesignated reserve Measure B funds?** Fill in the boxes below with any operating or capital Measure B reserves, and fill in the table under question 5A.

Operating Reserve <i>(eligible for up to three months of service funds)</i>	Capital Reserve <i>(may be held for up to three years)</i>	Date of Capital Reserve Initiation	Undesignated Funds <i>*(End MB – (operations + capital) = Undesignated)</i>
\$149,419.70	\$0.00		\$0.00

- 5A. List future planned Paratransit projects and/or programs funded by MB operating or capital reserves.** If your agency has reserve MB funds, **as reflected in your audit**, describe your plan for the entire Measure B Paratransit Funds balance. Describe the planned projects and/or programs and the projected schedule in the chart below. If your agency has undesignated reserve MB funds, complete question 5B. In question 17, list Measure B projects not funded by reserves.

Planned Projects Funded by Measure B Reserves

Project	Anticipated Spend Date	MB Amount	Comments	City or Agency-approved? (Yes or No)
Paratransit Services	06/30/14	\$149,419.70	Operating reserve	Yes
Total:		\$149,419.70		

- 5B. Describe undesignated funds.** If your agency has undesignated Measure B funds, describe your process to allocate these funds and describe in detail your plan and time frame for using those funds. In addition, if you plan to use reserves, will this require additional agency approvals, and if so, what is your approval process? *(max. 500 characters)*

Not applicable.

- 6. If applicable, why were the reported expenditures in FY 10-11 more than the amount of Measure B funds the agency received in FY 10-11?** For instance, if your agency faced a funding shortage, how did you use reserve Measure B funds from a previous fiscal year(s)? (max. 500 characters)

\$6,085.35 was spent from our operating reserves/FY09/10 Measure B balance of \$125,057.26 .

- 7. What were your operating expenses in FY 10-11 by category?** Fill in the boxes below. Provide additional information if you had contract or miscellaneous expenditures.

Labor, Fringe (for recipient staff)	Admin. Costs (for printing, postage, supplies, etc.)	Contracts (see 6A below)	Transportation (expenses recipients paid, not included in contracts)
\$208,640.32	\$23,793.14	\$383,429.29	\$4,000.00
Taxi Reimbursement	Meal Delivery	EBP Ticket Purchase	Miscellaneous (see 6B)
\$0.00	\$47,460.00	\$0.00	\$0.00
Total Operating Expenses (sum of all eight categories)			
\$667,322.75			

- 7A. List the contracted firms below, and if more than one, list the amount your agency paid to each.** (max. 255 characters)

MV Transportation: \$379,901.29
Afghan Elderly Association: \$3,528.00

- 7B. Describe any miscellaneous expenditures below; include the amounts for each item.** (max. 255 characters)

Not applicable.

- 8. Of these total expenditures, what amount was allocated for the following?** Fill in the boxes below.

Management (oversight, planning, budgeting, etc.)	Customer Service and Outreach Activities	Trip Provision (direct or contracted taxis, vans, shuttles, etc.)
\$74,652.74	\$132,128.07	\$413,081.94

- 9. What were your Measure B capital expenditures in FY 10-11?** Fill in the box below and describe the expenditures in question 8A.

Total Capital Expenditures
\$0.00

- 9A. Describe capital expenditures, such as purchase of vehicles or durable equipment, below.**
(max. 255 characters)

Not applicable.

- 10. What were your net revenues?** The box below autopopulates based on previous entries and should equal the difference between the total Measure B plus non-Measure revenues and the total Measure B plus non-Measure B expenditures.

Net Revenues
\$161,983.84

- 11. Does your agency have service quality data available about reservations and trips?** If so, enter the data, which may be from consumer surveys or vendors, in the applicable boxes.

Cancelled Trip Reservations (percent)	Passenger No-shows (percent)	On-time Pickups (percent)	Late Pickups (percent)	Missed Trips, Provider No-shows* (percent)	Average Ride Time (minutes)
16 %	3 %	99 %	1 %	0 %	20

*Includes very late pickups

- 12. Does your agency have service quality data available about ridership?**
If so, enter the data in the applicable boxes below.

Number of Registered Riders	Number of Riders Added to Program in FY 10-11	Number of Riders on Wait List	Number of Accidents and Incidents*
1,966	441	0	0

*Report incidents resulting in any of the following: a fatality other than a suicide, injuries requiring immediate medical attention away from the scene for two or more persons, property damage equal to or exceeding \$7,500, an evacuation due to life safety reasons, or a collision at a grade crossing.

12A. If any aspect of your responses to questions 11 or 12 needs clarifying, please explain below. (max. 550 characters)

Not applicable.

13. Did your agency publish articles that highlight Paratransit projects and programs funded by Measure B in an agency or Alameda CTC newsletter?

- ☒ Yes
☐ No

If yes, include a copy of the newsletter(s) in Attachment D and list the publication(s) and date(s) below.

Publication(s) and Date(s): Lifelines, Autumn 2010; Tri-City Voice, March 25, 2011

14. Did your agency include a description of the Paratransit projects and programs funded by Measure B on its website?

- ☒ Yes
☐ No

If yes, include a printout of the website in Attachment D and provide on the next page the URL that contains updated and accurate project information.

Website Address: <http://www.fremont.gov/index.aspx?NID=221>

15. Did your agency use signage that indicates use of Measure B funds for its Paratransit projects and programs?

- ☒ Yes
☐ No

If yes, include photos of the signage in Attachment D and describe the signage below.

Signage Description (max. 255 characters):

All vehicles used for the Fremont Paratransit Program have a decal on the rear of the vehicle that includes the slogan "Your Measure B Tax Dollars Help Fund the Operations of this Vehicle!" & the ACTIA logo and website information. See attachment D.

16. What type of Paratransit projects and programs did Measure B fund?

To answer this question, complete the Table 1 **Paratransit** tab in the Excel workbook. Describe in Table 1 the projects and/or programs implemented with Measure B Paratransit Funds in FY 10-11. Include up to two photographs in Attachment D.

- 17. Beyond your planned reserve expenditures, what future Paratransit projects and programs does your agency plan to use Measure B funds to implement?** Provide a list of planned projects and/or programs using Measure B Paratransit Pass-through Program Funds and the projected schedule in the chart below. Do not include grant-funded projects, unless your agency uses both Measure B pass-through and grant funds for the project.

Planned Projects Funded by Measure B

Project	Anticipated Spend Date	MB Amount	Comments
Paratransit Services	06/30/12	\$715,281.00	Inc. door-to-door and group trips
Meal Delivery	06/30/12	\$47,460.00	
Total:		\$762,741.00	

- 18. Provide additional Paratransit Program information, if necessary.** If you need more room to add information for any question you answered or to further explain Measure B expenditures for any of your programs, please reference which program (and question, if applicable) below. *(no character limit)*

Per our phone and email correspondence with Tamara Halbritter, the following items were recommended by ACTC to be handled and reported in the Paratransit Program Report Summary and Paratransit Table 1 as follows:

Question 2 Notations:

Interest and Other Measure B income (Table 1, Column M): The \$99,976.19 reported includes \$1,121.79 of interest and \$98,854.40 of Measure B Gap Grant funds for the VIP Rides Program and Tri-City Travel Training Program. Gap grant funds were then reflected as expenditures for these two programs in Column M in the Paratransit Table. Interest was not reported on Table 1, Column M.

FY10-11 MB Expenditures (Table 1, Column L): Per instruction from CTC staff, only Measure B pass-through expenditures are entered here (\$667,322.75).

Ending Measure B Balance: The \$149,419.70 reported is the sum of the 09-10 Unspent Balance (\$125,057.26) + FY 10-11 MB Pass-Through Revenues (\$661,237.40), Interest (\$1,121.79), Fares Collected (reported in Question 3 , \$29,326.00) minus FY10-11 Measure B Pass-Through Expenditures (\$667,322.75).

Question 3 Notations:

The \$68,093 of Non-Measure B Revenues reported in the PDF report were reported as \$38,767 in non-Measure B expenditures for the Meal on Wheels Program (CDBG leveraged funds) in Paratransit Table 1, Column N and \$29,326 in fares under Paratransit Table 1, Column O.

Question 5 and 5A:

The ending Measure B balance of \$149,419.70 serves as the Paratransit Program's operating reserves. This amount falls within the guidelines set by CTC for operating reserves. The operating reserves will be used over next fiscal year and additional fiscal years to come to cover costs of operating the City's Paratransit Services. The anticipated spend down date of 6/30/14 is an educated guess as the actual spend down date will be determined by service costs and actual Measure B revenues received. Maintaining an ongoing operating reserve is essential for the fiscal health and stability of the paratransit program. The operating reserve helps to mitigate unexpected costs to the program due to such factors as decreased Measure B revenues or increases in vendor contract costs, while keeping service levels stable.

This page intentionally left blank.

Note: Definitions for each drop-down menu appear as Comments (scroll over the column title or in the Review mode, choose "Show All Comments"). The document is set up to print Comments at the end.

Project Description				Status	Deliverables		Expenditures				Approvals and Plans					
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K*	Column L*	Column M	Column N	Column O	Column P	Column Q
Project Category Drop-down Menu	Project Phase Drop-down Menu	Project Type Drop-down Menu	Project Name	Project Description	Project Benefits (describe how the project improvements benefit the implementation area)	Project Status (at the end of FY 10-11) Drop-down Menu	Quantity Completed in FY 10-11 (total number of bike lane miles, sidewalk sq. ft., bike parking spaces, etc.)	Units for Quantity Drop-down Menu	Description (other details about unit or quantity)	Measure B Bike/Ped Pass-through Expenditures in FY 10-11	Other Measure B Funds Expended on Project in FY 10-11 (grants, local streets roads funds, etc.)	Other Non-Measure B Funds Expended on Project in FY 10-11	Total Project Cost in FY 10-11 (columns K+L+M = N)	Was Over \$50K of This Project on an Individual Contract? (If yes, list contract amount)	Did Governing Board Approve the Project? Drop-down Menu	Is the Project in a Countywide Plan? If So, Which Plan? Drop-down Menu
	Construction (includes PS&E)	Multituse Paths (Class I)	PWC8381- Central Park/Gomes Pk RR Xings	Project involves construction of at-grade pedestrian, bicycle and service vehicle railroad crossing at UPRR/Mission Creek Junction.	The proposed path and crossing will provide the required improvements for pedestrians and bicyclists to safely cross the UPRR tracks and travel between Gomes Park(Mission Valley Neighborhood) and Central Park.	Continuing or Ongoing				30,245.82	\$0.00	\$0.00	\$30,245.82		Yes	Neither Plan
				Project involves construction of curb, gutter and sidewalks, pedestrian lighting, traffic bulb outs, raised speed table, landscaping and streetscape elements.	The streetscape enhancements will improve pedestrian and bicycle access to high volume transit hubs. The traffic bulb outs and speed table will provide safer access for pedestrians and bicyclists.					0.00	\$101,280.98	\$1,916,094.63	\$2,017,375.61			
Bike and Ped	Project Completion/Closeout	Other (describe in Column E)	PWC8541-Bicycle & Ped Projects	Ongoing and annual Staff administration for the development and planning of bicycle and pedestrian projects such as grant applications & compliance, Regional, County and local Bicycle and Pedestrian Plan development and update. Bicycle and Pedestrian Committee staffing. Update and purchase of bikeway maps. Funding of miscellaneous Bicycle and Pedestrian projects such as the purchase of bike racks and bike lockers. Local fund match for grants.	Project improves bicycle and pedestrian facilities and promotes traffic safety and education.	Continuing or Ongoing				149,494.62	\$0.00	\$0.00	\$149,494.62			
Bike and Ped	Maintenance		PWC8616-Traffic Safety/Education Program	Conduct school traffic workshops and bicycle rodeos to schools per Pedestrian and Bicycle Master Plan recommendations. Program is an ongoing annual education program.	Teach traffic safety to children grades pre-school thru 6th grade in an effort to reduce accidents and injuries.	Continuing or Ongoing	33 School traffic safety workshops and 35 traffic safety rodeos completed.			\$65,244.94	\$0.00	\$0.00	\$65,244.94		Yes	Both Plans
Bike and Ped	Operations					Continuing or Ongoing									Yes	Both Plans

ACTIA Programs Annual Compliance Report 2009-2010 Reporting Year
Bicycle and Pedestrian Safety Table 1: Summary of Expenditures and Accomplishments

	Scoping, Feasibility, Planning	Multituse Paths (Class I)	PWC8617-UPRR Corridor Trail Study	Trail feasibility study to evaluate a central north- south trail connecting the trail to major east-west arterials. Feasibility study completed. Remaining funds to be used for staff time in pursuing grant funds and preliminary engineering for Segments 1 of 2 of trail.	Project will benefit bicyclists and pedestrians by providing a safe north- south multi-use trail through central Fremont providing connections to activity centers and transit sites.	Continuing or Ongoing				24,778.16	\$0.00	\$0.00	\$24,778.16		Yes	Neither Plan
Bike and Ped		Other (describe in Column E)	PWC8618-School Traffic Safety	Capital Improvements to implement traffic calming devices to improve pedestrian safety in the vicinity of elementary schools. This Project was closed out in 2010-11 and two projects created from the funds which are as follows: 1) Speed Lumps near Elementary Schools; 2) Walnut & Gallaudet Pedestrian Improvements.	Project will benefit students traveling to and from their elementary schools by implementing traffic calming devices such as speed lumps that will slow auto traffic resulting in improved traffic safety and potentially encourage more students to walk and/or bicycle to school.	Closed Out in FY 10/11				557.65	\$0.00	\$0.00	\$557.65		Yes	Ped Plan
Bike and Ped	Project Completion/Closeout		PWC8645-Citywide Bicycle Parking Facility	Install 91 bicycle racks and 4 quad electronic bike lockers citywide. Measure B funding portion of project completed.	Provides safe and secure bike parking facilities for bicyclists.	Closed Out in FY 10/11		91 Bike Parking Spaces	4 quad or 16 total electronic bike parking spaces.	720.68	\$0.00	\$0.00	\$720.68		Yes	Bike Plan
		Sidewalks and Ramps	PWC8663-Mission Blvd Imp (I680- Mission Creek)	Construction of new sidewalk, curb and gutter and intersection curb ramps. Preliminary engineering underway. Estimated construction completion 8-13.	The project benefits pedestrians by providing separate pedestrian pathway/sidewalk and intersection curb ramps in order to improve pedestrian safety and access on Mission Boulevard.					369.71	\$0.00	\$0.00	\$369.71			
Bike and Ped	Scoping, Feasibility, Planning	Pedestrian Crossing Improvements	PWC8664-Mission/Briscoll Ped Signal Improvement. Note that this project is the same as PWC 8691 below and was closed out.	Construction new ADA curb ramps, install new pedestrian push buttons, pedestrian signals and south side crosswalk.	The project benefits pedestrians by providing a south side cross walk in order to improve pedestrian safety and access on Mission Boulevard.	Continuing or Ongoing				2,781.10	\$0.00	\$0.00	\$2,781.10		Yes	Neither Plan
Pedestrian	Project Completion/Closeout	Sidewalks and Ramps	PWC8667-Pedestrian Accessibility Improvements	Construction of new ADA curb ramps.	Project benefits pedestrians and non motorized users to access sidewalks at intersection locations.	Closed Out in FY 10/11				110,110.35	\$0.00	\$0.00	\$110,110.35		Yes	Neither Plan
Pedestrian	Project Completion/Closeout					Closed Out in FY 10/11									Yes	Ped Plan

ACTIA Programs Annual Compliance Report 2009-2010 Reporting Year
Bicycle and Pedestrian Safety Table 1: Summary of Expenditures and Accomplishments

Bike and Ped	Construction (includes PS&E)	Traffic Calming	PWC8665-Walnut/Argonaut Lane Reduction	Project involves new roundabout at Walnut/Argonaut Parkhurst, road diet from 4 lanes to 2 lanes, on-street parking and retaining bike lanes. HSP grant of \$517,680 received for project. Measure B funds appropriated for this project is for traffic study and local match for HSIP Grant fund received	Improve bicycle and pedestrian safety at intersection crossing, slow traffic speeds on Walnut Avenue and Argonaut Way.	Continuing or Ongoing				19,615.89	\$0.00	\$0.00	\$19,615.89		Yes	Ped Plan
				Project involves new roundabout at Walnut/Argonaut Parkhurst, road diet from 4 lanes to 2 lanes, on-street parking and retaining bike lanes. HSP grant of \$517,680 received for project. Measure B funds appropriated for this project is for traffic study and local match for HSIP Grant fund received	Improve bicycle and pedestrian safety at intersection crossing, slow traffic speeds on Walnut Avenue and Argonaut Way.	Continuing or Ongoing	7,000 Square Feet	Sidewalk, 4 curb ramps, 2 pedestrian push buttons, 2 pedestrian signal heads and south side crosswalk.	39,772.79	\$0.00	\$139,259.73	\$179,032.52			Yes	Ped Plan
Pedestrian	Project Completion/Closeout	Sidewalks and Ramps	PWC8691-Mission Blvd Sidewalk/Signal	Construction of approximately 1,000' new sidewalk on west side of Mission Boulevard beginning south of Driscoll Road and pedestrian crossing signal improvements at Mission/Driscoll. Project completed in 2011.	Project benefits pedestrians/students by providing sidewalk on Mission Boulevard in the vicinity of Mission San Jose HS and Hopkins Jr. High.	Continuing or Ongoing			28,036.04	\$35,380.55	\$0.00	\$63,416.59			Yes	Neither Plan
				Installation of new accessible push buttons, count down ped signals, new ADA ramps at some or all of the project locations. Installation of bulb outs at Clough intersection and lane improvements at Fremont/Washington. Measure B competitive grant funds awarded to the City of \$342,000. Measure B Bike and Ped funds appropriated for this project is for local match	Project would benefit pedestrians and motorists and transit users by improving accessibility and safer pedestrian crossing at the 6 project/intersection locations.	Continuing or Ongoing										
Pedestrian	Construction (includes PS&E)	Sidewalks and Ramps	PWC8704-Irvington Area Pedestrian Improvements	Project involves construction of new sidewalk on E. Warren Avenue from Yakima Drive to West of I-680. Sidewalk is en-route to James Leitch Elementary School. Estimated completion 9/13.	The project benefits pedestrians by providing separate pedestrian pathway/sidewalk on East Warren Avenue closing a sidewalk gap between Yakima Drive and west of I-680.	Continuing or Ongoing			17,809.69	\$0.00	\$0.00	\$17,809.69			Yes	Ped Plan
Bike and Ped	Construction (includes PS&E)	Sidewalks and Ramps	PWC8706-East Warren Ave Sidewalk	Project involves construction of new sidewalk on E. Warren Avenue from Yakima Drive to West of I-680. Sidewalk is en-route to James Leitch Elementary School. Estimated completion 9/13.	The project benefits pedestrians by providing separate pedestrian pathway/sidewalk on East Warren Avenue closing a sidewalk gap between Yakima Drive and west of I-680.	Continuing or Ongoing									Yes	Neither Plan

Note: Definitions for each drop-down menu appear as Comments (scroll over the column title or in the Review mode, choose "Show All Comments"). The document is set up to print Comments at the end.

Project Description					Status	Deliverables		Expenditures					
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column J	Column K	Column L	Column M	Column N	Column O
Project Category Drop-down Menu	Project Phase Drop-down Menu	Project Type Drop-down Menu	Project Name	Project Description	Project Benefits (describe how the project improvements benefit the implementation area)	Project Status (at the end of FY 10-11) Drop-down Menu	Quantity Completed in FY 10-11 (total number of street lane miles, intersections, signal improvements, etc.)	Description (other details about unit or quantity)	Measure B Local Streets and Roads Pass-through Expenditures in FY 10-11	Other Measure B Funds Expended on Project in FY 10-11 (grants, bike/ped funds, etc.)	Other Non-Measure B Funds Expended on Project in FY 10-11	Total Project Cost in FY 10-11 (columns K+L+M = N)	Was Over \$50K of This Project on an Individual Contract? (if yes, list contract amount)
Streets and Roads	Scoping, Feasibility, Planning	Other (describe in Column E)	PWC7946-East-West Connector	A new Route 84 project is part of the 1986 Measure B Expenditure Plan. The East-West Connector Project is a 3.0-mile roadway project that would provide improved east-west access between Interstate 880 (I-880) on the west and Mission Boulevard (State Route 238) on the east in south Alameda County.	In addition to improved east-west access, the project would provide sewer, water, and storm water infrastructure improvements along the entire project length. Upon completion there would be a continuous bike and pedestrian corridor from just east of I-880 to Mission Boulevard.	Continuing or Ongoing	0		\$74,040.20	\$0.00	\$43,928.97	\$117,969.17	
			Other (describe in Column E)										
Mass Transit	Scoping, Feasibility, Planning	Other (describe in Column E)	PWC8147-BART Extensions	BART Extension to Warm Springs is part of the 1986 Measure B Expenditure Plan. This project will facilitate the BART extension to Santa Clara County.	Provides funding for staff participation in the environmental studies and the preliminary design phases of the project.	Continuing or Ongoing			\$16,064.04	\$0.00	\$0.00	\$16,064.04	
			Street Resurfacing and Maintenance	PWC8195-Cape Seal	Application of chip seal and slurry seal to various streets throughout the City.	The project helps to maintain the existing street system by slowing down the natural deterioration of the asphalt surface, restoring and protecting the pavement surface and extending the useful life.	Continuing or Ongoing	46		\$245,775.28	\$0.00	\$1,099,974.94	\$1,345,750.22
Streets and Roads	Maintenance	Street Resurfacing and Maintenance	PWC8234-Street Overlays	Existing streets throughout the City are overlaid with conventional and rubberized hot mix asphalt.	The overlay project restores worn pavement to full serviceability. The project also upgrades curb ramps to meet ADA requirements and repairs damaged curb and gutter locations.	Continuing or Ongoing			\$156,771.71	\$0.00	\$4,194,988.84	\$4,351,760.55	
Streets and Roads	Maintenance Scoping, Feasibility, Planning	Other (describe in Column E)	PWC8289-Underground PG&E Facilities	Place existing overhead lines underground.	Improves safety and street appearance.	Continuing or Ongoing			\$10,850.67	\$0.00	\$17,026.21	\$27,876.88	
			PWC8573-Traffic Service Operations	Funds a portion of the staff time for Transportation Engineering.	Provides funding for City staff support for daily operations and maintenance of the local street system.	Ongoing		\$189,514.50	\$0.00	\$0.00	\$189,514.50		
Streets and Roads	Maintenance	Other (describe in Column E)				Continuing or Ongoing							

Page 35

ACTIA Programs Annual Compliance Report 2010-11 Reporting Year
Local Streets and Roads Table 1: Summary of Expenditures and Accomplishments

Mass Transit	Scoping, Feasibility, Planning	Other (describe in Column E)	PWC8603-Dumbarton Rail Project	Regional Measure 2 passed in March 2004 includes a project to provide a commuter rail connection across the old Dumbarton structure.	Provides funding for staff participation in the environmental studies and the preliminary engineering review and evaluation of the project's impact on Fremont.	Continuing or Ongoing			\$10,169.07	\$0.00	\$0.00	\$10,169.07	
Streets and Roads	Operations	Signals	PWC8619-Signal Coordination Program	Annual program to fund coordination of traffic signals throughout the City.	Provides funding for City staff to retine traffic signals in order to improve traffic flow and air quality.	Continuing or Ongoing	161	Signalized Intersections	\$38,984.55	\$0.00	\$0.00	\$38,984.55	
Streets and Roads	Construction (includes PS&E)	Street Resurfacing and Maintenance	PWC8666-Niles Blvd Roadway Imp	Reconstruct curbs & gutters and reconstruct pavement structural section.	Restores an old street in very poor condition to the modern standard.	Continuing or Ongoing			\$227,006.88	\$0.00	\$49,259.72	\$276,266.60	
Streets and Roads	Scoping, Feasibility, Planning	Other (describe in Column E)	PWC8668-Street Light Standards Study	Update City's street light standard.	Improve safety at various intersections.	Continuing or Ongoing			\$11,884.59	\$0.00	\$0.00	\$11,884.59	
		Other (describe in Column E)	PWC8678-Congestion Management Program	California law requires urban areas to develop and update a "congestion management program". This is a plan that describes the strategies that will be used to address congestion problems.	Provides funding for staff cost supporting th Congestion Management Program mandate.				\$319,954.92	\$0.00	\$0.00	\$319,954.92	
Streets and Roads	Scoping, Feasibility, Planning					Continuing or Ongoing							
		Other (describe in Column E)	PWC8740-Tupelo Storm Drain Repair	Correct a construction defect in a drainage line that causes water to back up in the storm drain system and cause roadway subsidence.	The project will allow the storm drain system to drain more completely, thus lowering the water surface in the system.				\$486.30	\$0.00	\$0.00	\$486.30	
Streets and Roads	Construction (includes PS&E)	Other (describe in Column E)	PWC8750-Niles Canyon Rd Truck Prohibit	Prepare a study of existing truck usage of Niles Canyon Road and the effect of prohibiting truck traffic.	To improve traffic flow and safety.	Initiated in FY 10/11			\$2,264.08	\$0.00	\$0.00	\$2,264.08	
Streets and Roads	Scoping, Feasibility, Planning					Initiated in FY 10/11							
												\$0.00	
												\$0.00	
						TOTALS:	207		\$1,303,766.79	\$0.00	\$5,405,178.68	\$6,708,945.47	\$0.00

* The dollar figures in columns K and L must be consistent with your agency's audit.

1303766.79 0 5405178.68 \$6,708,945.47

ACTIA Programs Annual Compliance Report 2010-11 Reporting Year
Paratransit Table 1: Summary of Expenditures and Accomplishments

Note: Definitions for each drop-down menu appear as Comments (scroll over the column title or in the Review mode, choose "Show All Comments"). The document is set up to print Comments at the end.

Project Description				Status	Deliverables			Expenditures and Fare Revenue								
Column A	Column B	Column C	Column D	Column E	Column F	Column G	Column H	Column I	Column J	Column K	Column L*	Column M*	Column N	Column O	Column P	Column Q
Project Category	Project Phase	Project Type	Project Name	Project Description	Project Benefits (describe how the project improvements benefit the implementation area)	Project Status (at the end of FY 10-11)	Quantity Completed in FY 10-11 (total number of one-way passenger trips, tickets purchased, etc.)	Trip Type Description (other details about trip service)	Number of Trips Funded by Measure B in FY 10-11*	Description (other details about trip or program)	Measure B Paratransit Pass-through Expenditures in FY 10-11	Other Measure B Funds Expended on Project in FY 10-11 (includes gap or MSL grants, stabilization)	Other Non-Measure B Funds Expended on Project in FY 10-11 (includes the general fund)	Fares (paid for travel including cash fares, scrip/voucher purchases, fares retained by vendors or paid by third-party sponsors)	Total Project Cost in FY 10-11 (columns L+M+N+O = P)	Was Over \$50K of This Project on an Individual Contract? (If yes, list contract amount)
Senior and Disabled Services	Drop-down Menu	Individual Demand-response Trips	Fremont Paratransit Program has two service components: 1) Door-to-Door Transportation 2) Group Trips	1) Pre-scheduled and same-day door-to-door transportation for seniors and persons with disabilities 2) Group transportation for organizations serving seniors and people with disabilities	1) Affordable and reliable door-to-door transportation for health care services, shopping, errands and other needs. 2) Group trips decrease social isolation, improve peer support networks and help individuals stay active and engaged in community activities.	Continuing or Ongoing	21,664	Lift/ramp-assisted Trips	21,664	1) 15,072 one-way trips for DTD service 2) 6,592 one way trips for Group Trip service Includes both ambulatory and lift-assisted trips for both services Unable to break out expenditures for each service as we have not been asked for this data in previous years and the service is delivered under one vendor contract on a combined revenue billing rate.	\$619,862.75	\$0.00	\$0.00	\$29,326.00	\$649,188.75	\$379,901.29
	Operations		Meals on Wheels	In-home meal delivery for frail seniors and persons with disabilities	Nutritious meals for homebound individuals	Continuing or Ongoing	57,834	Other (describe in Column K)	31,809	In-home meal delivery; number of meals delivered to Fremont residents reported	\$47,460.00	\$0.00	\$38,767.00	\$0.00	\$86,227.00	\$86,227.00
	Operations	Meal Delivery Other (describe in Column E)	VIP Rides Program	volunteer drivers/escorts accompany participants on community trips where door-through-door assistance is needed	Door-thru-door assisted transportation for seniors and persons with disabilities	Continuing or Ongoing	4,400	Other (describe in Column K)	4,400	Door-through-door assisted one-way trips using volunteer drivers and escorts	\$0.00	\$75,526.28	\$0.00	\$0.00	\$75,526.28	\$70,815.00
	Operations		Other (describe in Column E)	Tri-City Travel Training Program	Travel training workshops to teach seniors and persons with disabilities how to use public transit	More transportation options to enhance mobility of seniors and persons with disabilities	Continuing or Ongoing	18	Other (describe in Column K)	18	Five workshops conducted (6 hrs per workshop) - 53 individuals trained. Thirteen additional group training outings on public transit conducted.	\$0.00	\$23,328.12	\$0.00	\$0.00	\$23,328.12
Senior and Disabled Services	Operations					Continuing or Ongoing									\$0.00	
						TOTALS:	83,916		57,891		\$667,322.75	\$98,854.40	\$38,767.00	\$29,326.00	\$834,270.15	\$536,943.29

*Percentage of total dollars spent to Measure B funds is relative to percentage of trips provided.

(Total \$/Measure B \$) approx. = (Total trips provided/Measure B-funded trips provided).

**The dollar figures in columns L and M must be consistent with your agency's audit.

This page intentionally left blank.



Alameda CTC Citizens Watchdog Committee Meeting Minutes
Monday, December 1, 2011, 6:00 p.m., 1333 Broadway, Suite 220, Oakland

Attendance Key (A = Absent, P = Present)

Members:

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

Staff:

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

1. Welcome and Introductions

Chair Paxson called the meeting to order at 6:05 p.m. He stated that when enough CWC members arrived to achieve a quorum, they would do the welcome, introductions, and approval of the minutes. The meeting began with Agenda Item 4.

James welcomed the new CWC member Petra Brady, appointed by the Alameda County Mayors' Conference for District 4.

2. Public Comment

There were no public comments.

3. Approval of June 13, 2011 and July 11, 2011 Minutes

A CWC member requested a correction to the July 11, 2011 minutes to show that the CWC Annual Report Public Hearing closed at 6:35 p.m. not 6:45 p.m., as stated. CWC members also requested that staff distribute the minutes in advance of the next meeting. Currently, the chair receives a draft copy of the minutes to prepare for the Commission meeting. Alameda CTC agreed to send a copy of the minutes to the CWC members when the chair receives a copy.

Discussion took place regarding Jim Haussener's request to bring an Issues Identification Form to the committee regarding the Alameda County \$9 million balance in reserves in fiscal year 2009-2010 (FY 09-10). Jim was expecting to receive an explanation of the high reserves at the December meeting. Staff explained that the CWC will view the compliance reports for FY 10-11 in the next meeting. These reports will show if the jurisdictions are

hanging on to the reserves reflected in the FY 09-10 reports. If the Alameda County report shows that reserves still exist for the last fiscal year, Jim can submit an Issues Identification Form at that time.

James Haussener moved to approve the minutes with the requested correction. Roger Chavarin seconded the motion. The motion carried unanimously (6-0). At the time of the vote, one member had not arrived.

4. Financial Update

A. Financial Statement Reporting: FY 11-12 First Quarter Report

Patricia Reavey reviewed the ACTIA Financial Statement First Quarter Report for FY 11-12 and the Alameda CTC Consolidated First Quarter Investment Report for FY 11-12 with the committee. She informed the committee that this report was created especially for the CWC for ACTIA expenses and does not contain expenses for ACTA.

Patricia summarized the statements for the General Funds, Special Revenue Funds, and the Capital Projects Fund. She mentioned that overall, the ACTIA fund balance for the first quarter resulted in a net decrease in the amount of \$9.8 million, which is mostly related to ACTIA capital expenditures of sales tax revenues. Actual sales tax revenues for FY 10-11 were \$105.4 million. The sales tax projections for FY 11-12 are \$104 million. Actual revenues are coming in close to the projection.

Questions/feedback from the members:

- Why are the Capital Projects Fund revenues over the sales tax budget by 2.8 percent and the other funds are under budget? Art stated that the ACTIA Capital Projects Fund is over budget by \$283,000, and many times, grants are anticipated to come in for the projects and the overage is due to a grant. The Chair requested that when staff finds disparities on the financial statements to include them in a footnote on the statements with an explanation. Patricia pointed out that on the Capital Project Fund statement you can see that the additional revenue in the Capital Project Fund is related to investment and other income.
- Why are the costs so high on a percentage basis for General Administration and the Countywide Transportation Plan (CWTP)? Patricia stated the percentage jump is due to the way the insurance is handled. Alameda CTC renews the insurance in September and pays in full for the period of September through June. The rent is allocated differently now that employees are on two floors, and that is changing how it shows on the report versus how it was budgeted. The costs for the consultants on the CWTP were front-loaded this year. Staff mentioned that the expense for the CWTP is split between both ACTIA and ACCMA. The ACTIA CWTP actual line item is capturing half of all CWTP expenses; however, not all of the items are reflected in the budget. Staff will update the budget to correctly reflect all CWTP expenses. (Staff has since found an error in the math in the budget column of the ACTIA General Fund Revenue/Expenditure

report. When corrected the variance in General Administration line was immaterial.)

- How much is the annual insurance in the General Administration line item? Staff stated that for ACTIA, it is approximately \$70,000. The insurance and rent were called out because those are the two items with the largest variance.
- Can Alameda CTC show the benefits of the merger specifically for ACTIA? Staff stated that Alameda CTC will bring the information to the CWC at a later date. Primarily, the \$3 million in projected savings was due to the annually renewed contracts and salaries. The savings were calculated as approved in the operating budget submitted to the Commission in June 2011.

The Chair reiterated his request that when there are significant variances and jumps in the percentages, staff provide an explanation in a footnote on the statement.

B. Quarterly Investment Report: FY 11-12 First Quarter Report

Patricia reviewed the Alameda CTC Consolidated FY 11-12 First Quarter Investment Report with the committee. A member inquired why the rate-of-return dollar amounts are different for the three groups (ACTA, ACTIA and ACCMA). Staff stated that ACTA has more money so they can invest some for longer terms, and ACTIA's return is dropping due to their short-term cash flow needs. ACTA and ACTIA have different portfolios so the strategy is based on the different cash flow needs of the projects. Alameda CTC will try to get an updated cash flow in December to assess the organization's need for outside financing. Typically, Alameda CTC starts the strategic planning process in January and concludes it in May. Between January and May 2012, Alameda CTC will gather the project management information that will provide the finance department with a better analysis of the cash demands. If Alameda CTC needs to develop a policy regarding borrowing, staff will do it at this time and notify the Commission.

5. CWC Annual Report Outreach Summary

A. Summary of Outreach and Costs

Tess Lengyel gave an update on the publishing and outreach for the 9th *CWC Annual Report to the Public*. She mentioned that Alameda CTC placed online ads in media to redirect traffic back to the Alameda CTC website for the full online report and placed print advertisement in 15 East Bay publications. The outreach efforts included the following:

- Converting the advertisement to Chinese and Spanish and e-mailing the condensed versions to Asian and Hispanic community organizations
- E-mailing a press release with a link to the full report to all media in Alameda County
- Placing an update in the November issue of the e-newsletter with a link back to the full report and the additional language versions
- Placing information on the Alameda CTC website under the *What's New* section that links directly to the full report

- Bringing the print version of the report to numerous outreach activities

The budget for the Annual Report was \$50,000 and the actual cost was \$35,528 which was \$9,446 less than the prior year and \$14,472 under budget.

Tess stated that some of the CWTP-TEP outreach activities Alameda CTC used can also be used for the CWC Annual Report. Members stated that it would be helpful if staff combined the outreach summary with the publication cost spreadsheet.

B. Summary of Feedback

Staff stated that as the result of publishing the CWC Annual Report, several people made inquiries about joining the committee.

6. Program Compliance Workshop Update

Tess Lengyel informed the CWC members that Alameda CTC held a Program Compliance Workshop on September 29, 2011. A total of 18 people attended, which included representatives from cities and agencies. The transit operators attended, and 11 of the 14 cities attended the workshop. Staff stated that program compliance materials are on the website.

Tess stated that staff presented the modified end-of-year compliance forms at the workshop, and she acknowledged that the CWC helped to improve the forms. She mentioned that Alameda CTC is in the process of developing new Master Programs Funding Agreements to include all of the funds distributed by the combined organization. The Commission approved a series of policies at the September Board meeting. The current agreements will expire on March 31, 2011. Tess explained the policies that changed.

James mentioned that the Master Programs Funding Agreement Subcommittee met on November 30. Staff will look into the following questions and provide an update to the CWC at the January 9, 2012 meeting:

- If a city or agency loses its Measure B money, will the Commission have the authority to give the funds to another city or agency? It appears that this will be a policy conflict with the measure. The Subcommittee requested to have the legal department look into this.
- How will the maintenance effort be defined so that Alameda CTC can demonstrate that an agency or city can't replace the funds?
- The subcommittee discussed the Master Programs Funding Agreements and the Implementation Guidelines. The agreements will be in place for 10 years, and Alameda CTC can modify the guidelines to address new policies and government regulations. The subcommittee requested that staff review the guidelines again to determine if items within them will last for 10 years; if so, staff should move those items into the agreements. If the guidelines will change in the future, make it clear how guidelines will become applicable.

Questions/feedback from the members:

- Will the Master Programs Funding Agreements require AC Transit and BART to advertize the CWC Annual Report since they are benefiting from Measure B? Staff said no.
- Does a Master Plan exist for bicycle and pedestrian safety, and have the expenditures met the requirements of the master plan? Staff stated that the Master Programs Funding Agreements requires a Bicycle and Pedestrian Master Plan, a Complete Streets policy, and for Local Streets and Roads, the pavement condition index (PCI).

Tess stated that Mike Dubinsky provided a summary process which would give the CWC members guidance on how to review the compliance reports. James Paxson requested an orientation for the CWC to discuss the Compliance Report Review Process and review a sample report together. The CWC compliance orientation is scheduled for 5:30 to 6 p.m. on January 9, 2012.

7. CWC Member Reports/Issues Identification

In determining the auditor for Alameda CTC, what is the role of the CWC in the request for proposals process and the proposal for the new bond? Jim Haussener requested we place this on the agenda at some point. James Paxson explained the Issues Identification process detailed on page 109 of the agenda packet.

8. Staff Reports/Board Actions

A. Semi-Annual Local Business Enterprise/Small Local Business (LBE/SLBE)

Tess Lengyel gave an overview of the LBE/SLBE utilization report for the period of January 1, 2011 to June 30, 2011. Alameda CTC had 34 active contracts with Local Business Contract Equity (LBCE) Program goals. Staff monitors the goals and achievements of each contract. Alameda CTC reserves the right to audit the activities of the contracting organizations to ensure they use the funds as specified. Every six months, Alameda CTC looks at the LBE/SLBE program to ensure Alameda CTC is utilizing local firms. She stated that Alameda CTC has goals for certification of local and small local businesses. These firms get 10 extra points for submitting proposals to Alameda CTC. Tess reviewed the summary of results for the current reporting period.

Questions/feedback from the members:

- A member requested an explanation on why the women-owned firms represent only 1 percent. Staff stated that with the passing of Proposition 209 in 2002, the Alameda CTC no longer sets goals for women-owned/minority-owned businesses. The data Alameda CTC collects is voluntary, and the information in the report is anecdotal. However, when goals are applied in a bidding process, the participation is very high.
- An LBE is defined as a company certified by ACTIA. There are eight criteria for certification, one states the business must be located in Alameda County for more than a year.

Staff stated that currently an LBE/SLBE program is under both ACTIA and the ACCMA. Alameda CTC will consolidate the programs to be one. The policy and procedures for the combined program will go before the Commission in the future.

B. Countywide Transportation Plan and Transportation Expenditure Plan Update

Tess Lengyel gave an update on the Countywide Transportation Plan and Transportation Expenditure Plan (CWTP-TEP). She informed the committee that Alameda CTC conducted the second round of polling from September 28 to October 9, 2011 and completed the outreach on the CWTP and TEP on November 3, 2011. The CWTP-TEP Steering Committee released the administrative draft of the CWTP in September, and staff initiated the second-round evaluation of the CWTP in November. The Steering Committee and Commission are scheduled to approve the CWTP in the May/June 2012 timeframe.

Staff will submit a draft TEP to the CWTP-TEP committees in December for discussion. Tess stated that the Commission adopted the TEP parameters in September. Tess reviewed the allocation for each of the programs listed in the TEP as follows:

- Public Transit – 45 percent
- Local Streets and Roads – 30.2 percent
- Highway Efficiencies and Freight – 8.7 percent
- Bicycle and Pedestrian 8.4 percent
- Sustainability, Land Use, Technology – 6.8 percent

Tess mentioned that Alameda CTC presented the draft TEP to the CWTP-TEP Steering Committee earlier on December 1. The Steering Committee agreed to postpone the final adoption of the TEP to January 2012. This will give advocacy groups, the public, city councils, and the CWTP-TEP committees an opportunity to present additional comments. Alameda CTC staff will develop a final draft TEP for Commission approval at the January 26, 2012 meeting.

Questions/Feedback from members:

- What is the role of the CWC in the new TEP? Staff stated that the CWC current mandate is to look at the current measure only.
- A member questioned the 4 percent administrative costs allocated in the plan and stated that costs are not justified.

C. General Items

Tess encouraged the committee to review the information in the packet.

9. Adjournment/Next Meeting

The meeting adjourned at 8:35 p.m. The next meeting is January 9, 2012 at the Alameda CTC offices.



Memorandum

DATE: December 28, 2011

TO: Finance and Administration Committee

FROM: Arthur L. Dao, Executive Director
Patricia M. Reavey, Director of Finance

SUBJECT: **Acceptance of ACTIA Fiscal Year 2010-2011 Draft Audited Basic Financial Statements, Memorandum on Internal Control and Required Communications and the Limitation Worksheet**

Recommendation

It is recommended that the Commission accept and enter into the record ACTIA's draft Audited Basic Financial Statements for FY 2010-2011, the Memorandum on Internal Control and Required Communications for the Fiscal Year Ended June 30, 2011 and the required Limitation Worksheet as audited by the certified public accounting firm of Maze and Associates.

The audited financial statements and support documents were reviewed in detail by the Alameda County Transportation Commission (Alameda CTC) audit committee on December 12, 2011.

Summary

Pursuant to California Public Utilities Code Section 180105, an independent audit was conducted for fiscal year 2010-2011 by Maze and Associates. While all financial statements are the responsibility of management, the auditor's responsibility is to express an opinion on the financial statements based on their audit. As demonstrated in the Independent Auditor's Report on page 3 of the Draft Audited Basic Financial Statements, ACTIA's auditors have reported what is considered to be an unqualified or clean audit.

"In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of ACTIA as of June 30, 2011, and the respective changes in the financial position, and the respective budgetary comparisons included as part of the basic financial statements, for the year then ended in conformity with accounting principles generally accepted in the United States of America."

Financial Highlights:

- Total Assets decreased by \$19.2 million or 5.8% from \$330.9 million to \$311.7 million as of June 30, 2011 compared to June 30, 2010. Cash and investments comprised \$274.2 million or 88.0% of the total FY 2011 year-end amount.

- Sales Tax Revenue for all funds was \$105.4 million during FY 2011, an increase of \$10.9 million or 11.6% over FY 2010.
- Total Expenses were \$168.1 million during FY 2011, an increase of \$14.6 million or 9.5% over FY 2010. This amount included \$6.4 million for administration, \$78.6 million for highways and streets, \$54.4 million for public transit and \$28.7 million for local transportation.
- Total Liabilities increased \$30.2 million or 107.4% from \$28.1 million to \$58.3 million as of June 30, 2011 compared to June 30, 2010 due to a change in methodology used for capital project accruals.
- Total Net Assets decreased by \$49.4 million or 16.3% to \$253.3 million as of June 30, 2011 compared to June 30, 2010 mostly due to construction on ACTA capital projects.

Discussion

As part of the audit process, Maze and Associates considered ACTIA's internal controls over financial reporting in order to design audit procedures. They have not expressed an opinion on the effectiveness of ACTIA's internal controls; however Maze and Associates' report states that they did not identify any deficiencies in internal controls that would be considered a material weakness. Maze and Associates also does not have any findings of deficiencies or weaknesses in ACTIA's organizational structure or recommendations that would be required to be reported in a management letter as a result of this audit.

In addition, Maze and Associates audited the calculation of the limitation ratios required by the Transportation Expenditure Plan which requires that the total cost for salaries and benefits for administrative employees not exceed 1% of sales tax revenues and expenditures for administration, in total, do not exceed 4.5% of sales tax revenues. The ratios for FY 2010-2011 are 0.61% for salaries and benefits as a percent of sales tax revenues and 3.34% for total administration costs as a percent of sales tax revenues which are in compliance with the requirements set forth in the Transportation Expenditure Plan.

Maze and Associates did not perform a Single Audit for FY 2010-2011. Per the Office of Management and Budget (OMB) Circular A-133, a single audit is required when a grantee spends \$500,000 or more in Federal funds in the fiscal year to provide assurance to the federal government as to the management and use of these funds. ACTIA's federal expenditures were less than the \$500,000 threshold in FY 2010-2011 therefore a Single Audit was not required.

The newly formed Audit Committee met on December 12 to review the Draft Audited Basic Financial Statements, the Limitations Worksheet and to discuss internal control procedures.

Attachments

- | | |
|----------------|---|
| Attachment A - | ACTIA Basic Financial Statements for the Year Ended June 30, 2011 |
| Attachment B - | ACTIA Memorandum on Internal Control and Required Communications for the Year Ended June 30, 2011 |
| Attachment C - | ACTIA Limitations Worksheet for the Year Ended June 30, 2011 |

**ALAMEDA COUNTY TRANSPORTATION
IMPROVEMENT
AUTHORITY**

**BASIC FINANCIAL STATEMENTS
FOR THE YEAR ENDED
JUNE 30, 2011**

**PREPARED BY THE
FINANCE AND ADMINISTRATION
DEPARTMENT**

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

TABLE OF CONTENTS

June 30, 2011

	<u>Page</u>
Independent Auditors' Report	1
Management's Discussion and Analysis	3
Basic Financial Statements:	
Governmental Funds Balance Sheets \ Statement of Net Assets	14
Statement of Governmental Fund Revenues, Expenditures, and Changes in Fund Balance \ Statement of Activities	15
Statement of Fiduciary Net Assets	16
Statement of Changes in Fiduciary Net Assets	17
Notes to Financial Statements	19
Required Supplementary Information:	
Schedule of Revenues, Expenditures and Change in Fund Balances – Budget and Actual – General Fund	36
Schedule of Revenues, Expenditures and Change in Fund Balances – Budget and Actual – Special Revenue Fund	37
Other Supplementary Information:	
Combining Balance Sheet Schedule of Special Revenue Fund Projects and Programs	40
Combining Schedule of Revenues, Expenditures and Changes in Fund Balance by Special Revenue Fund Projects and Programs	41
Schedule of Direct and Indirect Expenditures	42

INDEPENDENT AUDITORS' REPORT

The Governing Board of the
Alameda County Transportation Improvement Authority
Oakland, California

We have audited the accompanying financial statements of the governmental activities and each major fund of the Alameda County Transportation Improvement Authority (ACTIA) as of and for the year ended June 30, 2011, which collectively comprise ACTIA's basic financial statements as listed in the table of contents. These financial statements are the responsibility of ACTIA's management. Our responsibility is to express opinions on these financial statements based on our audit. The prior year summarized comparative information has been derived from ACTIA's and Alameda County Transportation Authority's (ACTA's) June 30, 2010 financial statements and in our prior reports dated September 15, 2010, we expressed an unqualified opinion on those financial statements.

We conducted our audit in accordance with generally accepted auditing standards in the United States of America and the standards for financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities and each major fund of ACTIA as of June 30, 2011, and the respective changes in the financial position, and the respective budgetary comparisons included as part of the basic financial statements, for the year then ended in conformity with accounting principles generally accepted in the United States of America.

As of July 1, 2010, ACTIA adopted the provision of Governmental Accounting Standards Board Statement Number 54 (GASB 54), *Fund Balance Reporting and Governmental Fund Type Definitions*. As discussed in Note 10 to the financial statements, the provisions of this statement affect the classification of fund balances reported in the financial statements.

In accordance with *Government Auditing Standards*, we have also issued our report dated October 24, 2011, on our consideration of ACTIA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

The required supplementary information such as the Management's Discussion and Analysis and budgetary comparison information is not a required part of the basic financial statements but is supplementary information required by the Governmental Accounting Standards Board. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise ACTIA's basic financial statements. The supplemental section listed in the Table of Contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. This information has been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, is fairly stated in all material respects in relation to the basic financial statements taken as a whole.

The Schedule of Direct and Indirect Expenditures as listed on the table of contents has not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinions on it.

October 24, 2011

MANAGEMENT'S DISCUSSION AND ANALYSIS

The following discussion and analysis of the Alameda County Transportation Improvement Authority's (ACTIA) financial position addresses ACTIA's activities for the Fiscal Year Ended June 30, 2011 with comparisons to the two prior fiscal years as restated to include financial information for the Alameda County Transportation Authority (ACTA) for which ACTIA assumed all responsibility of functions, assets and liabilities effective July 1, 2010. We encourage readers to consider the information presented here in conjunction with ACTIA's financial statements and related notes contained in the Basic Financial Statement section.

The voters of Alameda County, pursuant to the provisions of the Bay Area County Traffic and Transportation Funding Act, Public Utilities Code Section 131000, et seq., approved Measure B at the General Election held in November 1986, authorizing the collection of a one-half cent transaction and use tax over a 15 year period to address major transportation needs and congestion in Alameda County and giving ACTA the responsibility for the administration of the proceeds of the tax. Although the 1986 tax expired in 2002, a few capital projects are not expected to be completed until 2013 or later.

The voters of Alameda County, pursuant to the provisions of the Local Transportation Authority and Improvement Act, Public Utilities Code Section 180000, et seq., approved the reauthorization of Measure B at the General Election held on November 7, 2000, authorizing the collection of a one-half cent transaction and use tax that will be collected for 20 years beginning April 1, 2002 and giving ACTIA responsibility for the administration of the proceeds of the tax.

FINANCIAL HIGHLIGHTS

- Total Assets decreased by \$19.2 million or 5.8% from \$330.9 million to \$311.7 million as of June 30, 2011 compared to June 30, 2010. Cash and investments comprised \$274.2 million or 88.0% of the total FY 2011 year-end amount.
- Sales tax revenue for all funds was \$105.4 million during FY 2011, an increase of \$10.9 million or 11.6% over FY 2010.
- ACTIA's total expenses were \$168.1 million during FY 2011, an increase of \$14.6 million or 9.5% over FY 2010. This amount included \$6.4 million for administration, \$78.6 million for highways and streets, \$54.4 million for public transit and \$28.7 million for local transportation.
- Total liabilities increased \$30.2 million or 107.4% from \$28.1 million to \$58.3 million as of June 30, 2011 compared to June 30, 2010 due to a change in methodology used for capital project accruals.
- Total net asset decreased by \$49.4 million or 16.3% to \$253.3 million as of June 30, 2011 compared to June 30, 2010 mostly due to construction on ACTA capital projects.

OVERVIEW OF THE FINANCIAL STATEMENTS

The annual financial report consists of the management's discussion and analysis and the basic financial statements. Basic financial statements include the government-wide financial statements, fund financial statements and notes to the financial statements. The basic financial statements show the consolidated presentation of governmental funds along with the required adjustments and the resulting government-wide statements.

- The government-wide statements are comprised of the statement of net assets and the statement of activities that are to include all of the primary government's governmental activities, business-type activities and component units.
- The fund financial statements are comprised of a balance sheet, a statement of revenues and expenditures and changes in fund balances by governmental fund type.
- The financial statements include note disclosures in order to present a complete picture of the financial position.

Figure A-1 demonstrates the relationship of the required components of the annual financial report.

Figure A-1

**The Alameda County Transportation Improvement Authority
Required Components of the Annual Financial Report**

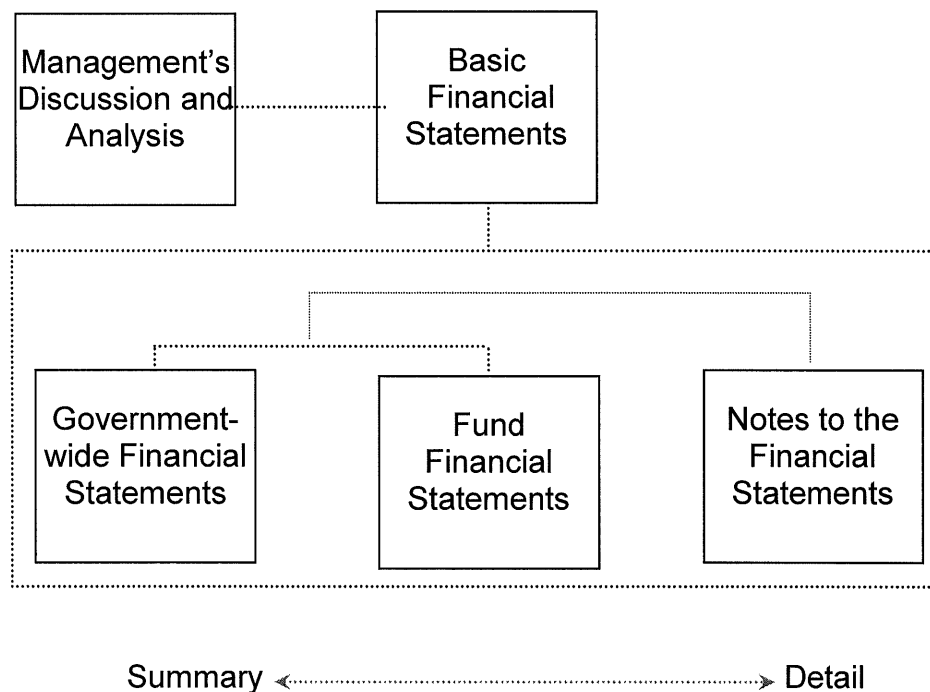


Figure A-2 summarizes the major components of ACTIA's financial statements.

Figure A-2
The Alameda County Transportation Improvement Authority
Major Components of the Government-Wide and Fund Financial Statements

	Government-Wide Financial Statements	Fund Financial Statements	
		Governmental Funds Financial Statements	Fiduciary Funds Financial Statements
Scope	Includes all governmental and business-type activities and non-fiduciary component units	Includes tax supported activities	Includes assets held in a trust for others
Required Financial Statements	Statement of Net Assets and Statement of Activities	Balance Sheet and Statement of Revenues, Expenditures and Changes in Fund Balance	Statement of Net Assets and Statement of Changes in Fiduciary Net Assets
Accounting Basis and Measurement Focus	Accrual accounting with focus on economic resources	Modified accrual accounting with focus on current financial resources	Accrual accounting with focus on economic resources
Assets/Liabilities	All assets and liabilities, both financial and capital and long and short-term	Assets available and liabilities payable during the fiscal year or soon thereafter; does not include capital assets	All assets and liabilities, both financial and capital and long and short-term
Changes in Net Assets	Reported when underlying events occur, regardless of the timing of related cash flows	Reported as related cash flows in or out during the fiscal year or soon thereafter	Reported when underlying events occur, regardless of the timing of related cash flows

Government-Wide Statements

The *government-wide financial statements* report information using the same measurement focus and basis of accounting as private-sector business enterprises. The *Statement of Net Assets* includes total assets and total liabilities with the difference between them reported as net assets. Over time, increases or decreases in net assets can indicate whether the financial health is improving or deteriorating. Total revenues, total expenditures and changes in net assets are accounted for in the *Statement of Activities*, regardless of the timing of related cash flows.

ACTIA's government-wide financial statements include one category, governmental activities, which includes all activities related to accomplishing the goals established in its transportation expenditure plans approved by the voters in 1986 and 2000.

Fund Financial Statements

The *fund financial statements* provide more detailed information by fund. A fund is a set of accounts used to control resources segregated for specific activities or purposes. ACTIA has established funds to ensure resources are utilized for the particular purposes defined in the transportation expenditure plans. Funds classified as major are reported individually on the financial statements and funds classified as non-major are grouped and reported in a single column.

ACTIA has five major funds, the General fund, ACTIA Capital Projects fund, ACTA Capital Projects fund, Special Revenue fund and Fiduciary fund. The Special Revenue fund is made up of several non-major funds, the Express Bus fund, Service Gap fund, Regional Bike and Pedestrian fund, Transit-oriented Development fund and Programs Distribution fund. In the supplemental section of this report, *Combining Statements* report data for each of the non-major funds. ACTIA also has a fiduciary fund which is used to accumulate funds towards retiree benefits.

Notes to the Financial Statements

The *notes to the financial statements* provide additional information that is vital to the understanding of the financial statements. These notes can be found directly following the financial statements in this annual financial report.

GOVERNMENT-WIDE FINANCIAL ANALYSIS

As of June 30, 2011, total assets were \$311.7 million, a decrease of \$19.2 million or 5.8% from June 30, 2010 and a decrease of \$57.0 million or 15.5% from June 30, 2009, with cash and investments accounting for \$274.2 million or 88.0% of this amount. This might indicate a deterioration of ACTIA's financial position, however the goal and intent of ACTIA is to spend sales tax revenues down towards the purpose of improving transportation programs and infrastructure in Alameda County throughout the life of the 2000 Measure B. This also reflects the continued effort to wind down the original 1986 Measure B.

Total liabilities were \$58.3 million as of June 30, 2011, an increase of \$30.2 million or 107.4% over June 30, 2010 and an increase of \$33.9 million or 139.1% over June 30, 2009 due to a change in the methodology used for capital project accruals. The significant disparity of cash over liabilities demonstrates that ACTIA is well able to meet its obligations as they become due. At the end of the fiscal year, ACTIA had encumbered \$49.8 million towards engineering contracts and \$111.2 million towards project sponsor contracts with terms ranging up to seven years.

ACTIA does not record capital assets created by the projects it finances on its own financial statements since these assets are of value only to the local government in which they are located.

Net assets were \$253.3 million at June 30, 2011, a decrease of \$49.4 million or 16.3% from June 30, 2010 and a decrease of \$90.9 million or 26.4% from June 30, 2009. Of the total \$253.3 million in net assets at June 30, 2011, less than 0.1% is invested in capital assets, the same as in the prior year, with the balance restricted for use towards programs and projects authorized in the transportation expenditure plans.

Table A-1
The Alameda County Transportation Improvement Authority
Net Assets
June 30, 2011, 2010 and 2009

	Governmental Activities		
	2011	2010	2009
Cash and investments	\$ 274,159,657	\$ 301,110,321	\$ 331,683,686
Receivables			
Sales tax receivables	17,546,199	15,131,509	14,742,710
Interest	88,283	96,890	162,285
Other governmental		1,302,444	1,083,761
Other	10,512,765	1,960,599	1,706,058
Due from fiduciary	14,724	22,767	12,218
Capital assets			
Furniture and equipment (net of accumulated depreciation)	43,075	53,426	70,687
Land held for resale	4,243,000	4,068,000	4,068,000
Advances to other governments	5,000,000	7,040,370	15,086,398
Other assets	79,043	64,264	26,836
Total assets	\$ 311,686,746	\$ 330,850,590	\$ 368,642,639
Accounts payable	\$ 58,196,383	\$ 26,702,377	\$ 24,182,250
Due to other governments		1,302,441	106,472
Compensated absences	69,270	70,804	73,761
Net OPEB Obligation	75,863	55,204	37,351
Total current liabilities	58,341,516	28,130,826	24,399,834
Net assets:			
Invested in capital assets	43,075	53,426	70,687
Restricted for:			
Transportation Projects/Programs	253,302,155	302,666,338	344,172,118
Total net assets	253,345,230	302,719,764	344,242,805
Total liabilities and net assets	\$ 311,686,746	\$ 330,850,590	\$ 368,642,639

Total revenues in FY 2011 were \$118.7 million, an increase of \$6.7 million or 6.0% over FY 2010 and a decrease of \$8.0 million or 6.3% from FY 2009, with sales tax accounting for \$105.4 million or 88.8% of this amount. Total expenses in FY 2011 were \$168.1 million, an increase of \$14.6 million or 9.5% over FY 2010 and an increase of \$31.3 million or 22.9% over FY 2009. The following are the changes in the key activities:

- Sales tax revenues in FY 2011 were \$105.4 million, an increase of \$10.9 million or 11.6% over FY 2010 and an increase of \$4.1 million 4.0% over FY 2009. These increases reflect an improvement in the economy as we slowly return to historical sales tax levels.
- Capital grants and contributions in FY2011 were \$10.0 million, an increase of \$0.8 million or 8.7% over FY 2010 and an increase of \$3.5 million or 53.1% over FY 2009.
- Investment income in FY 2011 was \$3.2 million, a decrease of \$4.9 million or 60.6% from FY 2010 and a decrease of \$15.4 million or 82.8% from FY 2009.
- Operating grants and contributions in FY2011 were \$0.1 million, a decrease of \$0.1 million or 55.4% from FY 2010 and a decrease of \$0.2 million or 69.6% from FY 2009.
- Administration expenses in FY 2011 were \$6.4 million, a decrease of \$0.3 million or 4.3% from FY 2010 and a decrease of \$0.5 million or 7.3% from FY 2009.
- Highways and streets expenses in FY 2011 were \$78.6 million, an increase of \$21.0 million or 36.6% over FY 2010 and an increase of \$16.3 million or 26.1% over FY 2009.
- Public transit expenses in FY 2011 were \$54.4 million, a decrease of \$8.8 million or 13.9% from FY 2010 and an increase of \$14.0 million or 34.6% over FY 2009.
- Local transportation expenses in FY 2011 were \$28.7 million, an increase of \$2.6 million or 10.0% over FY 2010 and an increase of \$1.5 million or 5.7% over FY 2009.

In FY 2011, expenses exceeded revenues by \$49.4 million, resulting in a decrease to net assets which were \$253.3 million at year-end. In FY 2010, expenses exceeded revenues by \$41.5 million, resulting in a decrease to net assets which were \$302.7 million at year-end. In FY 2009, expenses exceeded revenues by \$10.1 million, resulting in a decrease to net assets which were \$344.2 million at year-end.

Table A-2
The Alameda County Transportation Improvement Authority
Changes in Net Assets
June 30, 2011, 2010 and 2009

	Governmental Activities		
	2011	2010	2009
Revenues			
Program revenues:			
Operating grants and contributions	\$ 81,012	\$ 181,784	\$ 266,608
Capital grants and contributions	10,014,870	9,212,246	6,542,499
General revenues:			
Sales taxes	105,393,804	94,453,574	101,321,423
Investment Income	3,194,050	8,102,075	18,557,728
Total revenues	<u>118,683,736</u>	<u>111,949,679</u>	<u>126,688,258</u>
Expenses			
Administration	6,375,468	6,661,460	6,877,600
Highways and Streets	78,582,322	57,533,049	62,322,910
Public Transit	54,389,098	63,176,467	40,400,461
Local Transportation	28,711,382	26,101,744	27,166,706
Total expenses	<u>168,058,270</u>	<u>153,472,720</u>	<u>136,767,677</u>
Change in net assets	(49,374,534)	(41,523,041)	(10,079,419)
Net assets, beginning of year	302,719,764	344,242,805	354,322,224
Net assets, end of year	<u><u>\$ 253,345,230</u></u>	<u><u>\$ 302,719,764</u></u>	<u><u>\$ 344,242,805</u></u>

Figure A-3
The Alameda County Transportation Improvement Authority
Sources of Revenue for Fiscal Year 2011

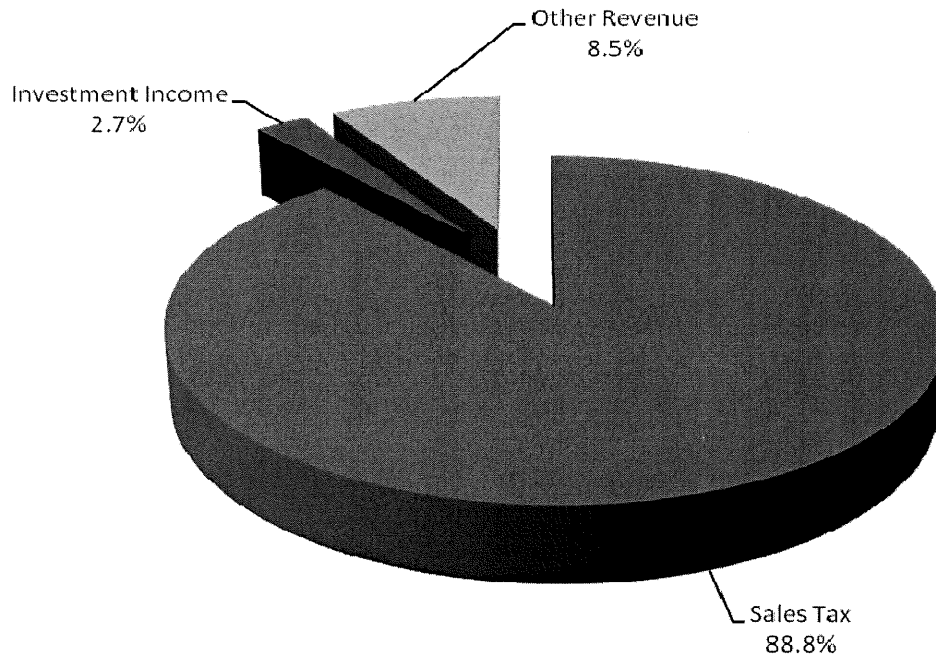
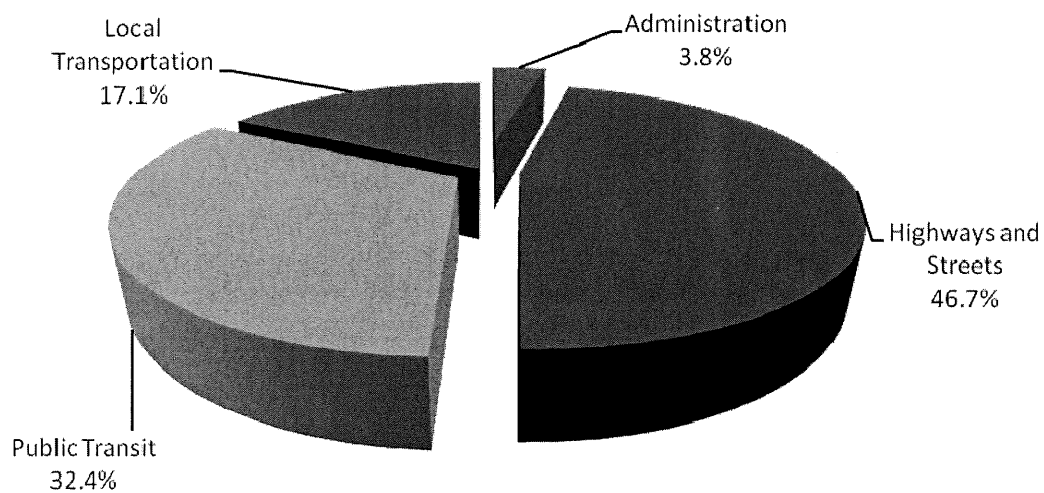


Figure A-4
The Alameda County Transportation Improvement Authority
Functional Expenses for Fiscal Year 2011



Financial Analysis of ACTIA's Funds

Governmental Funds

ACTIA uses fund accounting to ensure compliance with finance-related legal requirements. The governmental funds in this case include the general fund, ACTIA capital projects fund, ACTA capital projects fund and special revenue funds.

ACTIA works with project sponsors to deliver Highways and Streets projects, Public Transit and various other programs including Paratransit programs. Local Transportation sales tax funds are passed directly through to Alameda County cities and Alameda County to administer transportation related projects of their choosing. ACTIA's activities also include the administration of sales tax revenues which consists of projects and programs management, financial oversight and other administrative functions.

As of June 30, 2011, ACTIA had \$276.9 million of fund balance in the governmental funds: \$16.0 million in the general fund, \$86.5 million in the ACTIA capital projects fund, \$164.5 million in the ACTA capital projects fund and \$9.9 million in the special revenue funds. This is a decrease from June 30, 2010 of \$21.8 million or 7.3%. The decrease is mostly due to the activities of highways and streets projects in the ACTA capital projects fund. Construction on ACTA capital projects will continue until finished however as of March 31, 2002 when the 1986 Measure B expired, this fund no longer receives sales tax revenues.

As of June 30, 2011, ACTIA had \$108.7 million of revenues in the governmental funds: \$4.9 million in the general fund, \$40.8 million in the ACTIA capital projects fund, \$2.6 million in the ACTA capital projects fund and \$60.4 million in the special revenue funds. This is a decrease from June 30, 2010 of \$4.5 million or 3.9%.

As of June 30, 2011, ACTIA had \$134.5 million of expenditures in the governmental funds: \$3.6 million in the general fund, \$41.6 million in the ACTIA capital projects fund, \$27.3 million in the ACTA capital projects fund and \$62.1 million in the special revenue funds. This is a decrease from June 30, 2010 of \$20.1 million or 13.0%.

As of June 30, 2011, ACTIA had \$308.7 million of assets in the governmental funds: \$16.6 million in the general fund, \$87.2 million in the ACTIA capital projects fund, \$178.9 million in the ACTA capital projects fund and \$25.9 million in the special revenue funds. This is a decrease from June 30, 2010 of \$18.1 million or 5.5%.

As of June 30, 2011, ACTIA had \$31.7 million of liabilities in the governmental funds: \$0.6 million in the general fund, \$0.7 million in the ACTIA capital projects fund, \$14.4 million in the ACTA capital projects fund and \$16.0 million in the special revenue funds. This is an increase from June 30, 2010 of \$3.7 million or 13.3%.

Fiduciary Fund

ACTIA has a fiduciary fund which is a trust designed to accumulate assets to fund retiree benefits. These funds are excluded from the government-wide financial statements because they do not represent resources of ACTIA. As of June 30, 2011, net assets in the trust were \$0.9 million as they were at June 30, 2010 showing no material change.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

As of June 30, 2011, ACTIA had invested \$43,075 in capital assets, including furniture and equipment and leasehold improvements.

Table A-3
The Alameda County Transportation Improvement Authority
Capital Assets
(net of accumulated depreciation and amortization)
June 30, 2011, 2010 and 2009

	2011	2010	2009
Furniture and equipment (net of accumulated depreciation)	\$ 18,423	\$ 30,987	\$ 42,265
Leasehold improvements (net of accumulated amortization)	24,652	22,439	28,422
Total	\$ 43,075	\$ 53,426	\$ 70,687

The one capital asset addition in FY 2011 was a leasehold improvement to install audio visual equipment in the board room.

Long-Term Debt

As of June 30, 2011, 2010 and 2009, ACTIA had no outstanding debt.

COMPARISON OF BUDGETED TO ACTUAL

Prior to each fiscal year, ACTIA adopts a budget for the year. This budget may be modified at quarterly intervals resulting in subsequent legally adopted budgets. These modifications are made primarily to adjust revenues when projections change due to changes in the economic climate and to adjust expenses to reflect changes in capital project costs.

In the General Fund, ACTIA began FY 2011 with an adopted revenue budget of \$4.3 million and expenditures budget of \$4.1 million resulting in a surplus in the general fund balance of \$0.2 million. In the final adopted budget, the revenue budget was revised to \$4.8 million resulting in a surplus in the general fund of \$0.7 million. Actual revenues from the sales tax and other revenues were \$4.9 million and actual indirect administrative costs totaled \$3.5 million, resulting in a surplus in the general fund of \$1.3 million. The improvement to budgeted and actual revenues was due to a projected and actual increase in sales tax revenues.

In the Special Revenue Fund, ACTIA began FY 2011 with an adopted revenue budget of \$51.6 million and expenditure budget of \$59.1 million. In the final adopted budget, the revenue budget was revised to \$58.5 million and the expenditure budget was revised to \$65.5 million resulting in the reduction of the Special Revenue fund balance of \$7.0 million. Actual revenues were \$60.4 million and actual expenditures were \$62.1 million, with \$33.4 million for Public Transit, \$27.7 million for Local Transportation and \$0.9 million for Administration, resulting in a reduction in fund balance of \$1.7 million. Additional details of the special revenue funds are provided under supplemental information.

OTHER SIGNIFICANT MATTERS

On July 22, 2010, ACTIA officially became a part of the Alameda County Transportation Commission (Alameda CTC), a joint powers agency, along with the County of Alameda, the 14 cities of Alameda County, AC Transit, BART and the Alameda County Congestion Management Agency (ACCMA). This new JPA has all of the powers of the ACCMA and ACTIA. For the fiscal year 2012, ACTIA will operate as part of the Alameda CTC for which a consolidated budget was adopted by the Commission in June, 2011. It is expected that all steps necessary to have Alameda CTC be the operating entity will be completed in early 2012 and that prior to the end of FY 2012, ACCMA and ACTIA will be terminated and Alameda CTC will be named the successor agency for each.

REQUESTS FOR INFORMATION

This financial report is designed to provide a general overview of ACTIA's finances to the tax payers of Alameda County and to demonstrate accountability for sales tax revenues received. Questions concerning information provided in this report or requests for additional financial information should be addressed to Arthur Dao or Patricia Reavey of the Alameda County Transportation Improvement Authority at 1333 Broadway, Suite 220, Oakland, California 94612.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
GOVERNMENTAL FUNDS - BALANCE SHEETS / STATEMENT OF NET ASSETS
JUNE 30, 2011
(WITH SUMMARIZED COMPARATIVE AMOUNTS FOR JUNE 30, 2010)

	General	ACTIA Capital Projects	ACTA Capital Projects
Assets			
Cash and investments	\$15,461,728	\$73,040,308	\$169,760,525
Receivables			
Sales tax	789,579	6,719,413	
Accrued interest		62,222	26,061
Other governments			
Other	176,518	254,550	80,867
Advances to other governments			5,000,000
Due from other funds	79,494	6,944,618	
Due from employee benefits trust	14,724		
Land held for resale		175,000	4,068,000
Other assets	73,287		5,757
Capital assets, depreciable, net of accumulated depreciation			
Total assets	<u>\$16,595,330</u>	<u>\$87,196,111</u>	<u>\$178,941,210</u>
Liabilities and Fund Balances			
Liabilities			
Accounts payable	\$587,591	\$719,618	\$7,394,607
Due to other funds	3,308		7,015,369
Due to other governments			
Compensated absences			
Net OPEB obligations - due in more than one year			
Total liabilities	<u>590,899</u>	<u>719,618</u>	<u>14,409,976</u>
Fund balances:			
Restricted		86,476,493	164,531,234
Unassigned	16,004,431		
Total fund balances	<u>16,004,431</u>	<u>86,476,493</u>	<u>164,531,234</u>
Total liabilities and fund balances	<u>\$16,595,330</u>	<u>\$87,196,111</u>	<u>\$178,941,210</u>

Net Assets:

Invested in capital assets
Restricted

Total net assets

Amounts reported for governmental activities in the statement of net assets are different because:

- (1) - Capital assets used in governmental activities are not financial resources and therefore are not reported in the funds.
- (2) - Compensated absences are considered long term and therefore are not recorded in the governmental funds.
- (3) - OPEB obligations are considered long term and therefore are not recorded in the governmental funds.
- (4) - At the fund level, expenditures are recorded when due, while at the entity wide level, expenses are recorded when incurred.
- (5) - Revenues are not currently available at the fund level and therefore not recorded in the governmental funds level.

See accompanying notes to financial statements

			Statement of Net Assets	
Special Revenue	2011 Total	Adjustments	2011 Total	2010 Total
\$15,897,097	\$274,159,658		\$274,159,658	\$301,110,321
10,037,209	17,546,201		17,546,201	15,131,509
	88,283		88,283	96,890
				1,302,444
830	512,765 (5)	10,000,000	10,512,765	1,960,599
	5,000,000		5,000,000	7,040,370
	7,024,112	(7,024,112)		
	14,724		14,724	22,767
	4,243,000		4,243,000	4,068,000
	79,044		79,044	64,264
		(1) \$43,076	43,076	53,426
<u>\$25,935,136</u>	<u>\$308,667,787</u>	<u>\$3,018,964</u>	<u>\$311,686,751</u>	<u>\$330,850,590</u>
\$16,003,059	\$24,704,875 (4)	33,491,509	58,196,384	\$26,702,377
\$5,435	7,024,112	(7,024,112)		
				\$1,302,441
		(2) 69,270	69,270	70,804
		(3) 75,863	75,863	55,204
<u>16,008,494</u>	<u>31,728,987</u>	<u>26,612,530</u>	<u>58,341,517</u>	<u>28,130,826</u>
9,926,642	260,934,369	(260,934,369)		
	16,004,431	(16,004,431)		
<u>9,926,642</u>	<u>276,938,800</u>	<u>(276,938,800)</u>		
<u>\$25,935,136</u>	<u>\$308,667,787</u>			
		43,076	43,076	53,426
		253,302,158	253,302,158	302,666,338
		<u>\$253,345,234</u>	<u>\$253,345,234</u>	<u>\$302,719,764</u>

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
STATEMENT OF GOVERNMENTAL FUND REVENUES, EXPENDITURES, AND CHANGES
IN FUND BALANCE / STATEMENT OF ACTIVITIES
FOR THE YEAR ENDED JUNE 30, 2011
(WITH SUMMARIZED COMPARATIVE AMOUNTS FOR THE YEAR ENDED JUNE 30, 2010)

	General	ACTIA Capital Projects	ACTA Capital Projects
Revenues:			
Sales tax	\$4,742,726	\$40,361,087	
Investment income	124,287	459,946	\$2,512,048
Federal, state and local funds (Note 1 l)		(1,311,761)	80,867
Other income	81,013	1,245,764	
Total revenues	4,948,026	40,755,036	2,592,915
Expenditures\expenses:			
Current:			
Administration	3,566,133	758,402	1,138,161
Highways and streets		18,941,313	26,149,504
Public transit		20,954,332	
Local transportation		975,374	
Total expenditures\expenses	3,566,133	41,629,421	27,287,665
Excess of revenues over expenditures	1,381,893	(874,385)	(24,694,750)
Net change in fund balances \ net assets	1,381,893	(874,385)	(24,694,750)
Fund balances/ net assets:			
Beginning of year (restated fund balance), (Note 1k)	14,622,538	87,350,878	189,225,984
End of year	\$16,004,431	\$86,476,493	\$164,531,234

- (1) - Amounts reported for governmental activities in the statement of activities are different because:
- Governmental funds report capital outlays as expenditures. However, in the statement of activities the cost of those assets is allocated over their useful lives and reported as depreciation expense. This is the amount by which capital outlays were exceeded by depreciation in the period.
 - Changes in compensated absences.
 - Changes in post-employment benefits other than pensions.
- (2) - At the fund level, expenditures are recorded when due, while at the entity wide level, expenses are recorded when incurred.
- (3) - At the fund level, revenue that are not available currently, are not recorded when earned.

See accompanying notes to financial statements

Statement of Activities				
Special Revenue	Total	Adjustments	2011 Total	2010 Total
\$60,289,998	\$105,393,811		\$105,393,811	\$94,453,574
97,766	3,194,047		3,194,047	8,102,075
	(1,230,894) (3)	\$10,000,000	8,769,106	5,154,382
	1,326,777		1,326,777	4,239,648
60,387,764	108,683,741	10,000,000	118,683,741	111,949,679
883,298	6,345,994 (1)	29,475	6,375,469	6,661,460
	45,090,817 (2)	33,491,509	78,582,326	57,533,049
33,434,763	54,389,095		54,389,095	63,176,467
27,736,007	28,711,381		28,711,381	26,101,744
62,054,068	134,537,287	33,520,984	168,058,271	153,472,720
(1,666,304)	(25,853,546)	(23,520,984)	(49,374,530)	(41,523,041)
(1,666,304)	(25,853,546)	(23,520,984)	(49,374,530)	(41,523,041)
11,592,946	302,792,346	(72,582)	302,719,764	344,242,805
\$9,926,642	\$276,938,800	(\$23,593,566)	\$253,345,234	\$302,719,764
		(10,350)		
		1,534		
		(20,659)		
		(33,491,509)		
		10,000,000		
		(\$23,520,984)		

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
FIDUCIARY FUNDS
STATEMENT OF NET ASSETS
JUNE 30, 2011

	Retiree Benefits Trust Fund
ASSETS	
Deposits and investments	\$909,507
Total Assets	<u>909,507</u>
LIABILITIES	
Due to ACTIA General Fund	14,724
Total Liabilities	<u>14,724</u>
NET ASSETS	
Held in trust for OPEB benefits	894,783
Total Net Assets	<u><u>\$894,783</u></u>

See accompanying notes to financial statements

**ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
FIDUCIARY FUNDS
STATEMENT OF CHANGES IN FIDUCIARY NET ASSETS
FOR THE YEAR ENDED JUNE 30, 2011**

	Retiree Benefits Trust Fund
ADDITIONS:	
Investment earnings	\$1,065
Total Additions	<u>1,065</u>
DEDUCTIONS:	
Benefits	14,724
Penalty for early withdrawal	<u>919</u>
Total Deductions	<u>15,643</u>
Change in Net Assets	(14,578)
Net Assets - Beginning	<u>909,361</u>
Net Assets - Ending	<u><u>\$894,783</u></u>

See accompanying notes to financial statements

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(1) Summary of Significant Accounting Policies

(a) Reporting Entity

The Alameda County Transportation Improvement Authority (ACTIA) was created by the Alameda County Board of Supervisors in 1998, to place a ballot measure to authorize the imposition of a one half of one percent sales and use tax (the sales tax) in Alameda County before Alameda County voters in June 1998. This measure did not receive two-thirds voter support. A subsequent ballot measure was placed on the November 2000 ballot, and was approved by over two-thirds of the voters. The proceeds from the sales tax are principally reserved for highway infrastructure, mass transit, local transportation, and administrative costs. The sales tax commenced April 1, 2002 and will expire on March 31, 2022.

The basic financial statements of ACTIA include all of its financial activities. ACTIA is the sole independent agency responsible for receiving and allocating funds necessary to complete the programs and was governed by an eleven-member board of elected officials from the County and local cities.

On March 25, 2010, ACTIA, the Alameda County Congestion Management Agency (ACCMA), the County of Alameda, the fourteen cities within Alameda County, the Bay Area Rapid Transit District and the Alameda-Contra Costa Transit District entered into a Joint Powers Agreement (JPA). On June 24, 2010, the Boards of ACTIA and ACCMA gave the final approval which created a joint powers agency, pursuant to the California Joint Exercise of Powers Act, known as the Alameda County Transportation Commission (Alameda CTC).

The Alameda CTC is the successor agency of ACCMA, ACTIA and ACTA, and has all the functions and responsibilities of such agencies along with certain additional powers as described in the JPA. On June 24, 2010, the Alameda County Transportation Authority (ACTA) Board adopted the resolution to transfer all of ACTA's assets, responsibilities, functions and liabilities to ACTIA, effective on July 1, 2010. The ACTA Board also adopted the resolution that ACTA be dissolved, terminated and extinguished effective July 1, 2010, following the transfer. Effective on July 1, 2010, ACTA transferred to ACTIA net assets in the amount of \$189,243,754.

The Alameda County Transportation Authority (ACTA) was created by the approval of Measure B by Alameda County, California (the County) voters in November 1986. Measure B authorized the imposition of a one-half of one percent sales and use tax (the sales tax) in the County, the proceeds of which are principally reserved for highway improvements, local transportation improvements, and transit funding (collectively, the programs) in the County. The sales tax commenced April 1, 1987 and expired on March 31, 2002. ACTA was responsible for completing all of the projects in the expenditure plan adopted by voters, or to delegate this responsibility. Revenues from interest on the fund balance are estimated to cover all future administrative costs. ACTA was the sole independent Authority responsible for receiving and allocating funds from the 1986 Measure B necessary to complete the program.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

Summary of Significant Accounting Policies (Continued)

The prior year summarized comparative information presented in the *Balance Sheets / Statement Of Net Assets* and *Statement Of Governmental Fund Revenues, Expenditures, And Changes In Fund Balance / Statement Of Activities* included Alameda County Transportation Authority's (ACTA's) June 30, 2010 financial statements.

(b) Government-Wide and Fund Financial Statements

The fund financial statements (i.e., balance sheet and statement of governmental fund revenues, expenditures, and changes in fund balance) and government-wide financial statements (i.e., statement of net assets and the statement of activities) have been combined, as prescribed in Governmental Accounting Standards Board (GASB) statement number 34, as it applies to special purpose entities. ACTIA meets the definition of a special purpose entity. These statements report information on all of the non-fiduciary activities of ACTIA.

(c) Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements are reported using the *economics resources measurement focus* and the *accrual basis of accounting*. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Sales tax revenues are recorded when the tax is due to the State Board of Equalization. Grants and similar items recognized as revenue as soon as all eligibility requirements have been met.

Governmental fund financial statements are reported using the current *financial resources measurement focus* and the *modified accrual basis of accounting*. Revenues are recognized as soon as they are both measurable and available. Revenues are considered to be available when they are collectable within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, ACTIA considers revenues to be available if they are collected within 60 days of the end of the current fiscal period. Expenditures generally are recorded when a liability is incurred, as under accrual accounting.

Sales taxes, local matching revenue, and investment income (including the change in the fair value of investments) associated with the current year fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period using the modified accrual basis of accounting as described above.

Fiduciary funds are accounted for using the flow of economic resources measurement focus and the accrual basis of accounting. Fiduciary funds are excluded from the government-wide financial statements because they do not represent resources of ACTIA.

ACTIA reports the following major governmental funds:

The *general fund* is ACTIA's primary operating fund. It accounts for all financial resources of ACTIA, except those required to be accounted for in another fund. A total of 4.5% net revenues has been allocated for administration of this Measure B sales tax program. Administration costs include salaries, benefits, professional fees, rent expense, office supplies and equipment, utilities and other cost that cannot be specifically identified with another fund. The salaries and benefits of ACTIA's staff are limited by Measure B to 1% of sales tax revenue. Revenues in excess of administrative expenditures in any one year are reserved for future administrative costs.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(1) Summary of Significant Accounting Policies (Continued)

The *ACTIA capital projects fund* accounts for resources accumulated and payments made for the acquisition or construction of major capital improvements in accordance with the Alameda County 20-Year Transportation Expenditure Plan. ACTIA does not retain ownership of these improvements. They are transferred to the sponsor or managing jurisdiction after completion.

The *ACTA capital projects fund* accounts for the construction of major capital improvements in accordance with the November 1986 Measure B program. ACTIA does not retain ownership of these capital improvements. They are transferred to the sponsor or managing jurisdiction after completion.

(c) Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

The *special revenue fund* accounts for resources accumulated as required by Measure B for restricted allocation to local cities and the County of local transportation improvements, including streets and roads, and to transit agencies for operations and maintenance.

The *fiduciary fund* reporting focuses on net assets and changes in net assets. Trust funds are used to account for the assets held by ACTIA under a trust agreement for individuals, private organizations, or other governments and are therefore, not available to support ACTIA's own programs. ACTIA's fiduciary fund is a trust fund which accounts for the Retiree Medical Benefits and allocated sources to provide medical benefits for retirees.

The effect of interfund balances has been eliminated from the government-wide financial statements.

When both restricted and unrestricted resources are available for use, it is ACTIA's policy to use restricted resources first, then unrestricted resources as they are needed.

(d) Budgetary Data

Following a public meeting, ACTIA adopts an annual budget for all governmental fund types to be effective July 1 for the ensuing fiscal year. From the effective date of the budget, which is adopted and controlled at the program level, the amounts stated therein as proposed expenditures become appropriations to the various programs. ACTIA approves all transfers between expenditure objects and overall budget modifications during the year as needed. For the capital projects fund, ACTIA annually approves individual project budgets (strategic plan), detailed by component functions. The Executive Director or designee approves reimbursements to the project sponsors, and reimbursements are not to exceed contract and strategic plan limits. Annual budgets are adopted on a basis consistent with generally accepted accounting principles.

(e) Deposits and Investments

ACTIA's cash and investments are maintained in custodial investment accounts managed by independent investment advisors, and the California State Treasurers. ACTIA generally holds investments until maturity. All cash and investments of ACTIA are restricted as to the investment options as specified in the State government code and investment policy.

ACTIA's investments are stated at fair value. Fair value has been obtained by using market quotes as of June 30, 2011 and reflects the values as if ACTIA were to liquidate the securities on that date. Money market investments are valued at amortized cost, which approximates market value.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(1) Summary of Significant Accounting Policies (Continued)

(f) Capital Assets

Capital assets, which include leasehold improvements and office furniture and equipment, are reported in the government-wide financial statements. Capital assets are defined by ACTIA as assets with an initial, individual cost of \$5,000 or more and an estimated useful life in excess of one year. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at the estimated fair market value at the date of donation. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets lives are not capitalized.

Capital assets of ACTIA are depreciated using the straight-line method over the following estimated useful lives:

	<u>Years</u>
Office Furniture and Equipment	5
Computer Equipment	3
Leasehold Improvements	7

(g) Land Held for Resale

Land held for resale is stated at the lower of historical cost or net realizable value.

(h) Compensated Absences

It is ACTIA's policy to permit employees to accumulate earned but unused vacation and sick pay benefits. Unused vacation and sick leave may be accumulated up to a specific maximum. ACTIA is not obligated to pay for unused sick leave if an employee terminates employment prior to retirement or prior to when ACTIA ceases operations.

Compensated absences activity was as follows for the year ended June 30, 2011:

Beginning Balance	\$70,804
Additions	60,465
Payments	<u>(61,999)</u>
Ending Balance	<u>\$69,270</u>

(i) Interfund Transfers

Interfund transfers are generally recorded as transfers in (out) except for reimbursements for services performed, which are recorded as a reduction of expenditures in the performing fund and an expenditure of the receiving fund.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(1) Summary of Significant Accounting Policies (Continued)

(j) *Estimates and Assumptions*

The preparation of financial statements in conformity with generally accepted accounting principles (GAAP) requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

(k) *Restatement of Beginning Fund Balance*

During the current fiscal year, ACTIA determined that a land parcel in the amount of \$4,068,000 that was previously recorded as a capital asset should have been recorded as a land held for resale in the ACTA Capital Projects Fund. As required by generally accepted accounting principles, ACTIA increased ACTA Capital Projects Fund beginning fund balance by \$4,068,000; and reduced beginning capital assets by the same amount. This restatement had no beginning net assets effect.

(l) *ACTIA Capital Projects Fund Revenue*

The ACTIA Capital Projects Fund negative Federal, State and Local funds revenue amount of \$1.3 million is the result of adjustments in the amount of \$0.9 million for fiscal 2009 and \$1.0 million for fiscal 2010. These amounts were originally booked as federal and state revenues in the respective fiscal years, however they were received in relation to an exchange agreement with the Alameda County Congestion Management Agency's (ACCMA) Exchange Program and the equivalent amount in Local funds was intended to be returned to the ACCMA. These funds were paid to the ACCMA per the agreement in FY 2011.

(2) Deposits and Investments

Summary of Deposits and Investments

Deposits and investments as of June 30, 2011, are classified in the accompanying financial statements as follows:

Governmental Activities	\$274,159,658
Fiduciary Funds	<u>909,507</u>
Total Deposits	<u>\$275,069,165</u>

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS JUNE 30, 2011

(2) Deposits and Investments (Continued)

Deposits and investments as of June 30, 2011, consist of the following:

Cash on hand and in banks	\$6,798,784
Cash in bank - Fiduciary Fund	909,507
Investments	<u>267,360,874</u>
Total Deposits and Investments	<u>\$275,069,165</u>

Policies and Practices

ACTIA is authorized under California Government Code or the Entity's investment policy, when more restrictive, to make direct investments in local agency bonds, notes, or warrants within the State; U.S. Treasury instruments; registered State warrants or treasury notes; securities of the U.S. Government, or its agencies; bankers acceptances; commercial paper; certificates of deposit placed with commercial banks and/or savings and loan companies; repurchase or reverse repurchase agreements; medium term corporate notes; shares of beneficial interest issued by diversified management companies, certificates of participation, obligations with first priority security; and collateralized mortgage obligations.

General Authorizations

Limitations as they relate to interest rate risk, credit risk, and concentration of credit risk are indicated in the schedules below:

Authorized Investment Type	Maximum Remaining Maturity	Maximum Percentage of Portfolio	Maximum Investment In One Issuer	Minimum Credit Quality
Local Agency Bonds, Notes, Warrants	5 years	10%	5%	Aa
Registered State Bonds, Notes, Warrants	5 years	10%	5%	Aa
U.S. Treasury Obligations	5 years	None	None	None
U.S. Agency Securities	5 years	None	35%	Aaa
Banker's Acceptance	180 days	40%	5%	A1
Commercial Paper	270 days	25%	5%	A1
Negotiable Certificates of Deposit	3 years	30%	5%	Aa
Repurchase Agreements	90 days	20%	None	None
Medium-Term Notes	5 years	30%	5%	Aa
Money Markets	N/A	20%	5%	Aaa
County Pooled Investment Funds	N/A	None	None	None
Local Agency Investment Fund (LAIF)	N/A	None	None	None

Policy also dictates that a maximum of 5% of total portfolio can be deposited with the California Asset Management Program (CAMP)

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(2) Deposits and Investments (Continued)

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. ACTIA manages its exposure to interest rate risk by purchasing a combination of shorter term and longer term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations.

Information about the sensitivity of the fair values of ACTIA's investments to market interest rate fluctuation is provided by the following schedule that shows the distribution of ACTIA's investment by maturity.

Investment Type	12 Months or less	13 to 24 Months	25 to 60 Months	Total
U.S. Agency Securities:				
Non-Callable	\$49,033,163	\$54,289,324	\$13,662,609	\$116,985,096
Callable	1,759,073			1,759,073
U.S. Treasury Bonds	31,365,163	2,802,468		34,167,631
Corporate Notes	28,476,535	8,924,059		37,400,594
Money Market Mutual Funds	4,327,008			4,327,008
California Local Agency Investment Fund	72,721,472			72,721,472
Total Investments	187,682,414	66,015,851	13,662,609	267,360,874
Cash in Bank	7,708,291			7,708,291
Total Cash and Investments	\$195,390,705	\$66,015,851	\$13,662,609	\$275,069,165

ACTIA is a participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. ACTIA reports its investment in LAIF at the fair value amount provided by LAIF, which is the same as the value of the pool share. The balance is available for withdrawal on demand, and is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. Included in LAIF's investment portfolio are collateralized mortgage obligations, mortgage-backed securities, other asset-backed securities, loans to certain state funds, and floating rate securities issued by federal agencies, government-sponsored enterprises, United States Treasury Notes and Bills, and corporations. At June 30, 2011, these investments matured in an average of 237 days.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS JUNE 30, 2011

(2) Deposits and Investment (Continued)

Credit Risk

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measure by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by the California Government Code, ACTIA's investment policy and the actual S & P rating as of the year-end for each investment type.

Investment Type	AAA	AA+	AA-	A+	Not Rated	Total
U.S. Agency Securities:						
Non-Callable	\$103,155,581			\$13,829,515		\$116,985,096
Callable	1,759,073					1,759,073
U.S. Treasury Bonds	\$34,167,631					34,167,631
Corporate Notes	32,454,744	\$2,276,166	\$2,669,684			37,400,594
Money Market Mutual Funds	4,327,008					4,327,008
California Local Agency Investment					\$72,721,472	72,721,472
Totals Investments	<u>175,864,037</u>	<u>2,276,166</u>	<u>2,669,684</u>	<u>13,829,515</u>	<u>72,721,472</u>	<u>267,360,874</u>
Cash in Bank					7,708,291	7,708,291
Total Cash and Investments					<u>\$80,429,763</u>	<u>\$275,069,165</u>

Concentration of Credit Risk

The investment policy of ACTIA contains limitations on the amount that can be invested in any one issuer beyond the amount stipulated by the California Government code. Investments in any one issuer (other than U.S Treasury securities, mutual funds and external investment pools) that represent five percent (5%) or more of the total investments are as follows:

Issuer	Investment Type	Reported Amount
Federal Home Loan Bank	Federal Agency Securities	\$41,655,301
Federal Home Loan Mortgage Corp	Federal Agency Securities	33,420,264
Federal National Mortgage Assoc	Federal Agency Securities	18,917,023
Federal Farm Credit Bank	Federal Agency Securities	13,641,740

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(2) Deposits and Investment (Continued)

Custodial Credit Risk - Deposits

Custodial credit risk for deposits is the risk that, in the event of a bank failure, ACTIA may not be able to recover its deposits. ACTIA's policy, as well as the California Government Code, requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agency. California law also allows financial institutions to secure public deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits and letters of credit issued by the Federal Home Loan Bank of San Francisco having a value of 105% of the secured deposits. As of June 30, 2011, ACTIA's bank balance of \$1,614,846 with a reported balance of \$6,798,534 is collateralized with securities held by the pledging financial institution's trust department or agent, but not in the name of ACTIA.

Custodial Credit Risk Deposits – Retiree's Health Benefit Trust Fund Deposits with Financial Institutions

Custodial credit risk for deposits with financial institutions is the risk that in the event of a bank failure, the Retiree Health Benefit Trust Fund may not be able to recover its deposits. Although the Retiree Health Insurance Trust Fund does not have its own investment policy, there are securities available as pledged collateral for the retirement fund for the Retiree Health Insurance Trust Fund's Deposits of \$909,508 with a financial institution.

Custodial Credit Risk – Investments

This is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, ACTIA will not be able to recover the value of its investments or collateral securities that are in the possession of an outside party. It is ACTIA's policy that all securities held, be secured through third-party custody and safekeeping.

Local Agency Investment Fund

ACTIA is a voluntary participant in the Local Agency Investment Fund (LAIF) which is regulated by California government code Section 16429 under the oversight of the Treasurer of the State of California. The fair value of ACTIA's investment in the pool is reported in the accompanying financial statement at amounts based upon ACTIA's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which is recorded on the amortized cost basis.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(2) Deposits and Investment (Continued)

S&P Downgrade

On August 5, 2011, Standard & Poor's Ratings Services (S&P) lowered its long-term credit rating on the United States of America from AAA to AA+. At the same time, S&P affirmed its A-1+ short-term rating on the United States of America.

On August 8, 2011, S&P lowered its issuer credit ratings and related issue ratings on ten of twelve Federal Home Loan Banks (FHLBs) and the senior debt issued by the FHLB System from AAA to AA+. S&P also lowered the ratings on the senior debt issued by the Federal Farm Credit Banks (FFCB) from AAA to AA+, and lowered the senior issue ratings on Fannie Mae (FNMA) and Freddie Mac (FHLMC) from AAA to AA+. The A subordinated debt rating and the C rating on the preferred stock of these entities remained unchanged. Finally, S&P affirmed the short-term issue ratings for these entities at A-1+. As of June 30, 2011, ACTIA investments in these agencies that were subject to the downgrade were as follows:

	Amount
FFCB	\$13,641,740
FHLB	41,655,301
FHLMC	33,420,264
FNMA	18,917,023

On August 8, 2011, S&P also lowered the ratings on 126 Federal Deposit Insurance Corporation-guaranteed debt issues from thirty financial institutions that are under the Temporary Liquidity Guarantee Program (TLGP), and four National Credit Union Association-guaranteed debt issues from two corporate credit unions under the Temporary Corporate Credit Union Guarantee Program (TCCUGP) from AAA to AA+. As of June 30, 2011, ACTIA investments in these institutions that were subject to the downgrade were as follows:

	Amount
American Express Bank	\$735,648
Bank of America Corp	4,012,050
GE Capital Corporation	5,244,614
Goldman Sachs	2,882,621
HSBC Bank	735,697
JP Morgan Chase	4,347,874
Morgan Stanley	1,010,713
US Bank Corporation	4,528,117
Wells Fargo & Company	2,669,685
Citibank NA	3,017,915
Sovereign Bank	1,025,713
John Deere	2,104,067
PNC Funding Corporation	2,398,690

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS JUNE 30, 2011

(3) Advances to Other Governments

ACTIA advanced \$25 million of public transit program funds to Alameda-Contra Costa Transit Agency (AC Transit) in 2006. The advance had a variable interest rate, which was adjusted monthly, based on LAIF plus one percent. During the fiscal year ended on June 30, 2009, the loan agreement was amended where \$10 million of loan was paid down. The amended loan carries an interest rate of 6% and another 1% for administrative fees. The loan was due on or before December 31, 2010. The balance of \$7,026,908.74 was paid in full on August 8, 2010.

(4) Capital Assets

(a) Capital Assets – Governmental Activities

A summary of changes in capital assets recorded in governmental activities follows:

	June 30, 2010 (as restated)	Additions	June 30, 2011
Capital assets being depreciated:			
Furniture, equipment and leasehold improvement	\$189,007	\$10,000	\$199,007
Less accumulated depreciation for:			
Furniture, equipment and leasehold improvement	(135,581)	(20,350)	(155,931)
Governmental activities capital assets, net	<u>\$53,426</u>	<u>(\$10,350)</u>	<u>\$43,076</u>

(b) Depreciation Expense

Depreciation expense of \$20,350 was charged to the Administrative function of ACTIA during the year ended June 30, 2011.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS JUNE 30, 2011

(5) Commitments and Contingent Liabilities

(a) *Agreements with Engineering Firms*

ACTIA has entered into contracts with various private engineering firms to provide scoping/planning, engineering, environmental, design, right-of-way engineering and acquisition, and construction management services. As of June 30, 2011, the total outstanding commitments (not paid or accrued) are \$49.794 million. The terms range from June 30, 2011 to up to five years (or acceptance of the phase of work, whichever is earlier).

(b) *Agreements with Project Sponsors*

ACTIA has entered into contracts with various project sponsors to provide scoping/planning, engineering, environmental, design, right-of-way engineering and acquisition, construction management and equipment purchase services. As of June 30, 2011, the total outstanding commitments (not paid or accrued) are \$111.189 million. The terms range from June 30, 2011 to seven (or acceptance of the phase of work, whichever is earlier).

(c) *Operating Lease Commitments*

ACTIA has entered into an operating lease agreement with CIM/Oakland 1333 Broadway LP for rental of facilities with commitments through November 2013. Future minimum rental payments are as follows:

Year Ending June 30	Lease Payments
2012	\$371,325
2013	382,593
2014	161,370
Total	<u>\$915,288</u>

ACTIA has entered into sublease agreements for rental of facilities with Acumen Building Enterprise, Inc. (\$1,070.00 per month), Nelson\Nygaard Consulting Associates (\$745.00 per month), Rochelle Wheeler (\$417.00 per month), and L. Luster and Associates (\$274.00 per month) effective from July 1, 2011. Under a new sublease agreement with Moffatt & Nichol, entered into on July 1, 2011, ACTIA will receive a monthly rent of \$3,500.00. These sublease agreements are month-to-month tenancy and are terminable for any reason whatsoever on 30 days written notice given at any time by either party.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(5) Commitments and Contingent Liabilities (Continued)

(d) Insurance, Claims and Litigation

ACTIA is exposed to various risks of loss related to torts: thereof, damage to, and destruction of assets; errors and omissions; and natural disasters. ACTIA has purchased commercial insurance coverage for general liability, worker's compensation, directors and officers liability, automobile liability, and property coverage. The amounts of settlements for the past three fiscal years have not exceeded insurance coverage.

Type of Claim	Coverage Limits	Deductible
General Liability - Aggregate	\$2,000,000	\$1,000
Workers' Compensation	1,000,000	0
Directors & Officers	2,000,000	25,000
Automobile	1,000,000	1,000
Business Personal Property	200,000	1,000
Excess Liability	4,000,000	10,000
Commercial Crime	10,000,000	75,000

(6) Retirement Plan

Plan Description – ACTIA is part of the miscellaneous 2.5% at 55 risk pool, a cost-sharing multiple-employer defined benefit plan. All employees are eligible to participate in the Public Employees' Retirement Fund (the Fund) of the California Public Employees' Retirement System (CalPERS). The Fund is an agent multiple-employer defined benefit retirement plan that acts as a common investment and administrative agent for various local and state governmental agencies within the State of California. The Fund provides retirement, disability, and death benefits based on the employee's years of service, age and final compensation. Employees vest after five years of service and may receive retirement benefits at age 50. These benefit provisions and all other requirements are established by State statute. CalPERS issues a publicly available financial statement report. The CalPERS Comprehensive Annual Financial Report may be obtained by writing the State of California's Public Employees' Retirement System at P.O. Box 942709, Sacramento, California 94229-2709.

Funding Policy – The total payroll for ACTIA for the fiscal year ended June 30, 2011 was \$968,105 which approximates covered payroll for employees participating in the Fund. ACTIA, due to a benefits resolution, has an obligation to contribute 7% for covered employees and employees contribute 1%, which represent the employee's required contribution. ACTIA is required to contribute at an actuarially determined rate. The average rate for the year ended June 30, 2011 was 10.263% of covered payroll.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(6) Retirement Plan (Continued)

Annual Pension Cost – ACTIA’s annual pension costs was equal to the required contribution, which was determined as part of an actuarial valuation performed as of June 30, 2009, using the entry age normal cost method. The significant actuarial assumptions used in the valuation were an assumed rate of return on investment assets of 7.75%, projected salary increases ranging from 3.25% to 14.45%, annual payroll growth of 3.25% and inflation of 3.0%. The actuarial value of assets was determined using techniques that smooth the effects of short-term market value fluctuations over a fifteen-year period.

Three Year Trend Information - The following table shows ACTIA’s required contributions and percentage contributed, for the current year and each of the preceding two years.

Valuation Date	Annual Pension Cost (APC)	Percentage of APC Contributions	Net Pension Obligation
06/30/09	\$178,821	100%	\$0
06/30/10	176,843	100%	0
06/30/11	163,942	100%	0

As required by new State law, effective July 1, 2005, ACTIA’s Miscellaneous Plan was terminated, and the employees in the plan were required by CALPERs to join a new State-wide pool. One of the conditions of entry to these pools was that ACTIA true-up any unfunded liability in the former Plan, either by paying cash or by increasing its future contribution rates through a Side Fund offered by CALPERs.

Three-year historical trend information is presented below:

State-wide Pool Miscellaneous Plan:

Valuation Date	Entry Age Accrued Liability	Actuarial Value of Assets	Unfunded (Overfunded) Liability	Funded Ratio	Annual Covered Payroll	Unfunded (Overfunded) Liability as % of Payroll
2007	1,315,454,361	1,149,247,298	166,207,063	87.4%	289,090,187	57.5%
2008	1,537,909,933	1,337,707,835	200,202,098	87.0%	333,307,600	60.1%
2009	1,834,424,640	1,493,430,831	340,993,809	81.4%	355,150,151	96.0%

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(7) Other Postemployment Benefits (OPEB)

Plan Description

Employees hired prior to November 1, 2004 - Employees who retire from ACTIA and are eligible to immediately receive a pension from CalPERS are eligible to receive a portion of the cost of the monthly premium for health coverage through the CalPERS medical program. The benefit provided by ACTIA is for the retiree only. It continues until the retiree dies. ACTIA will contribute the lesser of the premium rate for the plan selected by the retiree and the Kaiser Employee only/Early Retiree premium rate. Retirees must contribute the entire cost of spousal and dependent child coverage.

Employees hired November 1, 2004 and later - Eligibility for postretirement health coverage through ACTIA will be determined by a vesting schedule. An employee will vest 50% after five years of service with ACTIA. After five years of service with ACTIA, credit will be given for any prior years of PERS service that the employee may have earned with another employer. The employee will vest an additional 5% for each year of service thereafter, up to a maximum of 100%. The benefit provided by ACTIA is for the retiree only. It continues until the retiree dies. ACTIA will contribute the lesser of the premium rate for the plan selected by the retiree and the vested percentage of the weighted average Employee only premium rate based on the enrollment of all active employees.

Employees will be considered 100% vested after 15 years of service with ACTIA, regardless of the number of days after separation from employment.

Retirees must contribute the entire cost of spousal and dependent child coverage

The plan is authorized under the Board Resolution 04-0054. ACTIA reports the financial activity of the Plan as a trust/ agency fund, and no separate financial report is prepared. Membership of the Plan consisted of the following:

Retirees receiving benefits	5
Active plan members	<u>6</u>
Total	<u><u>11</u></u>

Funding Policy - The contribution requirements of ACTIA and the plan members are established and may be amended by the Governing Board. The required contribution is based on the single party Kaiser premium available through the California PERS medical program. During the year ended June 30, 2011, ACTIA contributed \$0. ACTIA's Retiree Benefit Trust Fund is overfunded as of June 30, 2011, based on the last actuarial valuation.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(7) Other Postemployment Benefits (OPEB) (Continued)

Annual Post Retirement Benefit Costs and Net Post Retirement Benefit Obligations - ACTIA's annual other post retirement benefit (OPEB) obligation cost is calculated based on the annual required contribution (ARC) of the employer, an amount actuarially determined in accordance with the parameters of GASB Statement No. 45. The ARC represents a level of funding that, if paid on an ongoing basis, is projected to cover normal cost each year and amortize any unfunded actuarial liabilities over a period not to exceed thirty years. The following tables show the ARC of ACTIA, the components of ACTIA's annual OPEB costs for the year, the amount actually contributed to the Plan, and the changes in ACTIA's net post retirement benefit cost obligation to the Plan.

Normal Cost at Year End	\$37,762
Amortization of UAAL	(16,093)
Annual required contribution (ARC)	21,669
Interest on Prior Year Net OPEB Obligation	2,760
Adjustment to ARC	(3,770)
Annual OPEB Cost	20,659
Contributions made	0
Increase (Decrease) in Net OPEB Obligation	20,659
Net OPEB Obligation - Beginning of Year	55,204
Net OPEB Obligation - End of Year	\$75,863

The annual OPEB cost, the percentage of annual OPEB cost contributed to the Plan, and the net OPEB obligation for 2011 were as follows:

Fiscal Year	Annual OPEB Cost	Actual Contribution	Percentage of ARC Contributed	Net OPEB Obligation (Asset)
6/30/09	\$19,572	\$0	0%	\$37,351
6/30/10	17,853	\$0	0%	55,204
6/30/11	20,659	\$0	0%	75,863

Funded Status and Funding Progress

Actuarial valuations of an ongoing plan involve estimates of the value of reported amounts and assumptions about the profitability of occurrence of events far into the future. Examples include assumptions about future employment, mortality and the healthcare cost trend. Amounts determined regarding the funded status of the plan and the annual required contributions of the employer are subject to continual revision as actual results are compared with past expectations and new estimated are made about the future. The schedules of funding progress and employer's contributions are presented as required supplementary information following the notes to the financial statements. The schedule of funding progress presents information on the actuarial value of plan assets relative to the actuarial accrued liabilities for benefits. The schedule provides multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liabilities for the benefits.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(7) Other Postemployment Benefits (OPEB) (Continued)

Funded Status and Funding Progress (Continued)

Actuarial Method and Assumptions - Projections of benefits for financial reporting purposes are based on the substantive plan (the plan as understood by the employer and plan members) and include the types of benefits provided at the time of each valuation and the historical pattern of sharing of benefits costs between the employer and the plan members to that point. The actuarial methods and assumptions used included techniques that are designed to reduce the effects of short-term volatility in actuarial accrued liabilities and the actuarial value of assets, consistent with the long term perspective of the calculations.

The actuarial cost method used for determining the benefit obligations is the Projected Unit Credit Actuarial Cost Method. Under the PUC cost method the actuarial present value of projected benefits is allocated ratably over the service of individuals between entry age and the assumed exit age(s). In this valuation each individual's attribution period extends from hire date to estimated retirement date. The actuarial assumptions included a 5% discount rate and 5% investment rate of return. The retirement, mortality and termination rates used in this valuation are used in California PERS pension valuations. The actuarial valuation assumed that the annual health care cost trend rates will decrease gradually from the relatively high rate of annual increase in the past, depending on the age of the employee and the year being projected. See table below for medical trend rates assumptions. The health care cost long-term annual expected rate of increase is in the 5% to 6% range, leading to 5.5% long term rate.

<u>Calendar Year Beginning January</u>	<u>Estimated Increase</u>
2011	7.9%
2012	7.6%
2013	7.3%
2014	7.0%
2015	6.7%
2016	6.4%
2017	6.1%
2018	5.8%
2019 & thereafter	5.5%

The UAAL is being amortized as a level dollar method on a closed basis over 30 years. Any administrative fees other than those included in the monthly premium rates are not included in the actuarial valuation. The actuarial valuation also does not include any liability estimates for future hires.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(7) Other Postemployment Benefits (OPEB) (Continued)

OPEB Schedule of Funding Progress

The table below presents multi-year trend information about whether the actuarial value of plan assets is increasing or decreasing over time relative to the actuarial accrued liability for benefits.

Actuarial	Actuarial	Unfunded	Annual	UAAL As a
Valuation Date	Liability (AAL)	Value of Assets	Accrued	Percentage of
	(a)	(b)	UAAL	Covered Payroll
		(a) - (b)	Status	[(a)-(b)]/(c)
			(b)/(a)	
			(c)	
6/30/2008	\$610,469	\$921,678	151.0%	-30%
6/30/2009	665,583	923,339	138.7%	-25%
6/30/2010	718,209	953,857	132.8%	-24%

(8) Related Party Loan Receivable

On March 24, 2011, the Alameda County Transportation Commission (CTC) Board agreed to loan \$5 million of ACTA funds to address Alameda County Congestion Management Agency's (ACCMA) current funding needs. The Alameda CTC Board further authorized ACCMA to borrow up to an additional \$20 million of ACTA funds, on an as needed basis, pursuant to the terms and conditions stated in the loan agreement. No interest is due on the loan amounts.

(9) Net Assets and Fund Balances

Net Assets

Net Assets is the excess of all ACTIA's assets over all its liabilities, regardless of fund. Net Assets are divided into three captions. These captions apply only to Net Assets, which is determined only at the Government-wide level, and are described below:

Invested in Capital Assets describes the portion of Net Assets which is represented by the current net book value of ACTIA's capital assets.

Restricted describes the portion of Net Assets which is restricted as to use by the terms and conditions of agreements with outside parties, governmental regulations, laws, or other restrictions which ACTIA cannot unilaterally alter.

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS JUNE 30, 2011

(9) Net Assets and Fund Balances (Continued)

Detailed classifications of ACTIA's Fund Balances, as of June 30, 2010, are below:

	General Fund	ACTIA Capital Projects Fund	ACTA Capital Projects Fund	Special Revenue Fund	Total
Fund balances:					
Restricted for:					
ACTIA Capital Projects		\$86,476,493			\$86,476,493
ACTA Capital Projects			\$164,531,234		164,531,234
Express Bus				\$1,960,829	1,960,829
Service Gap				2,342,131	2,342,131
Regional Bike and Pedestrian				4,389,966	4,389,966
Transit-Oriented Development				1,233,451	1,233,451
Program Distributions				265	265
Unassigned	\$16,004,431				16,004,431
Total fund balances	<u>\$16,004,431</u>	<u>\$86,476,493</u>	<u>\$164,531,234</u>	<u>\$9,926,642</u>	<u>\$276,938,800</u>

ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY

NOTES TO FINANCIAL STATEMENTS

JUNE 30, 2011

(9) Net Assets and Fund Balances (Continued)

Unrestricted describes the portion of Net Assets which is not restricted as to use.

Fund Balances

Governmental fund balances represent the net current assets of each fund. Net current assets generally represent a fund's cash and receivables, less its liabilities.

ACTIA's fund balances are classified in accordance with Governmental Accounting Standards Board Statement Number 54 (GASB 54), *Fund Balance Reporting and Governmental Fund Type Definitions*, which requires ACTIA to classify its fund balances based on spending constraints imposed on the use of resources. For programs with multiple funding sources, ACTIA prioritizes and expends funds in the following order: Restricted, Committed, Assigned, and Unassigned. Each category in the following hierarchy is ranked according to the degree of spending constraint:

Nonspendable represents balances set aside to indicate items do not represent available, spendable resources even though they are a component of assets. Fund balances required to be maintained intact, such as Permanent Funds, and assets not expected to be converted to cash, such as prepaids, notes receivable, and land held for redevelopment are included. However, if proceeds realized from the sale or collection of nonspendable assets are restricted, committed or assigned, then nonspendable amounts are required to be presented as a component of the applicable category.

Restricted fund balances have external restrictions imposed by creditors, grantors, contributors, laws, regulations, or enabling legislation which requires the resources to be used only for a specific purpose. Encumbrances and nonspendable amounts subject to restrictions are included along with spendable resources.

Committed fund balances have constraints imposed by formal action of the ACTIA Board which may be altered only by formal action of ACTIA's Board. Encumbrances and nonspendable amounts subject to council commitments are included along with spendable resources.

Assigned fund balances are amounts constrained by ACTIA's intent to be used for a specific purpose, but are neither restricted nor committed. Intent is expressed by the ACTIA Board or its designee and may be changed at the discretion of the ACTIA Board or its designee. This category includes encumbrances; Nonspendables, when it is ACTIA's intent to use proceeds or collections for a specific purpose, and residual fund balances, if any, of Special Revenue and Capital Projects Funds which have not been restricted or committed.

Unassigned fund balance represents residual amounts that have not been restricted, committed, or assigned. This includes the residual general fund balance and residual fund deficits, if any, of other governmental funds.

REQUIRED SUPPLEMENTARY INFORMATION

**ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGE
IN FUND BALANCES - BUDGET AND ACTUAL - GENERAL FUND
FOR THE YEAR ENDED JUNE 30, 2011**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget- Positive (Negative)
	Original	Final		
Revenues:				
Sales tax	\$4,050,000	\$4,590,000	\$4,742,726	\$152,726
Investment income	125,196	125,196	124,287	(909)
Other	112,253	112,253	81,013	(31,240)
Total revenues	<u>4,287,449</u>	<u>4,827,449</u>	<u>4,948,026</u>	<u>120,577</u>
Expenditures:				
Current:				
Administration	<u>4,124,602</u>	<u>4,144,602</u>	<u>3,566,133</u>	<u>578,469</u>
Total expenditures	<u>4,124,602</u>	<u>4,144,602</u>	<u>3,566,133</u>	<u>578,469</u>
Excess of revenues over expenditures	<u>162,847</u>	<u>682,847</u>	<u>1,381,893</u>	<u>699,046</u>
Net change in fund balances	<u>\$162,847</u>	<u>\$682,847</u>	<u>1,381,893</u>	<u>\$699,046</u>
Beginning Fund balance			<u>14,622,538</u>	
Ending Fund balance			<u>\$16,004,431</u>	

**ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGE
IN FUND BALANCES - BUDGET AND ACTUAL - SPECIAL REVENUE FUND
FOR THE YEAR ENDED JUNE 30, 2011**

	<u>Budgeted Amounts</u>			Variance with Final Budget- Positive (Negative)
	<u>Original</u>	<u>Final</u>	<u>Actual amounts</u>	
Revenues:				
Sales tax	\$51,484,050	\$58,348,584	\$60,289,998	\$1,941,414
Investment income	154,092	154,092	97,766	(56,326)
Other				
Total revenues	<u>51,638,142</u>	<u>58,502,676</u>	<u>60,387,764</u>	<u>1,885,088</u>
Expenditures:				
Current:				
Administration	2,241,911	2,241,911	883,298	1,358,613
Public transit	30,388,937	33,854,128	33,434,763	419,365
Local Transportation	<u>26,424,331</u>	<u>29,414,242</u>	<u>27,736,007</u>	<u>1,678,235</u>
Total expenditures	<u>59,055,179</u>	<u>65,510,281</u>	<u>62,054,068</u>	<u>3,456,213</u>
Net change in fund balances	<u>(\$7,417,037)</u>	<u>(\$7,007,605)</u>	(1,666,304)	<u>\$5,341,301</u>
Beginning Fund balance			<u>11,592,946</u>	
Ending Fund balance			<u>\$9,926,642</u>	

OTHER SUPPLEMENTARY INFORMATION

**ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
SCHEDULE OF SPECIAL REVENUE FUND PROJECTS AND PROGRAMS
COMBINING BALANCE SHEET**

**FOR THE YEAR ENDED JUNE 30, 2011
(WITH SUMMARIZED COMPARATIVE AMOUNTS FOR JUNE 30, 2010)**

Assets	Express Bus	Service Gap	Regional Bike and Pedestrian	Transit- Oriented Development	Program Distributions	Total	
						2011	2010
Cash and investments	\$2,208,229	\$2,403,004	\$4,949,245	\$1,222,575	\$5,114,044	\$15,897,097	\$13,069,299
Receivables							
Sales tax	117,758	239,620	209,458	31,838	9,438,535	10,037,209	8,655,898
Other receivables		830				830	1,400
Due from other governments							6,489
Total assets	2,325,987	2,643,454	5,158,703	1,254,413	14,552,579	25,935,136	21,733,086
Liabilities and Fund Balances							
Liabilities:							
Accounts payable	\$364,832	\$299,364	\$765,804	\$20,745	\$14,552,314	\$16,003,059	\$10,123,113
Due to other governments							17,027
Due to other funds	326	1,959	2,933	217		5,435	
Total liabilities	365,158	301,323	768,737	20,962	14,552,314	16,008,494	10,140,140
Fund balances:							
Restricted for:							
Transportation projects	1,960,829	2,342,131	4,389,966	1,233,451	265	9,926,642	11,592,946
Total fund balances	1,960,829	2,342,131	4,389,966	1,233,451	265	9,926,642	11,592,946
Total liabilities and fund balances	\$2,325,987	\$2,643,454	\$5,158,703	\$1,254,413	\$14,552,579	\$25,935,136	\$21,733,086

**ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
COMBINING SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN
FUND BALANCE BY SPECIAL REVENUE FUND PROJECTS AND PROGRAMS
FOR THE YEAR ENDED JUNE 30, 2011**

	Express Bus	Service Gap	Regional Bike and Pedestrian	Transit- Oriented Development	Program Distributions	Total 2011	2010
Revenues:							
Sales tax	\$707,331	\$1,439,311	\$1,258,139	\$191,237	\$56,693,980	\$60,289,998	54,031,694
Investment income	20,301	23,725	42,965	10,775		97,766	249,554
Other governments							2,030
Total revenues	727,632	1,463,036	1,301,104	202,012	56,693,980	60,387,764	54,283,278
Expenditures:							
Administration	21,059	433,866	420,376	7,997		883,298	850,048
Public transit	1,449,441	1,315,853		235,351	30,434,118	33,434,763	32,356,795
Local transportation			1,476,188		26,259,819	27,736,007	24,576,408
Total expenditures	1,470,500	1,749,719	1,896,564	243,348	56,693,937	62,034,068	57,783,251
Excess of revenues over expenditures	(742,868)	(286,683)	(595,460)	(41,336)	43	(1,666,304)	(3,499,973)
Net change in fund balances	(742,868)	(286,683)	(595,460)	(41,336)	43	(1,666,304)	(3,499,973)
Fund balances, beginning of year	2,703,697	2,628,814	4,985,426	1,274,787	222	11,592,946	15,092,919
Fund balances, end of year	\$1,960,829	\$2,342,131	\$4,389,966	\$1,233,451	\$265	\$9,926,642	\$11,592,946

This page intentionally left blank.

**ALAMEDA COUNTY
TRANSPORTATION IMPROVEMENT AUTHORITY**

**MEMORANDUM ON INTERNAL CONTROL
AND
REQUIRED COMMUNICATIONS**

**FOR THE YEAR ENDED
JUNE 30, 2011**

**ALAMEDA COUNTY TRANSPORTATION IMPROVEMENT AUTHORITY
MEMORANDUM ON INTERNAL CONTROL
AND
REQUIRED COMMUNICATIONS**

For the Year Ended June 30, 2011

Table of Contents

	<u>Page</u>
<i>Memorandum on Internal Control</i>	1
<i>Required Communications</i>	3
Financial Statement Audit Assurance	3
Other Information Included with the Audited Financial Statements.....	3
Accounting Policies.....	3
Unusual Transactions, Controversial or Emerging Areas.....	4
Estimates	4
Disagreements with Management	4
Retention Issues	5
Difficulties	5
Audit Adjustments.....	5
Uncorrected Misstatements.....	5

MEMORANDUM ON INTERNAL CONTROL

October 24, 2011

To the Governing Board of
the Alameda County Transportation Improvement Authority

In planning and performing our audit of the financial statements of the Alameda County Transportation Improvement Authority (ACTIA) as of and for the year ended June 30, 2011, in accordance with auditing standards generally accepted in the United States of America, we considered ACTIA's internal control over financial reporting (internal control) as a basis for designing our auditing procedures for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of ACTIA's internal control. Accordingly, we do not express an opinion on the effectiveness of ACTIA's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of ACTIA's financial statements will not be prevented, or detected and corrected on a timely basis.

A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph and was not designed to identify all deficiencies in internal control that might be significant deficiencies or material weaknesses and, therefore, there can be no assurance that all such deficiencies have been identified. In addition, because of inherent limitations in internal control, including the possibility of management override of controls, misstatements due to error or fraud may occur and not be detected by such controls. We did not identify any deficiencies in internal control that we consider to be material weaknesses.

This communication is intended solely for the information and use of management, Governing Board, others within the organization, and agencies and pass-through entities requiring compliance with generally accepted government auditing standards, and is not intended to be and should not be used by anyone other than these specified parties.

REQUIRED COMMUNICATIONS

To the Governing Board of
the Alameda County Transportation Improvement Authority
Oakland, California

We have audited the financial statements of the Alameda County Transportation Improvement Authority (ACTIA) as of and for the year ended June 30, 2011 and have issued our report thereon dated October 24, 2011. Professional standards require that we advise you of the following matters relating to our audit.

Financial Statement Audit Assurance: Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit in accordance with generally accepted auditing standards does not provide absolute assurance about, or guarantee the accuracy of, the financial statements. Because of the concept of reasonable assurance and because we did not perform a detailed examination of all transactions, there is an inherent risk that material errors, fraud, or illegal acts may exist and not be detected by us.

Other Information Included with the Audited Financial Statements: Pursuant to professional standards, our responsibility as auditors for other information in documents containing ACTIA's audited financial statements does not extend beyond the financial information identified in the audit report, and we are not required to perform any procedures to corroborate such other information. Our responsibility also includes communicating to you any information that we believe is a material misstatement of fact. Nothing came to our attention that caused us to believe that such information, or its manner of presentation, is materially inconsistent with the information, or manner of its presentation, appearing in the financial statements. This other information and the extent of our procedures are explained in our audit report.

Accounting Policies: Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by ACTIA is included in Note 1 to the financial statements. There have been no initial selections of accounting policies and no changes in significant accounting policies or their application during 2011, except noted as follows:

- **Governmental Accounting Standard Board (GASB) Statement No. 54 - Governmental Fund Balance Reporting and Governmental Fund Type Definitions**

During the year, as described in *Note 9* of the *Notes to Basic Financial Statements*, ACTIA implemented GASB Statement No. 54. This Statement establishes fund balance classifications that comprise a hierarchy based primarily on the extent to which a government

is bound to observe constraints imposed upon the use of the resources reported in governmental funds.

Disclosure of the policies in the notes to the financial statements is required.

The definitions of the general fund, special revenue fund type, capital projects fund type, debt service fund type, and permanent fund type are clarified by the provisions in this Statement. Interpretations of certain terms within the definition of the special revenue fund type have been provided and, for some governments, those interpretations may affect the activities they choose to report in those funds. The capital projects fund type definition also was clarified for better alignment with the needs of preparers and users. Definitions of other governmental fund types also have been modified for clarity and consistency.

- **Governmental Accounting Standard Board (GASB) Statement No. 59 - Financial Instruments Omnibus**

The objective of this Statement is to update and improve existing standards regarding financial reporting and disclosure requirements of certain financial instruments and external investment pools for which significant issues have been identified in practice. This is a technical clean up pronouncement that had no material impact to the financial statements.

Unusual Transactions, Controversial or Emerging Areas: No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Estimates: Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

- *Estimated Fair Value of Investments:* (Note 2 to the financial statements) - As of June 30, 2011, the ACTIA held approximately \$274 million of cash and investments as measured by fair value. Fair value is essentially market pricing in effect as of June 30, 2011. These fair values are not required to be adjusted for changes in general market conditions occurring subsequent to that date.

Disagreements with Management: For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter that could be significant to ACTIA's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Retention Issues: We did not discuss any major issues with management regarding the application of accounting principles and auditing standards that resulted in a condition to our retention as ACTIA's auditors.

Difficulties: We encountered no serious difficulties in dealing with management relating to the performance of the audit.

Audit Adjustments: For purposes of this communication, professional standards define an audit adjustment, whether or not recorded by ACTIA, as a proposed correction of the financial statements that, in our judgment, may not have been detected except through the audit procedures performed. These adjustments may include those proposed by us but not recorded by ACTIA that could potentially cause future financial statements to be materially misstated, even though we have concluded that the adjustments are not material to the current financial statements.

We did not propose any audit adjustments that, in our judgment, could have a significant effect, either individually or in the aggregate, on the entity's financial reporting process.

Uncorrected Misstatements: Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. We have no such misstatements to report to management.

This report is intended solely for the information and use of the finance committee, Governing Board, and management and is not intended to be and should not be used by anyone other than these specified parties.

October 24, 2011

**ALAMEDA COUNTY
TRANSPORTATION IMPROVEMENT AUTHORITY
LIMITATIONS WORKSHEET
FOR THE YEAR ENDED
JUNE 30, 2011**

To the Governing Board of the
Alameda County Transportation Improvement Authority
Oakland, California

We have audited the basic financial statements of the Alameda County Transportation Improvement Authority (Authority) as of and for the year ended June 30, 2011, and have issued our report thereon dated October 24, 2011. We have also audited the accompanying Alameda County Transportation Improvement Authority Limitations Worksheet (Limitations Worksheet) for the year ended June 30, 2011. The Worksheet is the responsibility of the Authority's management. Our responsibility is to express an opinion on this Limitations Worksheet based on our audit.

We conducted our audit of the Limitations Worksheet in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the Limitations Worksheet is free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the Limitations Worksheet. An audit also includes assessing the accounting principles used and the significant estimates made by management, as well as evaluating the overall Worksheet presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the Limitations Worksheet referred to above, presents fairly, in all material respects, the administrative cost and related percentages of the Authority for the year ended June 30, 2011, in conformity with the accounting principles generally accepted in the United States of America.

October 24, 2011

Alameda County Transportation Improvement Authority

Limitations Worksheet

Basis for Salary and Benefits Limitation and the Administrative Cost Limitation

FY 2010-11

Revenues

Net Sales Tax Proceeds	\$105,393,811
Investments & Other Income - Net of Related Costs	3,246,320
Funds Generated	\$108,640,131

Expenditures

Gross Salaries and Benefits	\$641,124
Other Administration Costs	2,881,394
Total Administration Costs	\$3,522,518

Transportation Expenditure Plan Requirements

Compliance on Salary and Benefits Cost Limitation (Maximum Allowed is 1%)

Ratio of Gross Salaries and Benefits to Net Sales Tax Revenues	0.6083%
--	---------

Compliance on Administration Costs Limitation (Maximum Allowed is 4.5%)

Ratio of Total Administration Costs to Net Sales Tax Proceeds	3.3422%
---	---------

Public Utilities Commission 180109 Requirement

Compliance on Salary and Benefits Cost Limitation (Maximum Allowed is 1%)

Ratio of Gross Salaries and Benefits to Funds Generated	0.5901%
---	---------

This page intentionally left blank.

CITIZENS WATCHDOG COMMITTEE ISSUES FORM**Alameda County Transportation Commission (Alameda CTC)****1333 Broadway, Suite 300****Oakland, California 94612****Voice: 510-893-3347 Fax: 510-893-6489**

The CWC is required to review all Measure B expenditures. This form allows formal documentation of potential issues of concern regarding expenditure of Measure B funds. A concern should only be submitted to the CWC if an issue is directly related to the potential misuse of Measure B funds or non-compliance with Alameda CTC agreements or the Expenditure Plan approved by voters. This form may be used only by acting CWC members.

Date: _____**Name:** _____**Email Address:** _____**Governmental Agency of Concern** (Include name of agency and all individuals)_____

_____**Agency's Phone Number:** _____**Agency's Address:** _____**City** _____ **Zip Code:** _____**Which one of the following Measure B expenditures is this concern related to:**

(Please check one)

☐ Capital Project ☐ Program ☐ Program Grant ☐ Administration

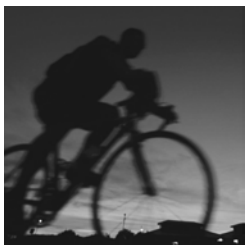
Please explain the nature of your concern and how you became aware of it providing as much detail as you can, including the name of the project or program, dates, times, and places where the issues you are raising took place. (Use additional sheets of paper if necessary)

PROCESS -

PROTECTION -

Action Taken - Please list other parties or agencies you have contacted in an attempt to more fully understand this issue and any actions you yourself have taken.

ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN 2012-2042



Second Draft

December 2011

ACKNOWLEDGEMENTS

ALAMEDA COUNTY TRANSPORTATION COMMISSION & STEERING COMMITTEE MEMBERS

Supervisor Scott Haggerty,* Alameda County, District 1
Supervisor Nadia Lockyer, Alameda County, District 2
Supervisor Wilma Chan, Alameda County, District 3
Supervisor Nate Miley,*Alameda County, District 4
Supervisor Keith Carson, Alameda County, District 5
Vice Mayor Rob Bonta,*City of Alameda
Mayor Farid Javandel, City of Albany
Councilmember Laurie Capitelli, City of Berkeley
Mayor Tim Sbranti,* City of Dublin
Councilmember Ruth Atkin,* City of Emeryville
Vice Mayor Suzanne Chan,* City of Fremont
Councilmember Olden Henson,* City of Hayward
Mayor John Marchand, City of Livermore
Former Mayor Marshall Kamena,* City of Livermore
Councilmember Luis Freitas,* City of Newark
Councilmember Larry Reid,* City of Oakland
Councilmember Rebecca Kaplan,* City of Oakland
Vice Mayor John Chiang, City of Piedmont
Mayor Jennifer Hosterman,* City of Pleasanton
Councilmember Joyce Starosciak,*
City of San Leandro
Mayor Mark Green,* City of Union City
Director Greg Harper,*AC Transit
Director Tom Blalock,* BART
Councilmember Kriss Worthington,* City of Berkeley
(Steering Committee Only)

**Steering Committee Members*

COMMUNITY ADVISORY WORKING GROUP (CAWG) MEMBERS

Charissa M. Frank, Economic Development
Committee (Oakland)
Andy Fields, California Alliance for Jobs
Arthur B. Geen, Alameda County
Taxpayer's Association
Chaka-Khan Gordon, Transportation Justice
Working Group
Earl Hamlin, League of Women Voters

Unique S. Holland, Alameda County Office of Education
Lindsay S. Imai Hong, Urban Habitat
Dr. Roop Jindal, Alameda CTC CAC
David Kakishiba, Oakland Unified School District,
Board of Education
JoAnn Lew, Alameda CTC CWC
Teresa McGill, Davis Street Family Resource Center
Gabrielle M. Miller, Genesis, and Corpus Christi Catholic
Church (Piedmont)
Betsy Morris, East Bay Bicycle Coalition
Betty Mulholland, PAPCO
Eileen Y. Ng, United Seniors of Oakland and Alameda
County (USOAC)
James W. Paxson, East Bay Economic
Development Alliance
Patrisha Piras, Sierra Club
Joel Ramos, TransForm (Community Planner)
Anthony R. Rodgers, Alameda County Labor Council
Dr. Raj Salwan, Board of Director for the City of Fremont
Chamber of Commerce
Diane Shaw, ElderCare (Fremont, CA) Ponderosa Square
Homeowners Association
Sylvia Stadmire, Alameda CTC PAPCO
Midori Tabata, Alameda CTC BPAC
Pam L.Willow, Alameda County Public Health Department
Hale Zukas, Alameda CTC PAPCO

TECHNICAL ADVISORY WORKING GROUP (TAWG) MEMBERS

Alex Amoroso, City of Berkeley
Aleida Andrino-Chavez, City of Albany
Eric Angstadt, City of Oakland
Marisol Benard, New Haven Unified School District
Kate Black, City of Piedmont
Jeff Bond, City of Albany
Jaimee Bourgeois, City of Dublin
Charlie Bryant, City of Emeryville
Mintze Cheng, City of Union City
Keith R. Cooke, City of San Leandro
Wendy Cosin, City of Berkeley
Brian Dolan, City of Pleasanton
Soren Fajeau, City of Newark - Engineering Division

ACKNOWLEDGEMENTS

Jeff Flynn, Livermore Amador Valley Transit Authority
Don Frascinella, City of Hayward
Susan Frost, City of Livermore
Jim Gannon, Fremont Unified School District
Robin Giffin, City of Pleasanton
Mike Gougherty, Water Emergency
Transportation Authority
Terrence Grindall, City of Newark
Cindy Horvath, Alameda County Planning
Diana Keena, City of Emeryville
Paul Keener, Alameda County Public Works Agency
Obaid Khan, City of Alameda - Public Works Department
Wilson Lee, City of Union City
Tom Liao, City of San Leandro
Albert Lopez, Alameda County
Joan Malloy, City of Union City
Gregg Marrama, BART
Val Menotti, BART
Neena Murgai, Alameda County Public Health Department
Matt Nichols, City of Berkeley
Erik Pearson, City of Hayward
James Pierson, City of Fremont
Jeri Ram, City of Dublin
David Rizk, City of Hayward
Marc Roberts, City of Livermore
Brian Schmidt, ACE Rail
Peter Schultze-Allen, City of Emeryville
Jeff Schwob, City of Fremont
Tina Spencer, AC Transit
Iris Starr, Public Works Agency
Mike Tassano, City of Pleasanton
Lee Taubeneck, Caltrans
Andrew Thomas, City of Alameda
Jim Townsend, East Bay Regional Park District (EBRPD)
Bob Vinn, City of Livermore
Marnie Waffle, City of Dublin
Bruce Williams, City of Oakland
Stephen Yokoi, Caltrans
Karl Zabel, Hayward Area Recreation and Park District
(HARD)

ALAMEDA CTC STAFF

Art Dao, Executive Director
Tess Lengyel, Deputy Director of Policy, Public Affairs
and Legislation
Beth Walukas, Deputy Director of Planning

CONSULTANTS

Nelson\Nygaard Consulting Associates
Cambridge Systematics
Nancy Whelan Consulting
MIG, Inc.
Eisen | Letunic
Community Design + Architecture

TABLE OF CONTENTS

Page

BACKGROUND AND SUMMARY.....	1-1
TRANSPORTATION INVESTMENTS	2-1
GOVERNING BOARD AND ORGANIZATIONAL STRUCURE.....	3-1
IMPLEMENTING GUIDELINES	4-1

APPENDICES

A. Full List of TEP Investments by Mode



BACKGROUND AND SUMMARY

FULFILLING THE PROMISE TO VOTERS

In November 2000, Alameda County voters approved Measure B, a half-cent local transportation sales tax, scheduled to sunset in 2022. Virtually all of the major projects promised to and approved by the voters in that measure are either underway or complete. Funds that go to cities and other local jurisdictions to maintain and improve local streets, provide critical transit service and services for seniors and persons with disabilities, as well as bicycle and pedestrian safety projects will continue until the current Measure B expenditure plan ends in 2022. Through careful management, leveraging of other funding opportunities and consensus-based planning, the promises of the 2000 voter-approved measure have been largely fulfilled and essential operations are on-going.

While most of the projects promised in Measure B have been implemented or are underway, the need to continue to maintain and improve the County's transportation system remains critically important. Alameda County continues to grow, while funding from outside sources has been cut or has not kept pace. Unless the County acts now to increase local resources for transportation, by 2035, when Alameda County's population is expected to be 24% higher than today; it is anticipated that vehicle miles traveled will increase by 40%:

- Average morning rush hour speeds on the county's freeways will fall by 10%
- Local roads will continue to deteriorate
- Local transit systems will continue to face service cuts and fare increase, and
- Biking and walking routes, which are critical to almost every trip, will continue to deteriorate, impacting safety, public health and the environment.

This Alameda County Transportation Expenditure Plan (referred to throughout this document as the

TEP or the plan) responds to the county's continued transportation needs through the extension and augmentation of a consistent, locally generated and protected funding stream to address the County's transportation needs. A key feature of the local transportation sales tax is that it cannot be used for any purpose other than local transportation needs. It cannot be taken by the State or by any other governmental agency under any circumstance, and over the life of this plan can only be used for the purposes described in the plan, or as amended.

The ballot measure supported by this plan augments and extends the existing half-cent sales tax for transportation in Alameda County known as Measure B, authorizing an additional half-cent sales tax through 2022 and extending the full cent in perpetuity. Recognizing that transportation needs, technology, and circumstances change over time, this expenditure plan covers the period from approval in 2012 and subsequent sales tax collection through June 2042, and thereafter pursuant to comprehensive updates, programming a total of \$7.7 billion in new transportation funding. Voters will have the opportunity to review and approve comprehensive updates to this plan in the future.

The expenditure plan funds critical improvements to the county's transit network, including expanding transit operations and restoring service cuts, and expanding the Bay Area Rapid Transit (BART) system within Alameda County to move more people on transit. It expands transportation services for seniors and people with disabilities, responding to the needs of an aging population. The plan also funds projects to relieve congestion throughout the county, moving people and goods more efficiently, by supporting strategic investments on I-80, I-580, I-680, I-880, and State Routes 84 and 262. In addition, the plan recognizes growth in bicycle and pedestrian travel by completing major trails and bikeways and making substantial improvements in pedestrian safety and access.

STATUS OF THE CURRENT MEASURE B EXPENDITURE PLAN

Voters in Alameda County have long recognized the need to provide stable and local funding for the County's transportation needs. In 1986, Alameda County voters authorized a half-cent transportation sales tax to finance improvements to the county's overburdened transportation infrastructure. An even wider margin of voters reauthorized this tax in 2000, with over 81.5% support. Detailed expenditure plans have guided the use of these funds. The current plan provides over \$100 million each year for essential operations, maintenance and construction of transportation projects. It authorized the expenditure of funds for the extension of BART to Warm Springs, transit operations, rapid bus improvements throughout the county, bicycle and pedestrian trails and bridges, a Safe Routes to School Partnership, and specialized transportation services for seniors and people with disabilities. It has also provided congestion relief throughout Alameda County by widening I-238, constructing the I-680 express lane, improving I-580 and I-880, and upgrading surface streets and arterial roadways.

Most of the 27 major projects authorized by the current expenditure plan have been completed or are under construction, many ahead of schedule. Annual audits by independent certified public accountants have verified that 100% of the public funds authorized in the current plan have been spent as promised.

The current projects and programs are governed by the current Measure B Expenditure Plan.

BENEFITS FROM THE CURRENT MEASURE B EXPENDITURE PLAN

The current local transportation sales tax has provided a substantial share of the total funding available for transportation projects in Alameda County, far exceeding annual state and federal commitments. State and federal sources have diminished over time, and local sources have come to represent over 60% of the money available for transportation in the county. The current measure has been indispensable in helping to meet the county's growing needs in an era of shrinking resources.

The county's ability to keep up with street maintenance needs, such as filling potholes and repaving roadways, is fundamentally dependent on these local funds. Targeted improvements funded through the current expenditure plan such as the new express lane on I-680 and the widening of I-238 have relieved congestion on critical county commute corridors. A new Warm Springs BART station will soon open in the southern part of the county as the beginning of a new connection to Silicon Valley. The current plan has supported transit operations, improved the safety of children getting to schools throughout the county and funded special transportation services that provide over 900,000 trips for seniors and people with disabilities every year.

These local funds have also allowed the county to compete effectively for outside funds by providing local matching money. The existing expenditure plan has attracted supplemental funds of over \$3 billion from outside sources for Alameda County transportation investments.

WHY EXTEND AND AUGMENT THE SALES TAX MEASURE NOW?

While the existing measure will remain intact through 2022, this new Alameda County Transportation Expenditure Plan (TEP) has been developed for three reasons:

- The capital projects in the existing measure have been largely completed, with many projects implemented ahead of schedule. Virtually all of the project funds in the existing measure are committed to these current projects. Without a new plan, the County will be unable to fund any new major projects to address pressing mobility needs.
- Due to the economic recession, all sources of transportation funding have declined. The decline in revenues has had a particularly significant impact on transportation services that depend on annual sales tax revenue distributions for their ongoing operations. The greatest impacts have been to the programs that are most important to Alameda County residents:
 - Reductions in local funding to transit operators, combined with state and federal reductions, have resulted in higher fares and less service.

- Reductions in local funding to programs for seniors and persons with disabilities have resulted in cuts in these programs as the populations depending on them continue to increase.
- Local road maintenance programs have been cut, and road conditions have deteriorated for all types of users.
- Bicycle and pedestrian system improvements and maintenance of pathways have continued to deteriorate, making it more difficult to walk and bike as an alternative to driving.
- Since the recession began, bus services in Alameda County have been cut significantly, and the gap between road maintenance needs and available funding is at an all-time high. This new expenditure plan will allow local funding to fill in the gaps created by declining state and federal revenue and will keep needed services in place and restore service cuts for many providers.

HOW THIS PLAN WAS DEVELOPED

This expenditure plan was developed in conjunction with the Alameda Countywide Transportation Plan (CWTP), the long range policy document that guides transportation investments, programs, policies and advocacy for Alameda County through 2040. A Steering Committee and two working groups (technical and community) were established to guide development of both the CWTP and the TEP over the past two years.

Public engagement and transparency were the foundations of the development of these plans. A wide variety of stakeholders, including businesses, technical experts, environmental and social justice organizations, seniors and people with disabilities, helped shape the plan to ensure that it serves the county's diverse transportation needs. Thousands of Alameda County residents participated through public workshops and facilitated small group dialogues; a website allowed for online questionnaires, access to all project information, and submittal of comments; and advisory committees that represent diverse constituencies were integrally involved in the plan development process from the beginning.

The TEP also benefited from a performance-based project evaluation process undertaken for the CWTP. This allowed policies and goals to be expressed in quantifiable terms and competing transportation investments to be compared to one another objectively. This led to a more systematic and analytical selection process for investment priorities.

City councils for all 14 cities in the county and the County Board of Supervisors each held public meetings and voted to approve this expenditure plan and submit the sales tax measure to the voters.

VISION AND GOALS

The development of the Countywide Transportation Plan and the Transportation Expenditure Plan began with establishing a new vision and goals for the county's transportation system:

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.

The vision recognizes the need to maintain and operate the County's 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, and will be supported by these goals:

Our transportation system will be:

- Multimodal (bus, train, ferry, bicycle, walking and driving)
- 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, transit, bicycle and pedestrian routes
- Reliable and Efficient
- Cost Effective

- Well Maintained
- Safe
- Supportive of a Healthy and Clean Environment

TAXPAYER SAFEGUARDS

The commitments in this expenditure plan are underscored by a set of strong taxpayer safeguards to ensure that they are met. These include an annual independent audit and report to the taxpayers; ongoing monitoring and review by an Independent Watchdog Committee; requirement for full public review and periodic voter approval for a comprehensive update to the expenditure plan every 20 years after 2042; and strict limits on administrative expenses charged to these funds.

Local Funds Spent Locally

The revenue generated through this transportation sales tax will be spent exclusively on projects and programs in Alameda County. All of the projects and programs included in the expenditure plan are considered essential for the transportation needs of Alameda County.

WHAT DOES THE EXPENDITURE PLAN FUND?

Table 1 **Summary of Investments by Mode**

Mode	Funds Allocated
Transit & Specialized Transit (45%)	\$3,499
Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program	\$1,625
Specialized Transit For Seniors and Persons with Disabilities	\$774
Bus Transit Efficiency and Priority	\$35
BART System Modernization and Expansion	\$710
Regional Rail Enhancements and High Speed Rail Connections	\$355
Local Streets & Roads (30%)	\$2,348
Major Commute Corridors, Local Bridge Seismic Safety	\$639
Freight Corridors of Countywide Significance	\$161
Local Streets and Roads Program	\$1,548
Highway Efficiency & Freight (9%)	\$677
Highway/Efficiency and Gap Closure Projects	\$600
Freight & Economic Development Program	\$77
Bicycle and Pedestrian Infrastructure and Safety (8%)	\$651
Sustainable Land Use & Transportation (7%)	\$532
Priority Development Area (PDA) / Transit-Oriented Development (TOD)	\$300
Infrastructure Investments	\$232
Sustainable Transportation Linkages Program	\$232
Technology, Innovation, and Development (1%)	\$77
TOTAL NEW NET FUNDING (2013-42)	\$7,786



TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan describes a \$7.7 billion program designed to sustainably, reliably and effectively move people and goods within the county and to connect Alameda County with the rest of the Bay Area. The projects and programs that follow describe the plan for investments between the approval of the tax in 2012 and its subsequent collection through June 2042 and thereafter pursuant to comprehensive updates. These improvements are necessary to address current and projected transportation needs in Alameda County, current legislative mandates, and reflect the best efforts to achieve consensus among varied interests and communities in Alameda County.

The linkage between sustainable transportation and development has never been clearer. Recent legislation, including SB 375, requires transportation planning agencies to focus on connecting transportation with development policies to ensure that communities develop in a way that supports biking, walking and transit while maximizing accessibility for all modes. Transportation planning must also find ways to reduce the number of miles driven, reducing the production of greenhouse gases.

The projects and programs in this plan are designed to strengthen the economy and improve quality of life in Alameda County, and reduce traffic congestion. They include maintenance of our existing infrastructure, targeted investments to improve highway safety, remove bottlenecks on major commute corridors, enhance rail, bus and ferry transit systems, and make it safer and easier to bike and walk throughout the county.

Two types of investments are funded in this plan: capital investments which are allocated specific dollar amounts in the plan, and programmatic investments which are allocated a percentage of net revenues to be distributed to program recipients on a monthly or periodic basis. Examples of programmatic investments include local road maintenance and transit operations which provide funds to local

jurisdictions to complete on-going operations and maintenance tasks. The following summarizes total expenditures by mode including both capital and programmatic investments.

PUBLIC TRANSIT AND SPECIALIZED TRANSIT (45%)

Increasing the number of people that can be served by high capacity public transit is critical to all residents of Alameda County to provide transportation choices, relieve congestion and support a vibrant economy. The investments identified for public transit in this plan were guided by the principles of enhancing safety, convenience and reliability to maximize the number of people who can make use of the transit system. By nearly doubling the amount of local sales tax funds available to transit operations and maintenance, this plan represents a major investment in Alameda County's transit system to increase transit services and expand access to transit throughout the County, and to help avoid further service cuts and preserve affordability of transit.

LOCAL STREETS AND ROADS (30%)

Local streets and roads are the essential building blocks of Alameda County's transportation system. Virtually every trip begins or ends on a local road. Alameda County has more than 3,400 road miles of aging streets and roads, many of which are in need of repair: intersections need to be reconfigured, traffic lights need to be synchronized and potholes need to be filled. Most important, these roads are essential to every mode of transportation from cars and trucks, to buses, bikes and pedestrians.

HIGHWAY EFFICIENCY, FREIGHT AND ECONOMIC DEVELOPMENT (9%)

Aging highway systems continue to operate under substantial pressure as travel patterns become more

diverse and the demands of moving goods and people increases. While the era of major highway construction has come to an end in the Bay Area, there are many opportunities to increase the safety, efficiency and productivity of highway corridors in Alameda County. The highway investments included in this plan focus on improving safety, relieving bottlenecks at interchanges, closing gaps and improving efficiency with carpool and high occupancy vehicle infrastructure, and increasing safety on major truck route corridors.

In addition to focusing on making highways more efficient, this plan recognizes the need to move goods safely and effectively. Recognizing the economic importance of the Port of Oakland, highways must provide connections between goods and market, and do so with minimal impacts on our residential neighborhoods.

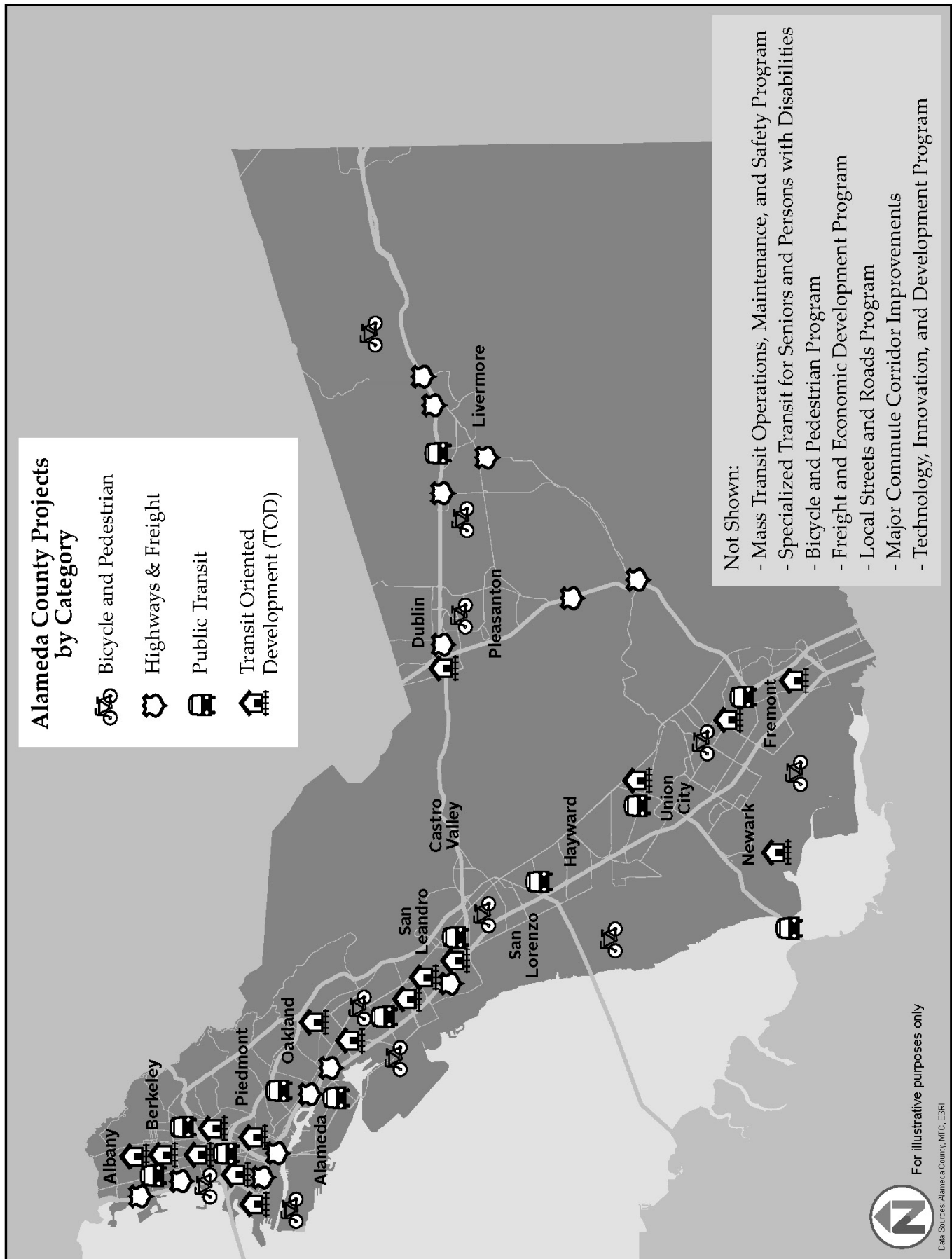
BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)

Virtually every trip begins or ends on foot. Alameda County's bicycle and pedestrian infrastructure is the "glue" that holds the network together by extending the reach of transit service, providing a non-polluting and sustainable travel mode, and contributing to public health and quality of life. A particular focus is on the County's youth to encourage adoption of safe and healthy habits through Safe Routes to Schools.

SUSTAINABLE TRANSPORTATION, LAND USE LINKAGES AND TECHNOLOGY (8%)

Transportation and land use linkages are strengthened when development focuses on bringing together mobility choices, housing and jobs. This plan includes investments in every part of the County, enhancing areas around BART stations and bus transfer hubs that are slated for new development, and supporting communities where biking, walking and transit riding are all desirable options. In addition, two broader programs have been designed to meet the overarching goals of a sustainable transportation system linked with local land uses: Local Land Use Linkages Program which can assist in getting locations ready for development, as well as fund construction, and a Technology, Innovation and Development Program that can support technological advances in transportation management and information.

The map on the follow page shows the investments planned for all modes and in all parts of the County.



PUBLIC TRANSIT AND SPECIALIZED TRANSIT INVESTMENTS



A total of 45% of net revenue from this tax will be dedicated to public transit systems. Major capital investments include upgrades to the existing BART system and

a BART extension in the eastern part of the County, adding bus rapid transit routes to improve the utility and efficiency of transit, and providing funding for transit improvements across the Dumbarton Bridge. Funds for operations and maintenance will be provided to bus transit operators in the county (AC Transit, Union City Transit and Livermore Amador Valley Transit Authority) as well as to ferries and the ACE commuter rail system. In addition, these funds will substantially increase Alameda County's commitment to the growing transportation needs of older adults and persons with disabilities, essentially doubling the funds available for targeted services for this important group. Grant funds are also available to support transportation access to schools.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (21% OF NET REVENUE, \$1,625 M)

This proposed program provides transit operators with a consistent funding source for maintaining, restoring and improving transit services in Alameda County. Transit operators will allocate these funds in consultation with their riders and policy makers with the goal of creating a world class transit system that is an efficient, effective, safe and affordable alternative to driving.

The proposed Transit Operations program has two primary components:

- **Pass-through funds (18.25% of net proceeds estimated at \$1,412 M)** which are paid on a monthly basis to AC Transit, the Altamont Commuter Express (ACE) rail service, the Water Emergency Transportation Authority (WETA), the Livermore Amador Valley Transit Authority

(LAVTA) and Union City Transit. The relative percentage of net revenue being passed through to these agencies is as follows:

Agency	% of Net Total Revenue	Total 2012-2042 (est.) \$Millions
AC Transit	16.0%	\$1,238
ACE	1.0%	\$77
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
Total Transit Operations	18.25%	\$1,412

- **Access to School Pilot Program, (\$15 million)** for the purposes of funding one of or more models for a student transit pass program or other programs focused on access to schools. The 3-year pilot program would be designed to account for geographic differences within the county. Successful models determined through the pilot program will have the first call for funding within the innovative grant program, as described below.
- **Innovative grant funds administered by the Alameda CTC, including potential student transportation programs, (2.54% of net proceeds estimated at \$198 million)** for the purposes of funding innovative and emerging transit projects, including implementing 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 County. Successful access to school programs will have the first priority for funding within this category.

Funds will be periodically distributed, based upon Alameda CTC Board action, to transit operators who propose projects with proven ability to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding)
- Enhance the quality of service for transit riders
- Reduce costs or improve operating efficiency
- Increase transit ridership by improving the rider experience

- Enhance rider safety and security
- Enhance rider information and education about transit options
- Enhance affordability for transit riders
- Implement recommendations for transit service improvements from Community Based Transportation Plans

These funds will be distributed periodically by the Alameda CTC. Grant awards will emphasize demonstrations or pilot projects which can leverage other funds.

SPECIALIZED TRANSIT FOR SENIORS AND PERSONS WITH DISABILITIES (10% OF NET REVENUE, \$774 M)

This program provides funds for local solutions to the growing transportation needs of older adults and persons with disabilities. Funds will be provided to AC Transit and BART which operate the largest specialized transportation service mandated by the Americans with Disabilities Act. In addition, funds will be provided to each part of the County based on their population of residents over age 70 for local programs aimed at improving mobility for seniors and persons with disabilities. The proposed program includes three components:

- **Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at \$464 M)** to assist them in meeting the requirements of the American's With Disabilities Act. These funds will be disbursed monthly and will be directed by the two agencies that operate the East Bay Paratransit Consortium:
 - AC Transit will receive 4.5% of net proceeds annually, estimated at \$348 M from 2012 to 2042 towards meeting its responsibilities under the Americans with Disabilities Act.
 - BART will receive 1.5% of net proceeds annually, estimated at \$116 M from 2012 to 2042, towards meeting its responsibilities under the Americans with Disabilities Act.
- **Pass-through funding provided to each of the four subareas of the County (3% of net proceeds, estimated at \$232 M)** will be for implementation of locally developed solutions to the mobility challenges of older adults and

persons with disabilities. Funds will be distributed monthly based on the percentage of the population over age 70 in each of four planning areas:

- North County – including the cities of, Albany, Alameda, Berkeley, Emeryville, Oakland and Piedmont.
- Central County – including the cities of Hayward and San Leandro or unincorporated areas.
- South County – including the cities of Fremont, Union City, and Newark.
- East County – including the cities of Livermore, Dublin and Pleasanton and unincorporated areas.

Funds can be further allocated to individual cities within each planning area based on a formula refined by Alameda CTC's Paratransit Advisory Planning Committee (PAPCO), a group of seniors and disabled riders that advise the Alameda CTC Board of Directors. In East County, funding provided to Livermore and Dublin will be assigned to LAVTA for their ADA mandated paratransit program. In Central County, funding will be provided to Hayward to serve the unincorporated areas.

- **Funds administered by Alameda CTC (1% of net revenue, estimated at \$77 M)** for the purposes of coordinating services across jurisdictional lines or filling gaps in the system's ability to meet the mobility needs of seniors and persons with disabilities. These funds will be periodically distributed by the Alameda CTC Board to jurisdictions and community based organizations who propose projects with proven ability to:
 - Improve mobility for seniors and persons with disabilities by filling gaps in the services available to this population.
 - Provide education and encouragement to seniors and persons with disabilities who are able to use standard public transit to do so.
 - Improve the quality and affordability of transit and paratransit services for those who are dependent on them.
 - Improve the efficiency and effectiveness of ADA-mandated and local services.

BUS TRANSIT EFFICIENCY AND PRIORITY (\$35 M)

A total of \$35 M in sales tax funds will be allocated to projects that enhance the reliability and speed of bus transit services in the East Bay. These projects include the implementation of Bus Rapid Transit and transit priority projects on some of the busiest corridors in the AC Transit system.

AC Transit East Bay Bus Rapid Transit (BRT) Projects (\$25 M)

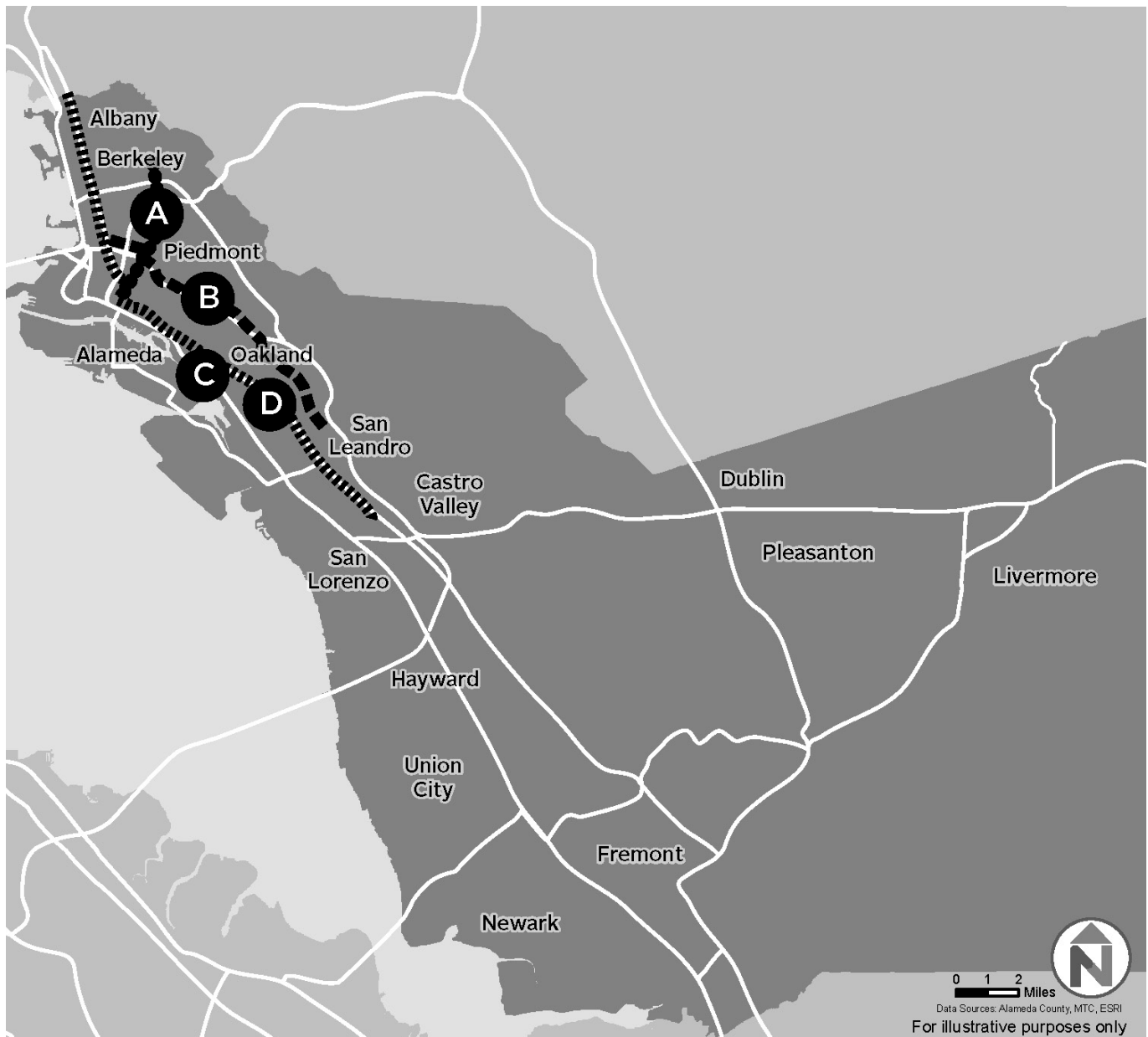
Bus Rapid Transit is a technology that reduces bus travel times, improves the efficiency of transit service and reduces conflicts between bus service and auto travel on major streets. Three BRT corridors are proposed:

- The Telegraph Avenue/East 14th/International Boulevard project will provide enhanced transit service connecting the Cities of San Leandro and Oakland with potential extension to UC Berkeley.
- The Grand/MacArthur BRT project will enhance transit service and allow for significant reliability improvements in this critical corridor as well as enhancing access to regional services at the MacArthur BART station.
- The Alameda to Fruitvale BART BRT service will provide a fast and reliable connection between the City of Alameda and the Fruitvale BART station, providing service to new development proposed for the City of Alameda.

Funds may be used for project development, design, construction, access and enhancement of the rapid transit corridors. These sales tax funds will allow the Telegraph/East 14th/International project to be completed and will provide needed local match to attract leveraged funds to the other corridors which are currently under development.

College/Broadway Corridor Transit Priority and Broadway Streetcar (\$10 M)

Funding will be provided for the implementation of transit priority treatments to improve transit reliability, reduce travel times and encourage more transit riders on the well utilized College/Broadway corridor. Funds may be used to develop a local streetcar corridor on Broadway in downtown Oakland, connecting Jack London Square, downtown Oakland and Grand Avenue development areas.



- | | |
|---|---|
| <p>A — College/Broadway Corridor:
Transit Priority and Broadway Streetcar</p> <p>B — AC Transit Grand Macarthur
Bus Rapid Transit</p> | <p>C — City of Alameda to Fruitvale
BART Bus Rapid Transit</p> <p>D — AC Transit East Bay Bus
Rapid Transit Project</p> |
|---|---|

Not Shown:

- Specialized Transit for Seniors and Persons with Disabilities
- Innovative grants including potential youth transit pass program
- Mass Transit Operations, Maintenance and Safety Program for AC Transit, Altamont Commuter Express (ACE), Water Emergency Transportation Authority (WETA), Livermore Amador Valley Transit Authority (LAVTA), and Union City Transit.

BART SYSTEM MODERNIZATION AND EXPANSION (\$710 M)

The capital projects funded as part of the BART Modernization and Expansion investments include projects that increase the capacity and utility of the existing system, as well as providing local funding for a proposed BART extension in the eastern part of the county.

BART Extension to Livermore (\$400 M)

This project includes a range of improvements in the I-580 corridor, investing towards the goal of extending BART service eastward from its current terminus at the Dublin-Pleasanton station. Sales tax revenue will fund project development and provide a local funding contribution towards the full implementation of a preferred transit project.

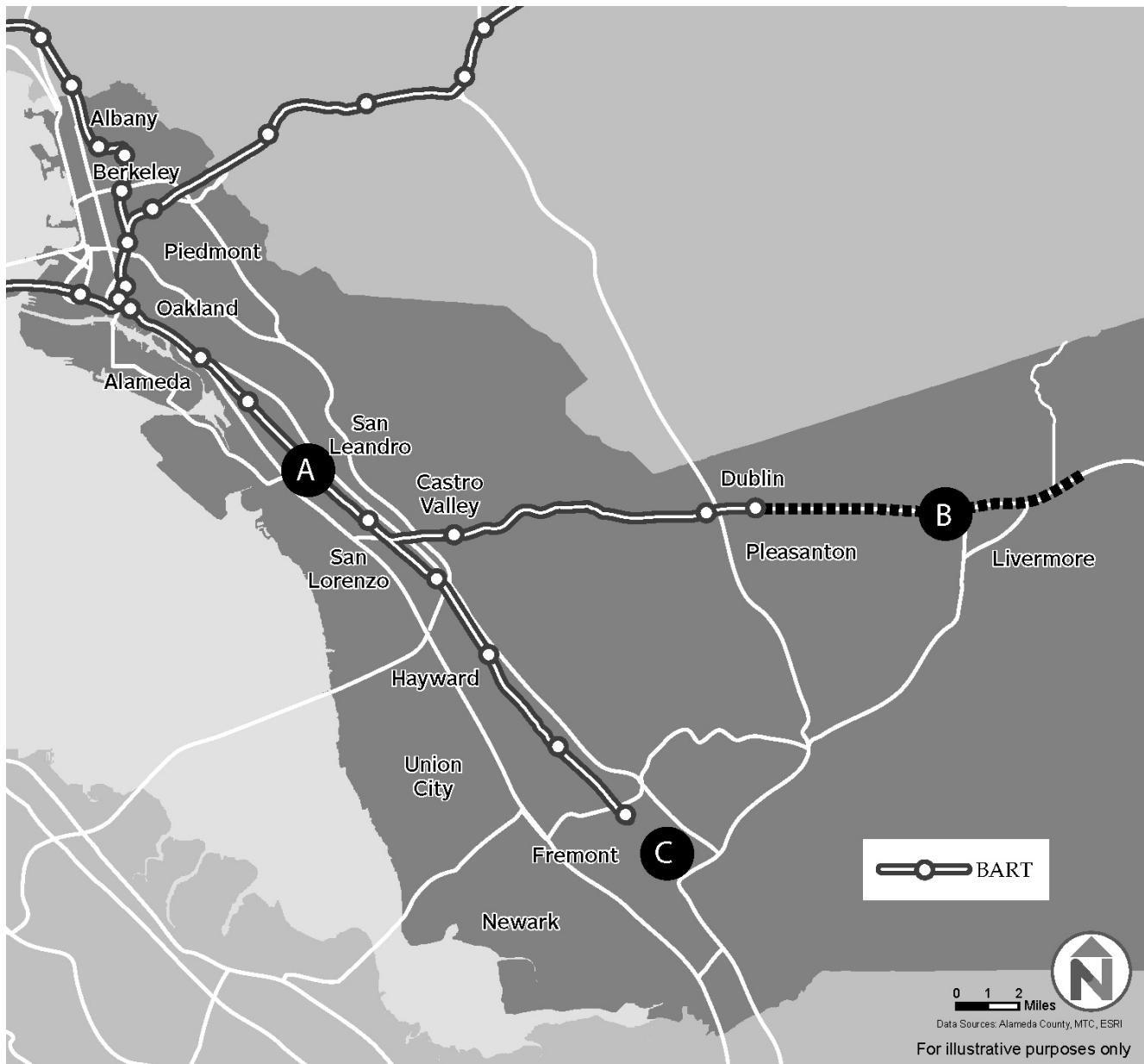
BART Core System Capacity Enhancements (\$310 M)

BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

The Bay Fair Connector/BART METRO project will receive \$100 M in sales tax funds for the Alameda County portion of this project which will increase capacity and operational flexibility systemwide. One goal of these improvements will be to improve connections to jobs in the southern part of the county and beyond as Santa Clara County builds its own BART extension.

The BART Station Capacity Program will receive \$90 M for enhancing station capacity throughout the existing core BART system in Alameda County, including fire and life safety improvements, expanded platforms, and increased station access to serve an expanding ridership.

The Irvington BART Station will receive \$120 M to provide an infill station on the soon-to-open Warm Springs extension south of the existing Fremont Station, creating new accessibility to BART in the southern part of the County.

BART INVESTMENTS

- A** Bay Fair BART Capacity Enhancement
- B** BART to Livermore Transit Investments
- C** Irvington BART Station

Not Shown:

- BART Station Modernization and Capacity Improvements
- Specialized Transit for Seniors and People with Disabilities

REGIONAL RAIL ENHANCEMENTS AND HIGH SPEED RAIL CONNECTIONS (\$355 M)

Investments include maintenance and service enhancements on existing rail lines and the development of new rail service over the Dumbarton Bridge. Funds will also be allocated for preserving rail right of way for transportation purposes, ensuring that service is available for future generations. Finally, this funding category acknowledges the importance of connecting high speed rail to Alameda County and the Bay Area and seeks to prioritize targeted investments to ensure strong connections to this future service.

Dumbarton Rail Corridor Implementation (\$120 M)

The Dumbarton Rail Corridor Project will extend commuter rail service across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. When the service starts, the rail corridor will link Caltrain, the Altamont Express, Amtrak's Capitol Corridor, BART, and East Bay bus systems at a multi-modal transit center in Union City.

The project involves repairing and upgrading damaged rail bridges and tracks spanning the bay between Redwood City and Newark, improving existing tracks and signal controls, constructing new passenger rail stations, upgrading existing stations, and constructing a new layover facility. A total of \$120 M is included for the first phase of this system which includes bus transit services across the bridge prior to rail implementation.

The project also includes \$75 M for the development of a new multimodal rail station in Union City, serving both BART and Dumbarton Rail passengers.

Capital Corridor Service Expansion (\$40 M)

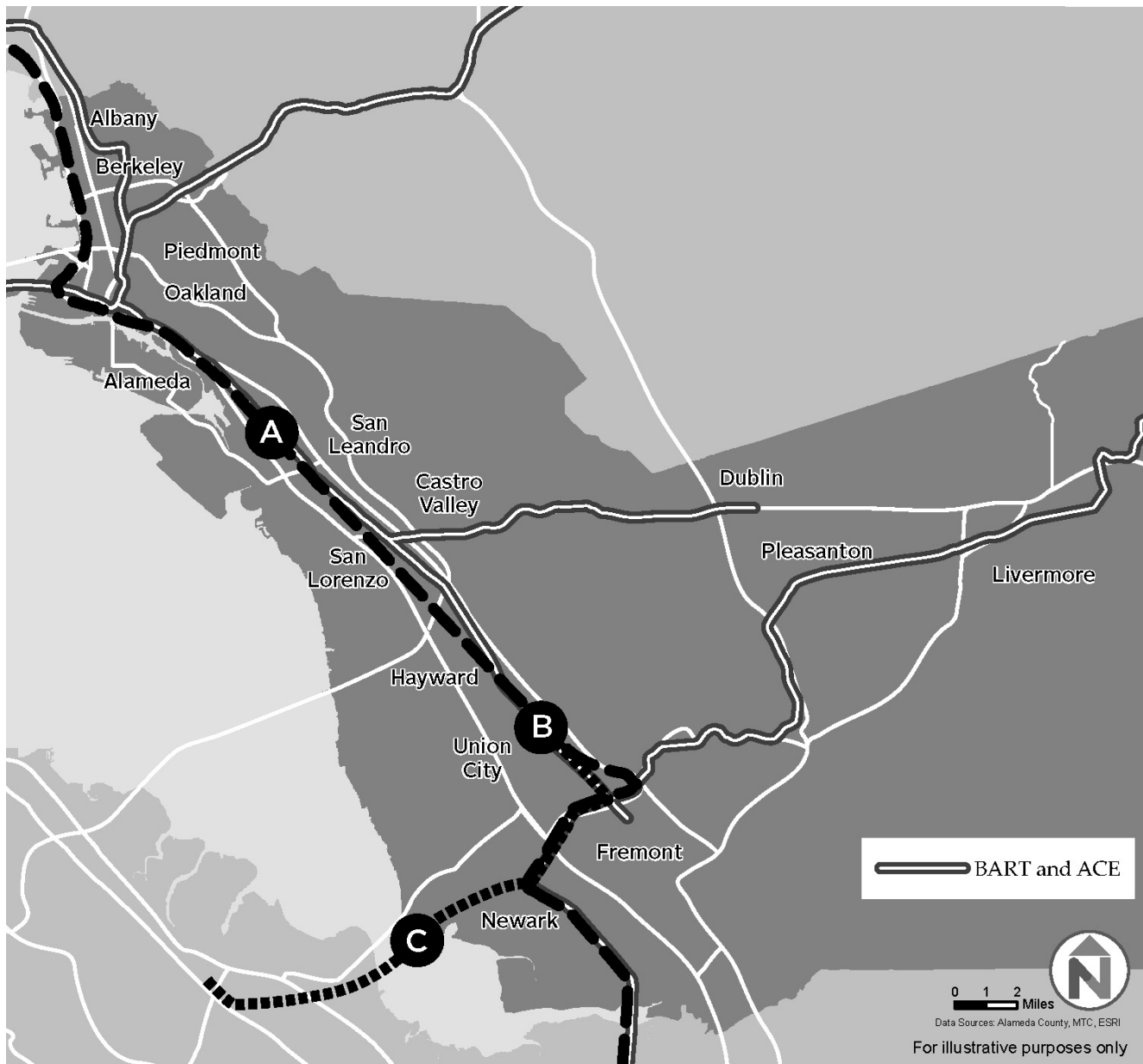
This project supports track improvements and train car procurement which will enable the trains running between Oakland and San Jose to increase service from 7 to 16 round trips per day, matching frequencies between Sacramento and Oakland

Railroad Corridor Track Improvements and Right of Way Preservation (\$120 M)

Funds allocated by this project may be used to maintain and enhance existing railroad corridors for use as regional rail and other transportation purposes

as well as to preserve the rights of way of rail corridors that could be used for other transportation purposes, such as major trails.

REGIONAL RAIL INVESTMENTS



- A** Capitol Corridor Service Expansion — — — — —
- B** Union City Passenger Rail Station
- C** Dumbarton Rail Corridor Phase I

Not Shown:

- Freight Railroad Corridor Right of Way Preservation and Track Improvements

LOCAL STREETS AND ROADS



A total of 30% of the net revenue anticipated from this tax is dedicated to the improvement of local streets and roads. Streets and roads investments include two major

components: a program that provides funding for local jurisdictions to maintain streets and roads, and a capital program that is focused on improving the performance of major commute routes and bridges throughout the County, including enhancing seismic safety.

The Streets and Roads program in this Expenditure Plan involves shared responsibility – local cities and the County will set their local priorities within a framework that requires complete streets to serve all users and types of transportation, honors best practices and encourages agencies to work together. More specifically, streets and roads expenditures will be designed to benefit all modes of travel by improving safety, accessibility, and convenience for all users of the street right-of-way. The plan also focuses on important commute corridors that carry the majority of the driving public and cross city boundaries, ensuring enhanced cooperation and coordination between agencies.

LOCAL STREETS AND ROADS MAINTENANCE AND SAFETY PROGRAM (20% OF NET REVENUES, \$1,548 M)

In recognition that local streets and roads are the backbone of our transportation system, this program provides funds to local cities and Alameda County for maintaining and improving local infrastructure. Funds may be used for any local transportation need based on local priorities, including streets and road maintenance, bicycle and pedestrian projects, bus stops, and traffic calming. All projects implemented with these funds will support a “complete streets philosophy” where all modes and users are

considered in the development of the local road system.

The Local Streets and Roads Maintenance and Safety program is designed as a pass-through program, with funds being provided to local jurisdictions on a monthly basis to be used on locally determined priorities. Twenty percent of net revenues will be allocated to local cities and the county based on a formula that includes population and road miles for each jurisdiction, weighted equally, consistent with the current Measure B formula. This program is intended to augment, rather than replace, existing transportation funding.

MAJOR COMMUTE CORRIDORS, LOCAL BRIDGE AND SEISMIC SAFETY INVESTMENTS (\$800M)

Major commute routes, illustrated on the map on the following page, serve a high percentage of the daily commuters in Alameda County and the majority of trips for other purposes. These roads are crucial for the movement of goods to stores and consumers, for transit riders and for motorists, and for bicyclist and pedestrians. Concentrating improvements in these corridors will improve access and efficiencies, increase safety and reduce congestion.

This program focuses funding on improvements to major roads, bridges, freight improvements and railroad grade separations or quiet zones. Examples of commute corridors eligible for funding include, but are not limited to, the following:

North County Major Roadways: Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; State Route 13/Ashby Avenue corridor; Marin Avenue local road safety; Gilman railroad crossing; Park Street, High Street and Fruitvale bridge replacements; Powell Street bridge widening at Christie; East 14th Street improvements.

Central County Major Roadways: Crow Canyon Road safety improvements, San Leandro local road resurfacing, Lewelling Road/Hesperian Boulevard improvements, Tennyson Road grade separation.

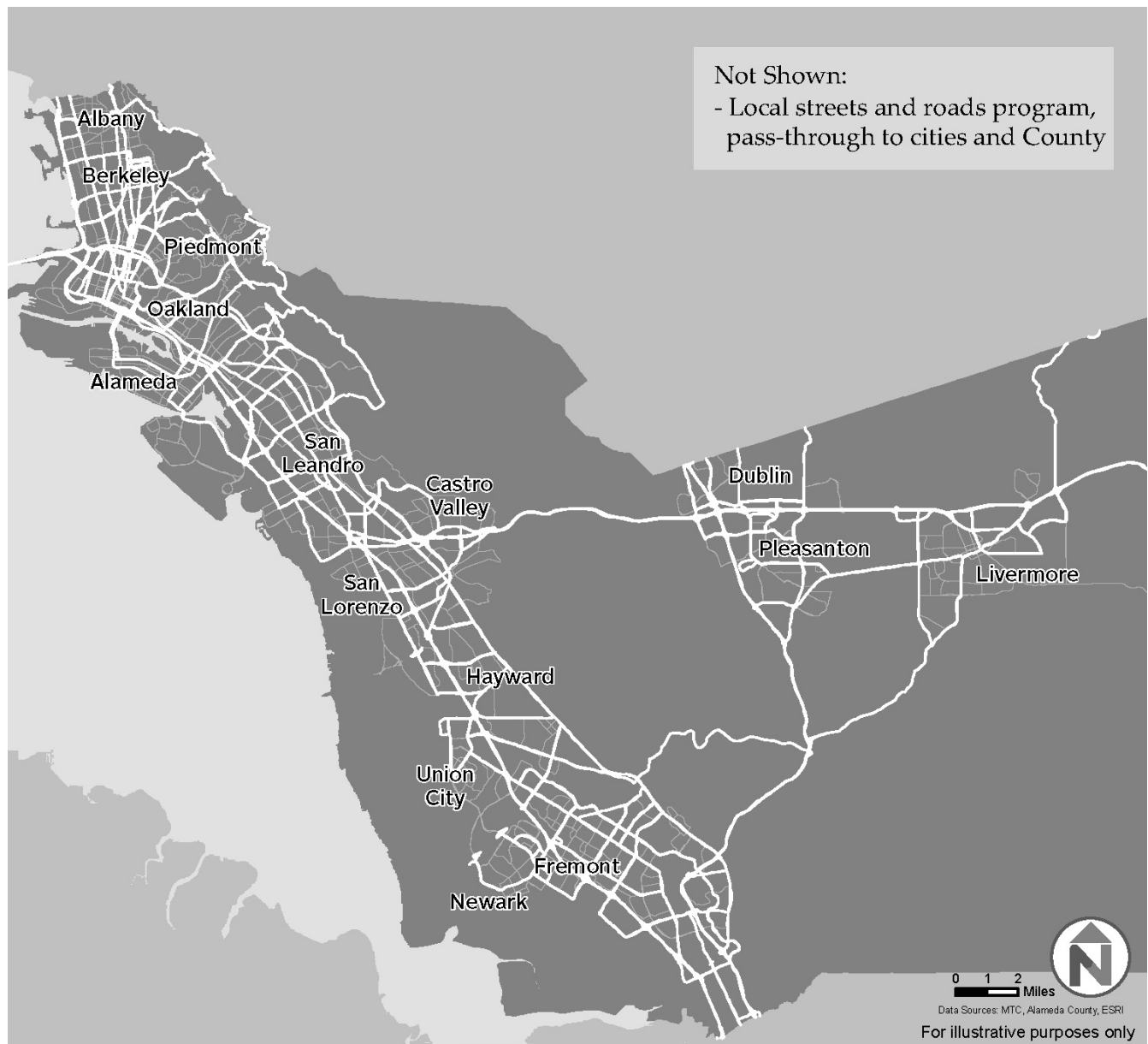
South County Major Roadways: East-west connector in North Fremont and Union City, I-680-880 Cross Connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84

in Fremont; Central Ave overpass and Thornton Ave widening; Newark local streets

East County Major Roadways: El Charro Road improvements, Dougherty Road widening, Dublin Boulevard widening, Greenville Road widening, Bernal Bridge construction.

Countywide Freight Corridors: Outer Harbor Intermodal Terminal at the Port of Oakland, 7th Street grade separation and roadway improvement in Oakland, as well as truck routes serving the Port of Oakland.

Projects will be developed by local agencies working in cooperation with neighboring jurisdictions and the Alameda County Transportation Commission to reduce congestion, remove bottlenecks, improve safety, enhance operations, and enhance alternatives to single occupant auto travel in these corridors. Projects will be funded based on project readiness, constructability and cost effectiveness as determined by the Alameda CTC working with local jurisdictions as part of the Alameda CTC Capital Improvement Program which is updated every 2 years.



Examples of Major Roadways for Improvement:

- North County:** Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail Crossing, Park St, High St, Fruitvale Bridge, and Powell St Bridge, and East 14th St.
- Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets.
- South County:** Central Ave Overpass, Mowry Ave, Thornton Ave widening, East-West Connector, I-680/880 cross connectors, Fremont Blvd, Central Ave Overpass, Newark local streets, and Route 84.
- East County:** Greenville Rd, El Charro Rd, Dougherty Rd, Dublin Blvd, and Bernal Bridge.
- Countywide Freight Corridors:** Truck routes serving the Port of Oakland, Outer Harbor Intermodal Terminal and 7th St Improvements.

HIGHWAY EFFICIENCY AND FREIGHT INVESTMENTS



The County's aging highway system requires safety, access and gap closure improvements to enhance efficiencies on a largely built-out system. Funding has been

allocated to each highway corridor in Alameda County for needed improvements. Specific projects have been identified based on project readiness, local priority and the availability to leverage current investments and funds. A number of additional eligible projects have been identified as candidates for corridor improvements, which will be selected for funding based on their contribution to the overall goals of improving system reliability, maximizing connectivity, improving the environment and reducing congestion. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years.

Most of the projects that have been identified for funding are designed to improve the efficiency of and access to existing investments and to close gaps and remove bottlenecks.

A total of 9% of the net revenue is allocated to the highway system, including 1%, or approximately \$77 M, allocated specifically to goods movement and related projects.

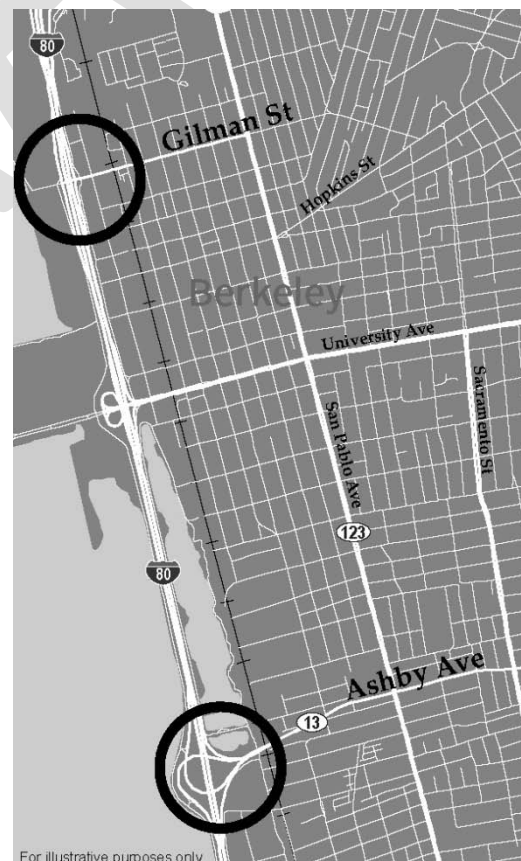
I-80 CORRIDOR INVESTMENTS FROM THE CONTRA COSTA COUNTY LINE TO THE BAY BRIDGE (\$76 M)

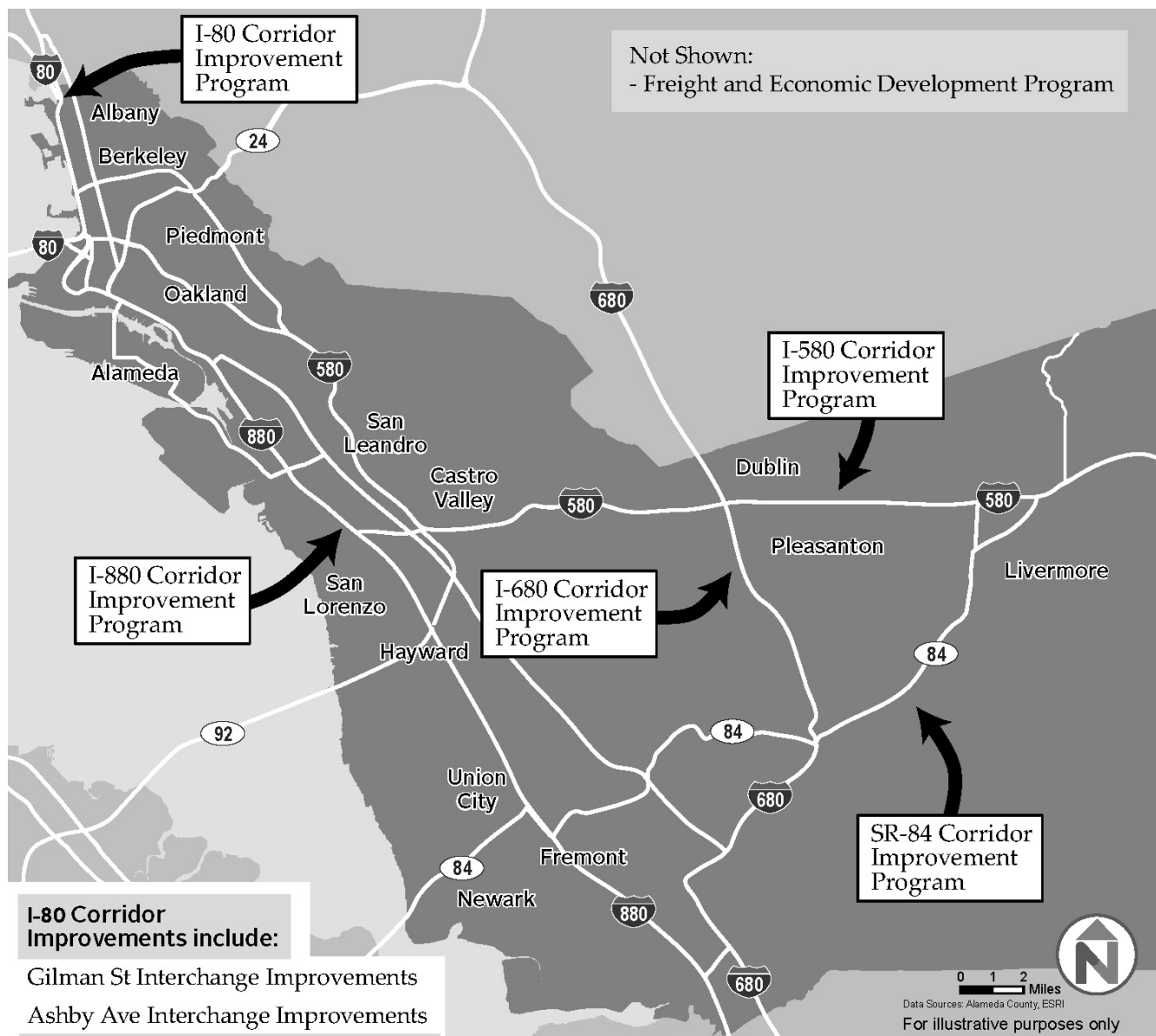
I-80 in the northern part of the County is the most congested stretch of freeway in the Bay Area. Investments in the interchanges on this route were selected to relieve bottlenecks, improve safety and improve conditions for cars, buses, trucks and cyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in Berkeley, which

will improve conditions for all modes in both Emeryville and Berkeley.

The I-80 Gilman project will receive funding to relieve a major bottleneck and safety problem at the I-80 Gilman interchange. The project includes both a major reconfiguration of the interchange and grade separation of the roadway and the railroad crossing which currently crosses Gilman at grade impeding traffic flow to and from the freeway. Improvements will also be made for pedestrians and bicyclists crossing this location and accessing recreational opportunities west of the freeway, making this a true multimodal improvement.

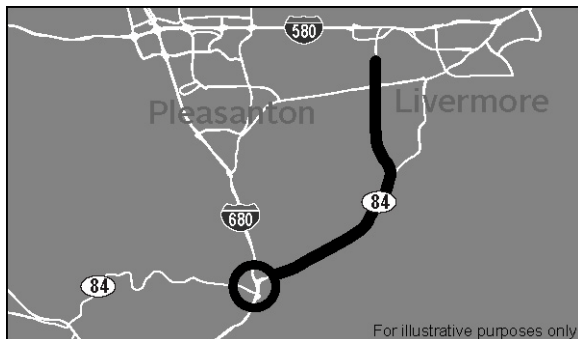
The Ashby Avenue corridor will receive funding to fully reconstruct the Ashby Avenue Interchange by eliminating the substandard eastbound on-ramp in Berkeley's Aquatic Park. The interchange will be fully accessible to vehicles traveling to and from Emeryville and Berkeley and east and west on I-80 and will reduce local traffic congestion in Berkeley and Emeryville. The project includes associated corridor improvements on Ashby Avenue.





STATE ROUTE 84 FROM I-580 TO I-680 (\$132 M)

Two significant improvements are planned for this corridor to complete improvements at the SR 84 and I-680 interchange and widening SR 84 to support safety and connectivity.



I-580 CORRIDOR INVESTMENTS FROM DUBLIN TO SAN JOAQUIN COUNTY LINE (\$48 M)

Investments in the I-580 corridor include improvements to the I-580/I-680 Interchange to provide relief on one of the most significant bottlenecks on the freeway system. Additional funding is for interchange improvements in both East and Central County, including improvements at Vasco Road, Greenville Road and Isabel Avenue, which are needed for major transit investments in the Livermore area, as well as interchange improvements in Central County, focusing on bottleneck relief and safety improvements.



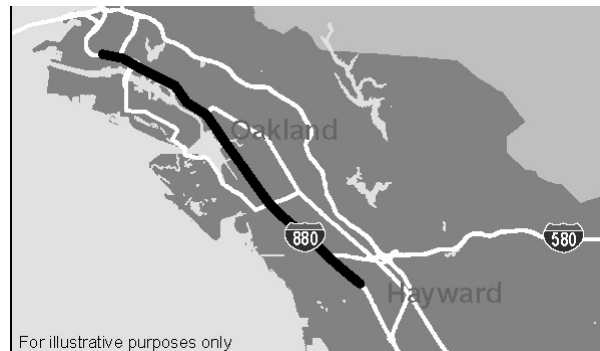
I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE (\$60 M)

Implementation of the I-680 HOV/HOT lane in both directions from Route 84 to Alcosta Boulevard is the centerpiece of the improvements planned for this heavily traveled corridor. This project will receive \$60 M to construct carpool/high occupancy toll lanes on I-680 between Alcosta Boulevard and Route 84 in both directions.



I-880 CORRIDOR INVESTMENTS FROM OAKLAND TO UNION CITY (\$284 M)

I-880 corridor improvements include projects to upgrade and improve key interchanges throughout the corridor beginning with the Broadway/Jackson interchange in Oakland and Alameda to the Whipple/Industrial Parkway Southwest interchange in Hayward and to the County line. Many other interchange projects are also candidates for funding to relieve congestion and improve safety.



Funds for improvements in the area of the I-880 Broadway-Jackson Interchange include ramp and interchange improvements, enhancements to goods movement, and access improvements and highway safety improvements, including reducing weaving at the I-880/I-980 interchange, and transit and bike and

pedestrian improvements. Funds for interchange improvements at Whipple Road and Industrial Boulevard in the Central part of the County are also included, as well as making other improvements on I-880. The goals of these improvements are to remove bottlenecks and enhance safety at these critical interchanges, serving motorists and goods movement in Central and Southern Alameda County.

In addition, funding will support completion of the HOV/HOT carpool lanes on I-880 from A Street in Hayward to Hegenberger Road in Oakland, filling in this important gap in the HOV lane system.

Additional funding on I-880 includes a number of critical access and interchange improvements in the north and central parts of the county including grade separations, bridge improvements and interchange enhancements.

FREIGHT AND ECONOMIC DEVELOPMENT PROGRAM (1% OF NET REVENUE, \$77 M)

These discretionary funds will be administered by the Alameda CTC for the purposes of developing innovative approaches to moving goods in a safe and healthy environment in support of a robust economy. Eligible expenditures in this category include:

- Planning, development and implementation of projects that enhance the safe transport of freight by truck or rail in Alameda County, including projects that reduce conflicts between freight movement and other modes.
- Planning, development and implementation of projects that reduce greenhouse gas production in the transport of goods.
- Planning, development and implementation of projects that mitigate environmental impacts of freight movement on residential neighborhoods.
- Planning, development and implementation of projects that enhance coordination between the Port of Oakland, Oakland Airport and local jurisdictions for the purposes of improving the efficiency, safety, and environmental and noise impacts of freight operations while promoting a vibrant economy.

These proposed funds will be distributed by the Alameda CTC to eligible public agencies within Alameda County. Eligible public agencies will include local jurisdictions including cities, Alameda County, the Port of Oakland and the Oakland Airport.

BICYCLE AND PEDESTRIAN INVESTMENTS



Key investments in bicycle and pedestrian infrastructure include completion of the major trails in the County. Funding will allow for the completion of three key

trails: the County's East Bay Greenway which provides a viable commute and community access route for many cyclists and pedestrians from Oakland to Fremont and the Bay Trail and Iron Horse trails in Alameda County which provide important off street routes for both commute and recreational trips. Funding for priority projects in local and countywide Bicycle and Pedestrian plans will also allow for investments that support the use of these modes.

A total of 8% of the funds available in this plan are devoted to improving bicycle and pedestrian infrastructure as well as providing programs to encourage people to bike and walk when possible. It is important to note that in addition to these dedicated funds, local bicycle and pedestrian projects will also be funded through the Local Streets and Roads and Sustainable Transportation and Land Use Linkages funding categories.

COMPLETION OF MAJOR TRAILS – IRON HORSE TRAIL, BAY TRAIL AND EAST BAY GREENWAY (\$264 M)

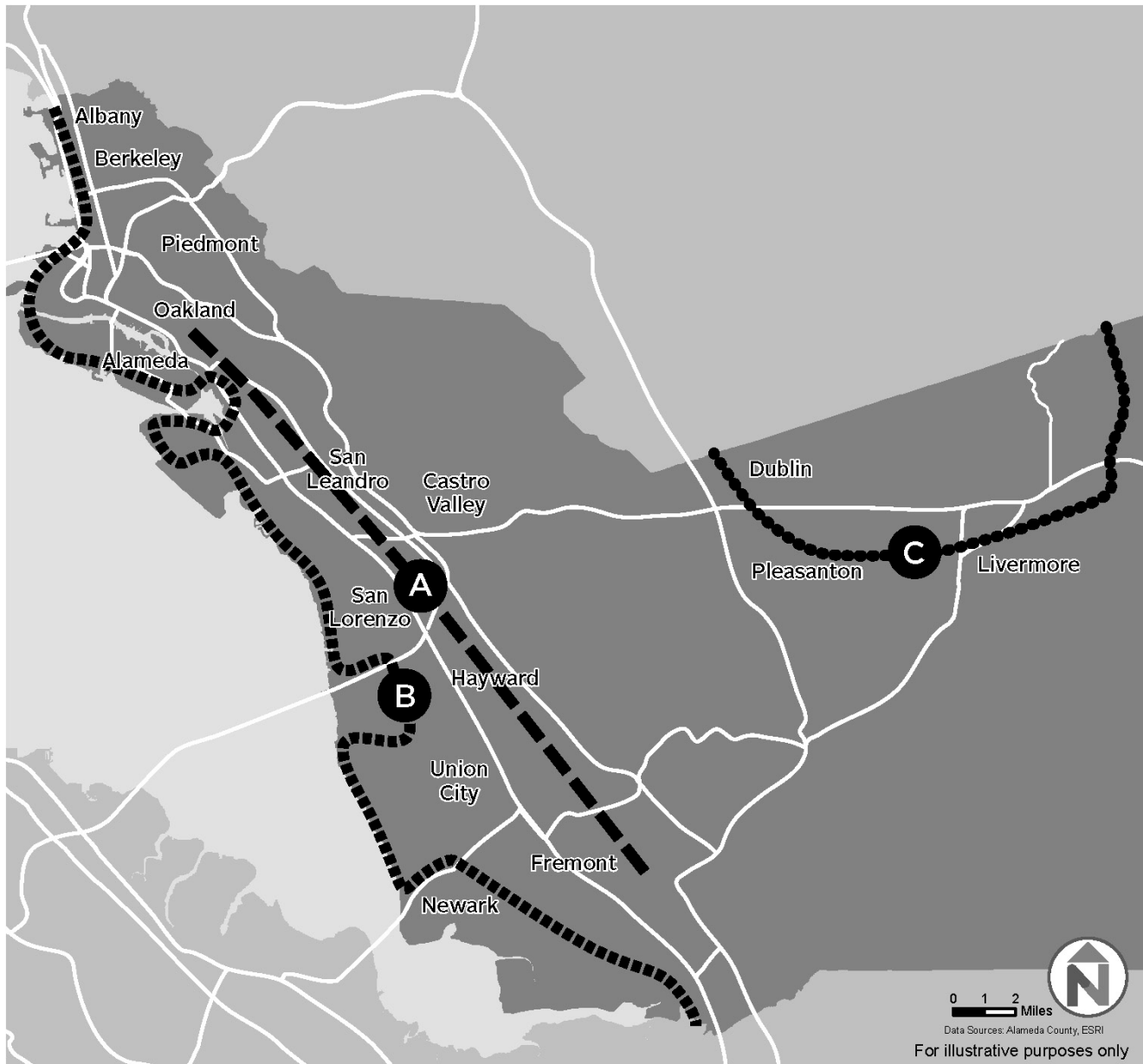
This project provides for increased pedestrian and bicycle transportation options, more open space, and improved public safety in neighborhoods on these three major trails pictured on the next page. These projects have the potential to generate extensive and varied community benefits beyond creating infrastructure for bicycle and pedestrian travel including improving neighborhood connectivity, improving access to transit, reducing local congestion, improving safe access to schools, supporting community health and reducing greenhouse gas emissions. Funds may be applied to

the construction and maintenance of the three major trails, as well as local connectors and access routes.

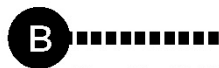
LOCAL BICYCLE AND PEDESTRIAN SAFETY PROGRAM (5% OF NET REVENUE, \$387 M)

This proposed program is designed to fund projects and provide operating funds that expand and enhance bicycle and pedestrian safety and facilities in Alameda County, focusing on projects that complete the County's bicycle and pedestrian infrastructure system. The proposed program consists of two components:

- **Pass-through funding** (3% of net revenue, estimated at \$232 M) will be provided on a monthly basis to the cities and to Alameda County for planning, construction and maintenance of bicycle and pedestrian projects and programs, focusing on completing the high priority projects described in their Bicycle and Pedestrian Master Plans. Funds will be provided to each city within the county and to Alameda County based on their share of population. Jurisdictions will be expected to implement, operate and maintain projects from the County's bicycle and pedestrian plans and to commit to a complete streets philosophy in their project design and implementation.
- **Funds administered by Alameda CTC** (2% of net revenue estimated at \$154 M) will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe cycling. These proposed funds will be periodically distributed by the Alameda CTC Board to jurisdictions, including the East Bay Regional Parks, as well as cities and the County to:
 - Provide bicycle education and training
 - Increase the number of trips made by bicycle and on foot
 - Improve coordination between jurisdictions
 - Maintain existing trails
 - Implement major elements of the Alameda County Bicycle Master Plan and Pedestrian Master Plan



A East Bay Greenway
from Oakland to Fremont



B Bay Trail Gap Closure
and Access projects



C Iron Horse Trail Gap Closure
and Access projects

Not Shown:

- Completion of other priority projects in local and countywide bicycle and pedestrian plans
- Pass-through program to cities and County
- Grant program for regional projects and trail maintenance.

- Implement bicycle and pedestrian elements of Community Based Transportation Plans
- Support Safe Routes to Schools
- Support school crossing guards
- Provide bicycle and pedestrian infrastructure within and connecting to developments in priority development areas
- Leverage other sources of funding

Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.

INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



Investments in sustainable transportation and land use linkages recognize the need to plan our transportation system along with the land uses that are going to serve the

growing demand for housing and jobs in Alameda County. A total of 7% of net revenue or about \$532 M is dedicated to improvements that link our transportation infrastructure with areas identified for new development. One percent of net revenue, or about \$77 M, is dedicated to investments in new technology, innovation and development.

PRIORITY DEVELOPMENT AREA/TRANSIT ORIENTED DEVELOPMENT INFRASTRUCTURE IMPROVEMENTS (\$300 M)

These investments target immediate term opportunities for enhancing access, improving safety and creating new infrastructure and supporting construction at BART stations, as well as station area development and transit oriented development at sites identified for early implementation throughout the County. Funds in this category may be spent on project development, design, and environmental clearance as well as construction, operations and maintenance of new infrastructure in these areas. Priority implementation of specific investments and amounts will be determined as part of the Capital Improvement Program developed by Alameda CTC every two years. Examples of eligible station areas to be included in this category are:

North County Station Areas and Priority Development

- Broadway Valdez Priority Development Area
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area
- 19th Street Station Area

- MacArthur BART Station Area
- Ashby BART Station Area
- Berkeley Downtown Station Area

Central County Station Areas and Priority Development Areas

- Downtown San Leandro Transit Oriented Development
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape
- Union City Intermodal Infrastructure Improvements
- Dumbarton TOD Infrastructure improvements

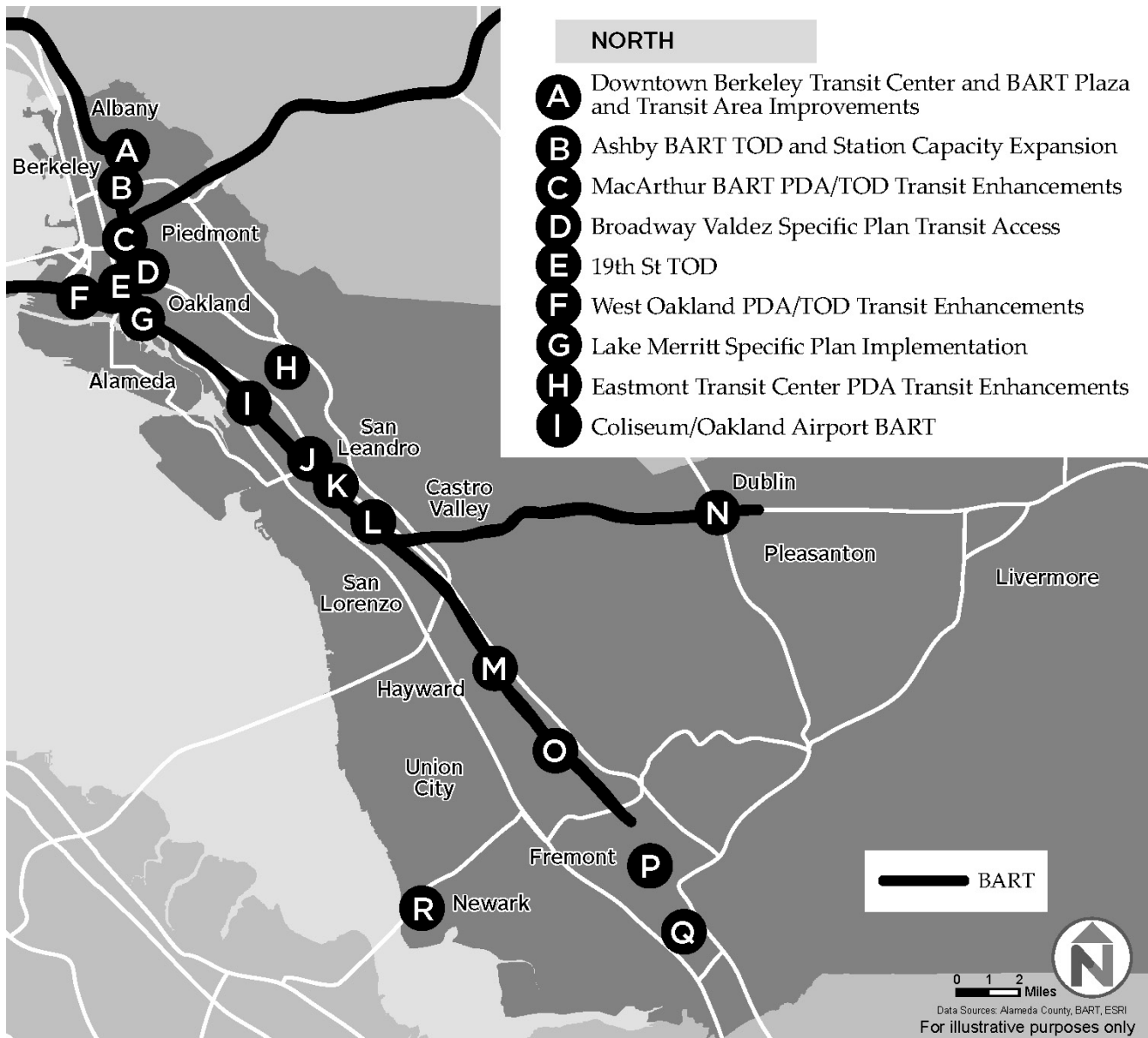
East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin Transit Oriented Development

SUSTAINABLE TRANSPORTATION LINKAGES PROGRAM (3% OF NET REVENUE, \$232 M)

Three percent (3.0%, estimated at \$232 M) of the net revenue are included as discretionary funds to be allocated by the Alameda CTC for the purposes of improving transportation linkages between housing, transit and employment centers. Eligible expenditures in this category include:

- Planning, development and implementation of transportation infrastructure serving priority development areas and transit oriented development sites in Alameda County.
- Planning, development and implementation of transportation infrastructure connecting residential and employment sites with existing mass transit.



- CENTRAL**
- J** Downtown San Leandro TOD
 - K** San Leandro City Streetscape
 - L** Bay Fair BART Transit Village
 - M** South Hayward BART Station Area

- SOUTH**
- O** Union City Intermodal Infrastructure Improvements
 - P** Fremont Boulevard Streetscape
 - Q** BART Warm Springs West Side Access Improvements
 - R** Dumbarton TOD Infrastructure Improvements

- EAST**
- N** West Dublin and Downtown Dublin TOD

Not Shown:

- Sustainable Transportation Linkages Program
- Technology, Innovation, and Development Program

The locations drawn on this map are eligible types of investments

- Planning, development and implementation of demand management strategies designed to reduce congestion, increase use of non-auto modes, manage existing infrastructure and reduce greenhouse gas emissions.
- Planning, development and implementation of transportation policies designed to manage parking supply to improve availability, utilization and to reduce congestion and greenhouse gas production.

These funds will be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.

INVESTMENTS IN NEW TECHNOLOGY, INNOVATION AND DEVELOPMENT (1% OF NET REVENUE, \$77 M)

These proposed discretionary funds are designed to be administered by the Alameda CTC to develop innovative approaches to meeting the County's transportation vision, emphasizing the use of new and emerging technologies to better manage the transportation system. Eligible expenditures in this category include:

- Planning, development, implementation and maintenance of new technology and innovative strategies designed to improve the efficiency or effectiveness of the County's transportation system.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to better inform consumers of their transportation choices.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to increase utilization of non-auto modes or to increase the occupancy of autos with the goal of reducing congestion and greenhouse gas production.
- Planning, development, implementation and maintenance of new technology and innovative strategies designed to reduce transportation related greenhouse gases through the utilization of a cleaner vehicle fleet including alternative fuels.

- Environmental mitigation for transportation projects including land banking.

These proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.



GOVERNING BOARD AND ORGANIZATIONAL STRUCTURE

Implementation of this sales tax is authorized under the Local Transportation Authority and Improvement Act, California Public Utilities Code Section 180000 et seq. In enacting this ordinance, voters will authorize the Alameda County Transportation Commission (referred to herein as the Alameda CTC) to have the responsibility to administer the tax proceeds in accordance with all applicable laws and with the Transportation Expenditure Plan (TEP). Funds collected for this tax may be spent only for the purposes identified in the TEP, or as amended by the Alameda CTC Board. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County.

The Alameda County Transportation Commission was created in July 2010 through a merger of two existing agencies: the Alameda County Transportation Improvement Authority, which administered the existing Measure B half-cent transportation sales tax, and the Alameda County Congestion Management Agency, which was responsible for long-range planning and programming of transportation funds. The merger was designed to save taxpayer money by developing a single, streamlined organization focused on planning, funding and delivering countywide projects and programs with local, regional, state and federal funds in the most efficient and effective manner to serve the county's transportation needs. The merger has resulted in millions of dollars of savings to taxpayer's on an annual basis.

GOVERNING BOARD

The Alameda CTC is governed by a Board comprised of 22 members, with the following representation:

- All five Alameda County supervisors
- Two Oakland representatives
- One representative from each of the other 13 cities

- AC Transit
- BART

Proceeds from this tax may be used only to pay for programs and projects outlined in this expenditure plan in Alameda County and may not be used for any other purpose, unless amended as defined in the implementation guidelines.

Under no circumstances may tax revenue collected under this measure be used for any purpose other than local transportation needs and under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

The total cost assigned for salaries and benefits for administrative employees shall not exceed 1% of the revenues generated by the sales tax. The total cost of administration of this tax, including all rent, supplies, consulting services and other overhead costs will not exceed 4% of the proceeds of the tax. In addition, \$XXX has been budgeted to repay a loan from the Alameda CTC for the election costs of the Measure.

INDEPENDENT WATCHDOG COMMITTEE

The Independent Watchdog Committee will have the responsibility of reviewing and overseeing all expenditures of sales tax funds by the Alameda CTC. The Independent Watchdog Committee (IWC) reports directly to the public.

The responsibilities of this committee are:

- The IWC must hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents about how the sales tax funds are being spent. The hearings will be open to the public and must be held in compliance with the Brown Act, California's open meeting law, with information announcing the hearings well-publicized and posted in advance.
- The IWC will have full access to the Alameda CTC's independent auditor and will have the authority to request and review specific information regarding use of the sales tax funds and to comment on the auditor's reports.
- The IWC will publish an independent annual report, including any concerns the committee has about audits it reviews. The report will be published in local newspapers and will be made available to the public in a variety of forums to ensure access to this information.

IWC members are private citizens who are not elected officials at any level of government, nor public employees from agencies that either oversee or benefit from the proceeds of the sales tax.

Membership is limited to individuals who live in Alameda County. Members are required to submit a statement of financial disclosure and membership is restricted to individuals without economic interest in any of the Alameda CTC's projects or programs. The IWC is designed to reflect the diversity of Alameda County. Membership is as follows:

- Two members are chosen at-large from each of the five supervisorial districts in the county (total of 10 at-large members). One member is nominated by each member of the Board of Supervisors and one additional member in each supervisorial district is selected by the Alameda County Mayors' Conference.
- Seven members are selected to reflect a balance of viewpoints across the county. These members are nominated by their respective organizations and approved by the Alameda CTC Board of Directors as follows:
 - One representative from the Alameda County Taxpayer's Association
 - One representative from the Sierra Club

- One representative from the Alameda County Labor Council
- One representative from the East Bay Economic Development Alliance
- One representative from the Alameda County Paratransit Advisory Committee (PAPCO)
- One representative from the East Bay Bicycle Coalition
- One representative from the League of Women's Voters

The members of the IWC are expected to provide a balance of viewpoints, geography, age, gender, ethnicity and income status, to represent the different perspectives of the residents of the county.

ADVISORY COMMITTEES

The Alameda CTC is assisted by the advice of technical and public advisory committees. These committees, described below, meet regularly and are charged with carrying out important functions on behalf of the Alameda CTC.

Alameda County Technical Advisory Committee (ACTAC)

The ACTAC is the technical advisory committee to the Alameda CTC. The ACTAC members provide technical expertise, analysis and recommendations related to transportation planning, programming and funding with the Alameda CTC Executive Director functioning as Chair.

Paratransit Advisory and Planning Committee (PAPCO)

PAPCO addresses funding, planning, and coordination issues regarding specialized transportation services for seniors and persons with disabilities in Alameda County. PAPCO has the responsibility of making direct recommendations to the Board of Directors of the Alameda CTC on funding for senior and disabled transportation services. PAPCO is supported by a Technical Advisory Committee comprised of paratransit providers in Alameda County funded by local transportation sales tax funds.

Bicycle and Pedestrian Advisory Committee (BPAC)

The BPAC reviews all competitive applications submitted to the Alameda CTC for bicycle and pedestrian safety funds from Measure B, along with the development and updating of the Alameda Countywide Pedestrian and Bicycle Plans and makes recommendations to the Alameda CTC for funding. The BPAC also provides input on countywide educational and promotional programs and other projects of countywide significance, upon request.

Other Committees

The Alameda CTC will establish other community and technical advisory committees as necessary to implement the projects and programs in the TEP and to inform and educate the public on the use of funds for projects and programs in the TEP.

ANNUAL REPORTING

The Alameda CTC is committed to transparency as a public agency along with its many jurisdictional partners. Each year, the Alameda CTC adopts an annual budget that projects the expected sales tax receipts, other anticipated funds and planned expenditures for administration, programs and projects. All funds collected under this tax will be subject to an annual audit. This includes independent audits of the expenditures made by local jurisdictions and fund recipients.

The Alameda CTC will also prepare an annual Strategic Plan which will identify the priority for projects and dates for project implementation based on project readiness, ability to generate leveraged funds and other relevant criteria.

Both the budget and the Strategic Plan will be adopted at a public meeting of the Alameda CTC Board of Directors.

FINANCING OF PROJECTS AND PROGRAMS

By augmenting and extending the transportation sales tax, the Alameda CTC is given the fiduciary duty of administering the proceeds of this tax for the benefit of the residents and businesses of Alameda County. Funds may be accumulated by the Alameda CTC or by recipient agencies over a period of time to pay for larger and longer-term projects pursuant to the policies adopted by the Alameda CTC. All interest income generated by these proceeds will be used for the purposes outlined in this TEP and will be subject to audits.

The Alameda CTC will have the authority to bond for the purposes of expediting the delivery of transportation projects and programs. The bonds will be paid with the proceeds of this tax. The costs associated with bonding, including interest payments, will be borne only by the capital projects included in the TEP and any programs included in the TEP that utilize the bond proceeds. The costs and risks associated with bonding will be presented in the Alameda CTC's annual Strategic Plan and will be subject to public comment before any bond sale is approved.

COMPREHENSIVE PLAN UPDATES

This transportation sales tax will remain in effect in perpetuity. The projects and programs in the TEP cover the period from the initiation of the tax in 2013 through June 2042, and thereafter pursuant to comprehensive updates. Because needs, technology, and circumstances change over time, the expenditure plan is intended to be revisited no later than the last general election date prior to June 2042, and every 20 years thereafter.

To adopt an updated expenditure plan, the Board will appoint an Advisory Committee, representing the diverse interests of Alameda County residents, and businesses. The meetings of the Advisory Committee will be publicly noticed and the committee will be responsible for developing a public outreach process for soliciting input into the plan update.

A recommendation for the adoption of a comprehensive update to the expenditure plan shall require a two-thirds vote of the Alameda CTC Board

and shall be referred to the cities and to Alameda County to be placed on the ballot. The comprehensive update to the plan will appear on a general election ballot for endorsement of the voters, where it will require a majority vote for implementation.

RESPONSIBILITY OF FUND RECIPIENTS

All recipients of funds allocated in this expenditure plan will be required to sign a Master Funding Agreement, detailing their roles and responsibilities in spending sales tax funds, including local hiring requirements.

In addition, fund recipients will conduct an annual audit to ensure that funds are managed and spent according to the requirements of this expenditure plan.



IMPLEMENTING GUIDELINES

This Transportation Expenditure Plan (TEP) is guided by principles that ensure that the revenue generated by the sales tax is spent only for the purposes outlined in this plan, in the most efficient and effective manner possible, consistent with the direction provided by the voters of Alameda County.

ADMINISTRATION OF THE PLAN

1. **Funds only Projects and Programs in TEP:** Funds collected under this measure may be spent only for the purposes identified in the Transportation Expenditure Plan, or as it may be amended by the Alameda CTC Board. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. The funds may not be used for any transportation projects or programs other than those specified in this plan without an amendment of the TEP.
2. **All Decisions Made in Public Process:** The Alameda County Transportation Commission (Alameda CTC) is given the fiduciary duty of administering the transportation sales tax proceeds in accordance with all applicable laws and with the TEP. Activities of the Alameda CTC Board of Directors will be conducted in public according to state law, through publicly noticed meetings. The annual budgets of the Alameda CTC, annual strategic plans and annual reports will all be prepared for public review. The interests of the public will be further protected by an Independent Watchdog Committee, described previously in this plan.
3. **Salary and Administration Cost Caps:** The Alameda CTC Board of Directors will have the authority to hire professional staff and consultants to deliver the projects and programs included in this plan in the most efficient and cost-effective manner. The salaries and benefits for administrative staff hired by the Alameda

CTC will not exceed 1% of the proceeds of the tax. The total of all administrative costs including overhead costs such as rent and supplies will be limited to no more than 4% of the proceeds of this tax.

4. The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.
5. **Amendments Require 2/3 Support:** To modify and amend this plan, an amendment must be adopted by a two-thirds vote of the Alameda CTC Board of Directors. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.
6. **Augment Transportation Funds:** Pursuant to California Public Utilities Code 180001 (e), it is the intent of this expenditure plan that funds generated by the transportation sales tax be used to supplement and not replace existing local revenues used for transportation purposes.

COMPREHENSIVE PLAN UPDATE PROCESS

7. **Comprehensive Plan Updates:** While the transportation sales tax is intended to be collected in perpetuity, this plan recognizes that transportation needs, technology, and circumstances change over time. This plan is intended to govern the expenditure of new transportation sales tax funds (not including the existing Measure B), collected from implementation in 2013 through June 2042, and thereafter pursuant to comprehensive updates.
8. **Comprehensive Plan Update Schedule:** The TEP will undergo a comprehensive update at least one time no later than the last general election prior to June 2042 and then at least once every 20 years thereafter.

9. **Approval of a Comprehensive Updated Plan:** In order to adopt a comprehensive updated expenditure plan, the Alameda County Transportation Commission will appoint an Expenditure Plan Update Advisory Committee, representing the diverse interests of Alameda County residents and businesses to assist in updating the plan. The meetings of this committee will be publicly noticed, and the committee will be responsible for developing a public process for soliciting input into the comprehensive plan update.
10. A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Board of Directors and shall be taken back to the local jurisdictions for review and comment. The comprehensive plan update will appear on a general election ballot in Alameda County for approval by the voters, requiring a majority vote of the people.
11. All meetings at which a comprehensive plan update is considered will be conducted in accordance with all public meeting laws and public notice requirements and will be done to allow for maximum public input into the development of updating the plan.

TAXPAYER SAFEGUARDS AND AUDITS

12. **Annual Audits and Independent Watchdog Committee Review:** Transportation sales tax expenditures are subject to an annual independent audit and review by an Independent Watchdog Committee. The Watchdog Committee will prepare an annual report on spending and progress in implementing the plan that will be published and distributed throughout Alameda County.
13. **Strict Project Deadlines:** To ensure that the projects promised in this plan can be completed in a timely manner, each project will be given a period of seven years from the first year of revenue collection (up to December 31, 2019) to receive environmental clearance approvals and to have a full funding plan for each project. Project sponsors may appeal to the Alameda CTC Board of Directors for one-year time extensions.

14. **Timely Use of Funds:** Jurisdictions receiving funds for transit operations, on-going road maintenance, services for seniors and disabled, and bicycle and pedestrian safety projects and programs must expend the funds expeditiously and report annually on the expenditure, their benefits and future planned expenditures. These reports will be made available to the public at the beginning of each calendar year.

RESTRICTIONS ON FUNDS

15. **No Expenditures Outside of Alameda County:** No funds shall be spent outside Alameda County, except for cases where funds have been matched by funding from the county where the expenditure is proposed, or from state and federal funds as applicable, and specific quantifiable and measureable benefits are derived in Alameda County and are reported to the public.
16. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including the requirements of the California Environmental Quality Act (CEQA), and Title VI of the Civil Rights Act, as applicable. All projects and programs funded with sales tax funds will be required to conform to the requirements of these regulations, as applicable.
17. **Complete Streets:** It is the policy of the Alameda CTC that all transportation investments shall consider the needs of all modes and all users. All investments will conform to Complete Streets requirements and Alameda County guidelines to ensure that all modes and all users are considered in the expenditure of funds.
18. **Local Contracting and Jobs:** The Alameda CTC will develop a policy supporting the hiring of local contractors and residents from Alameda County in the expenditure of these funds.
19. **Agency Commitments:** To ensure the long-term success of the TEP, all recipients of funds will be required to enter into agreements with the Alameda CTC which will include performance and accountability measures.

20. **New Agencies:** New cities or new entities (such as new transit agencies) that come into existence in Alameda County during the life of the Plan could be considered as eligible recipients of funds through a Plan amendment

MANAGING REVENUE FLUCTUATIONS AND PROJECT FINANCING GUIDELINES

21. **Annual Fund Programming:** Actual revenues may, at times, be higher than expected in this plan due to changes in receipts, or lower than expected due to lower project costs and/or due to leveraging outside funds. Estimates of actual revenue will be programmed annually by the Alameda CTC during its annual budget process. Any excess revenue will be programmed in a manner that will accelerate the implementation of the projects and programs described in this plan, at the direction of the Alameda CTC Board of Directors. In addition, projects will be included in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will include provisions for geographic equity in funding allocations.
22. **Fund Allocations:** Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, funding will remain within its specific category such as Transit, Roads, Highways, Sustainable Transportation and Land Use, or Bicycle and Pedestrian Safety, and be reallocated to projects or programs in the same funding category at the discretion of the Alameda CTC Board of Directors.
23. **Leveraging Funds:** Leveraging or matching of outside funding sources is strongly encouraged. Any additional transportation sales tax revenues made available through their replacement by matching funds will be spent based on the principles outlined for fund allocations described above.

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Transit & Specialized Transit (45%)	Mass Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,238.43	16%
		ACE	\$77.40	1%
		WETA	\$38.70	0.5%
		LAVTA	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including potential youth transit pass program	\$197.85	2.54%
	Transit Program for Students and Youth	3-year Access to School Pilot Program	\$15.00	0.19%
		Sub-total	\$1,625.43	21%
	Specialized Transit For Seniors and Persons with Disabilities	Non-Mandated (to Planning Areas)	\$232.20	3.0%
		East Bay Paratransit - AC Transit	\$348.31	4.5%
		East Bay Paratransit - BART	\$116.10	1.5%
		Coordination and Gap Grants	\$77.40	1.0%
		Sub-total	\$774.01	10%
	Bus Transit Efficiency and Priority	Grand Macarthur BRT	\$6.00	
		City of Alameda to Fruitvale BART BRT	\$9.00	
		AC Transit East Bay Bus Rapid Transit Projects in Alameda County	\$10.00	
		College/Broadway Corridor: Transit Priority + Broadway Streetcar	\$10.00	
		Sub-total	\$35.00	
	BART System Modernization and Expansion	Irvington BART Station	\$120.00	
		Bay Fair BART/BART Metro Capacity Enhancement	\$100.00	
		BART Station Modernization and Capacity Improvements	\$90.00	
		BART to Livermore Phase I	\$400.00	
		Sub-total	\$710.00	
	Regional Rail Enhancements	Dumbarton Rail Corridor Phase I	\$120.00	
		Union City Passenger Rail Station	\$75.00	
		Freight Railroad Corridor Right of Way Preservation and Track Improvements	\$120.00	
		Capitol Corridor Service Expansion	\$40.00	
		Sub-total	\$355.00	
	TOTAL		\$3,499.45	45%

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds	
Local Streets & Roads (30%)	Major Commute Corridors, Local Bridge Seismic Safety	North County Example Projects		10%	
		Solano Avenue Pavement resurfacing and beautification; San Pablo Avenue Improvements; Oakland Army Base Transportation Infrastructure Improvements; SR 13 Ashby Corridor; Marin Avenue Local Road Safety; Gilman Railroad Crossing; Park Street, High Street, and Fruitvale Bridge Replacement; Powell Street Bridge Widening at Christie; East 14th Street			
		Central County Example Projects			
		Crow Canyon Road Safety; San Leandro LS&R*; Lewelling Blvd/Hesperian Blvd.; Tennyson Road Grade Separation			
		South County Example Projects			
		East-West Connector in North Fremont and Union City; I-680/880 Cross Connectors; Widen Fremont Boulevard from I-880 to Grimmer Blvd.; Upgrade Relinquished Route 84 in Fremont; Central Ave overpass; Thornton Ave widening; Newark LS&R			
		East County Example Projects			
		Greenville Road widening; El Charro road construction; Dougherty Road Widening; Dublin Boulevard widening; Bernal Bridge Construction			
		Sub-total	\$639.00		
		Freight Corridors of Countywide Significance			
		Outer Harbor Intermodal Terminal			
		7th Street Grade Separation and Roadway Improvement			
		Truck Routes serving the Port of Oakland			
			Sub-total		\$161.00
		Direct Allocation to Cities and County	Local streets and roads program	\$1,548.03	20%
		TOTAL		\$2,348.03	30%

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

*This includes \$30 million for San Leandro local streets and roads improvements

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Highway Efficiency & Freight (9%)	I-80 Improvements	I-80 Gilman Street Interchange improvements	\$24.00	8%
		I-80 Ashby Interchange improvements	\$52.00	
		Sub-total	\$76.00	
	I-84 Improvements	SR-84/I-680 Interchange and SR-84 Widening	\$122.0	
		SR-84 Expressway Widening (Pigeon Pass to Jack London)	\$10.00	
		Sub-total	\$132.00	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.0	
		I-580 Local Interchange Improvement Program: Central County I-580 spot intersection improvements; Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2)	\$28.0	
		Sub-total	\$48.00	
	I-680 Improvements	I-680 HOT/HOV Lane from Route 84 to Alcosta	\$60.00	
		Sub-total	\$60.00	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway Jackson Interchange and circulation improvements	\$75.0	
		Whipple Road / Industrial Parkway Southwest Interchange improvements	\$60.0	
		I-880 Industrial Parkway Interchange improvements	\$44.0	
		I-880 Local Access and Safety improvements: Interchange improvements - Winton Avenue; 23rd/29th St. Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation	\$85.0	
		Sub-total	\$284.00	
	Highway Capital Projects	Sub-total	\$600.00	
	Freight & Economic Development	Freight and economic development program	\$77.40	1%
	TOTAL		\$677.40	9%
Bicycle and Pedestrian (8%)	Bicycle and Pedestrian Infrastructure & Safety	Gap Closure on Three Major Trails: Iron Horse, Bay Trail, and East Bay Greenway/UPRR Corridor	\$264.00	3%
		Bike and Pedestrian direct allocation to Cities and County	\$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	TOTAL		\$651.0	8%

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
Sustainable Land Use & Transportation (7%)	Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments	North County Example Projects*		4%
		Coliseum/Oakland Airport BART; West Oakland PDA/TOD Transit Enhancements; MacArthur BART PDA/TOD Transit Enhancements; Eastmont Transit Center PDA Transit Enhancements; Lake Merritt Specific Plan Implementation; Broadway Valdez Specific Plan transit access; 19th St TOD; Ashby BART TOD and Station Capacity Expansion; Downtown Berkeley Transit Center and BART Plaza and Transit Area Improvements		
		Central County Example Projects		
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape; South Hayward BART Station Area		
		South County Example Projects		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		East County Example Projects		
		West Dublin and Downtown Dublin TOD		
		Sub-total	\$300.00	
	Sustainable Transportation Linkages Program	Sustainable Transportation Linkages Program	\$232.20	3%
	TOTAL		\$532.20	7%
Technology (1%)	Technology, Innovation, and Development	Technology, Innovation, and Development program	\$77.40	1%
TOTAL NEW NET FUNDING (2013-42)			\$7,786	

Note: Priority implementation of specific investments and amounts for capital projects will be determined as part of the Capital Improvement Program developed through a public process and adopted by the Alameda CTC every two years and will include geographic equity provisions.

* Preliminary allocation of North County Funds subject to change by the Alameda CTC Board of Directors: Coliseum BART Area \$40 M, Broadway Valdez \$20M, Lake Merritt \$20 M, West Oakland \$20 M, Eastmont Mall \$20 M, 19th Street \$20 M, MacArthur \$20 M, Ashby \$18.5 M, Berkeley Downtown \$20 M.



Memorandum

DATE: December 28, 2011

TO: Community Advisory Working Group
Technical Advisory Working Group

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

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

Recommendation

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

Summary

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

Discussion

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

January 2012 Update:

This report focuses on the month of January 2012. A summary of countywide and regional planning activities for the next three months is found in Attachment A and a three year schedule for the countywide and the regional processes is found in Attachments B and C, respectively. Highlights at the regional level include release of draft Project Performance and Targets Assessment results, draft Scenario Analysis results and the beginning of the discussion about tradeoffs and investment strategies. At the county level, highlights include the release of the draft Transportation Expenditure

Plan for approval by the Alameda CTC Board at its January meeting and submittal of draft CWTP projects and programs to MTC for development of the Preferred SCS and transportation network.

1) SCS/RTP

MTC released draft results of the project performance and targets assessment in November 2011 followed by the draft scenario analysis results on December 9, 2011. ABAG continued work on the One Bay Area Alternative Land Use Scenarios. Comment letters are being prepared by Alameda CTC staff and will be distributed to the committees as they are available. MTC and ABAG will use the results of the project performance and targets assessment along with the results of the scenario analysis to begin framing the discussion about tradeoffs and investment strategies that will ultimately result in the selection of a preferred land use and transportation scenario. This scenario will be evaluated February 2012 and results released in March 2012.

2) CWTP-TEP

At the December 16, 2011 Commission retreat, staff presented the Administrative Draft CWTP, revised project and program list, draft CWTP evaluation results and second draft Transportation Expenditure Plan. After receiving extensive public comment on the draft Transportation Expenditure Plan, the Commission directed staff to set up a meeting between an ad hoc committee made up of members of the CWTP-TEP Steering Committee and specific advocacy groups to discuss aspects of the expenditure plan. These meetings will be held by mid-January in order to prepare and distribute the Draft Transportation Expenditure Plan for Steering Committee review. At its January meeting, the Steering Committee is anticipated to recommend that the Commission approve the Transportation Expenditure at its meeting the same day. Once approved the Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012. Both the Draft Transportation Expenditure Plan and the CWTP will be brought to the Commission in May/June 2012 for approval so that the Board of Supervisors can be requested at their July 2012 to place the Transportation Expenditure Plan on the ballot on November 6, 2012.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	Typically the 4 th Thursday of the month, noon Location: Alameda CTC offices	January 26, 2012 March 22, 2012 May 24, 2012
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	January 12, 2012 March 8, 2012 May 10, 2012
CWTP-TEP Community Advisory Working Group	Typically the 1 st Thursday of the month, 2:30 p.m. Location: Alameda CTC	January 12, 2012* March 1, 2012 May 3, 2012 Note: The January CAWG meetings will be held jointly with the TAWG and will begin at 1:30.
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	January 3, 2012* February 7, 2012 March 7, 2012 *Meeting cancelled

Committee	Regular Meeting Date and Time	Next Meeting
SCS/RTP Equity Working Group	2 nd Wednesday of the month, 11:15 a.m. Location: MetroCenter, Oakland	January 11, 2012 February 8, 2012 March 7, 2012
SCS Housing Methodology Committee	Typically the 4 th Thursday of the month, 10 a.m. Location: BCDC, 50 California St., 26 th Floor, San Francisco	February 23, 2012
One Bay Area Public Outreach One meeting per County	Time and Location 6:00 PM; City of Dublin Civic Center	January 11, 2012

Fiscal Impact

None.

Attachments

Attachment A: Summary of Next Quarter Countywide and Regional Planning Activities
Attachment B: CWTP-TEP-RTP-SCS Development Implementation Schedule
Attachment C: OneBayArea SCS Planning Process (revised October 2011)

This page intentionally left blank.

**Summary of Next Quarter Countywide and Regional Planning Activities
(January 2012 through March 2012)**

Countywide Planning Efforts (CWTP-TEP)

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

- Coordinating with ABAG and local jurisdictions to provide comments on the Alternative Land Use Scenarios for the Sustainable Communities Strategy (SCS);
- Preparing and submitting comments to MTC on the project performance and targets assessment and scenario evaluation results;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Locally Preferred SCS to test with the financially constrained transportation network in Spring 2012;
- Responding to comments on the Administrative Draft and releasing the Draft CWTP;
- Refining the financially constrained list of projects and programs for the Draft CWTP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP and Draft TEP to the Steering Committee and Commission for approval; and
- Seek jurisdiction approvals of the Draft TEP.

Regional Planning Efforts (RTP-SCS)

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

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

- Framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections;
- Finalizing maintenance needs and Regional Programs estimates; and
- Conducting public outreach.

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

- Participating on the MTC/ABAG Regional Advisory Working Group (RAWG);
- Submitting local transportation network priorities through the CWTP-TEP process; and
- Assisting in public outreach.

Key Dates and Opportunities for Input¹

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

Sustainable Communities Strategy:

Presentation of SCS information to local jurisdictions: Completed

Initial Vision Scenario Released: March 11, 2011: Completed

Draft Alternative Land Use Scenarios Released: Completed (released August 26, 2011)

Preferred SCS Scenario Released/Approved: March/May 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Adopted: July 2012

Draft RHNA Plan released: July 2012

Final RHNA Plan released/Adopted: April/May 2013

RTP

Develop Financial Forecasts and Committed Funding Policy: Completed

Call for RTP Transportation Projects: Completed

Conduct Performance Assessment: Completed

Transportation Policy Investment Dialogue: November 2011 – April 2012

Prepare SCS/RTP Plan: April 2012 – October 2012

Draft RTP/SCS for Released: November 2012

Prepare EIR: December 2012 – March 2013

Adopt SCS/RTP: April 2013

CWTP-TEP

Develop Alameda County Locally Preferred SCS Scenario: May 2011 – May 2012

Call for Projects: Completed

Administrative Draft CWTP: Completed

Preliminary TEP Program and Project list: Completed

Draft TEP Released: January 2012

Draft CWTP Released: March 2012

TEP Outreach: January 2011 – June 2012

Adopt Final CWTP and TEP: May/June 2012

TEP Submitted for Ballot: July 2012

Calendar Year 2010

Task	2010						FY2010-2011		2010				Dec
	January	February	March	April	May	June	July	August	Sept	Oct	Nov		
Alameda CTC Committee/Public Process													
Steering Committee			Establish Steering Committee	Working meeting to establish roles/ responsibilities, community working group	RFP feedback, tech working group	Update on Transportation/ Finance issues	Approval of Community working group and steering committee next steps	No Meetings		Feedback from Tech, comm working groups	No Meetings	Expand vision and goals for County ?	
Technical Advisory Working Group								No Meetings		Roles, resp. schedule, vision discussion/ feedback	No Meetings	Education: Trans statistics, issues, financials overview	
Community Advisory Working Group								No Meetings		Roles, resp. schedule, vision discussion/ feedback	No Meetings	Education: Transportation statistics, issues, financials overview	
Public Participation								No Meetings			Stakeholder outreach		
Agency Public Education and Outreach													
Alameda CTC Technical Work													
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work			
Polling													
Sustainable Communities Strategy/Regional Transportation Plan													
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions			
							Adopt methodology for Jobs/Housing Forecast (Statutory Target)			Projections 2011 Base Case			
							Adopt Voluntary Performance Targets			Performance Targets			

Countywide Transportation Plan and Transportation Expenditure Plan
Preliminary Development Implementation Schedule - Updated 1/4/2012

Calendar Year 2011

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

Calendar Year 2012

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

This page intentionally left blank.

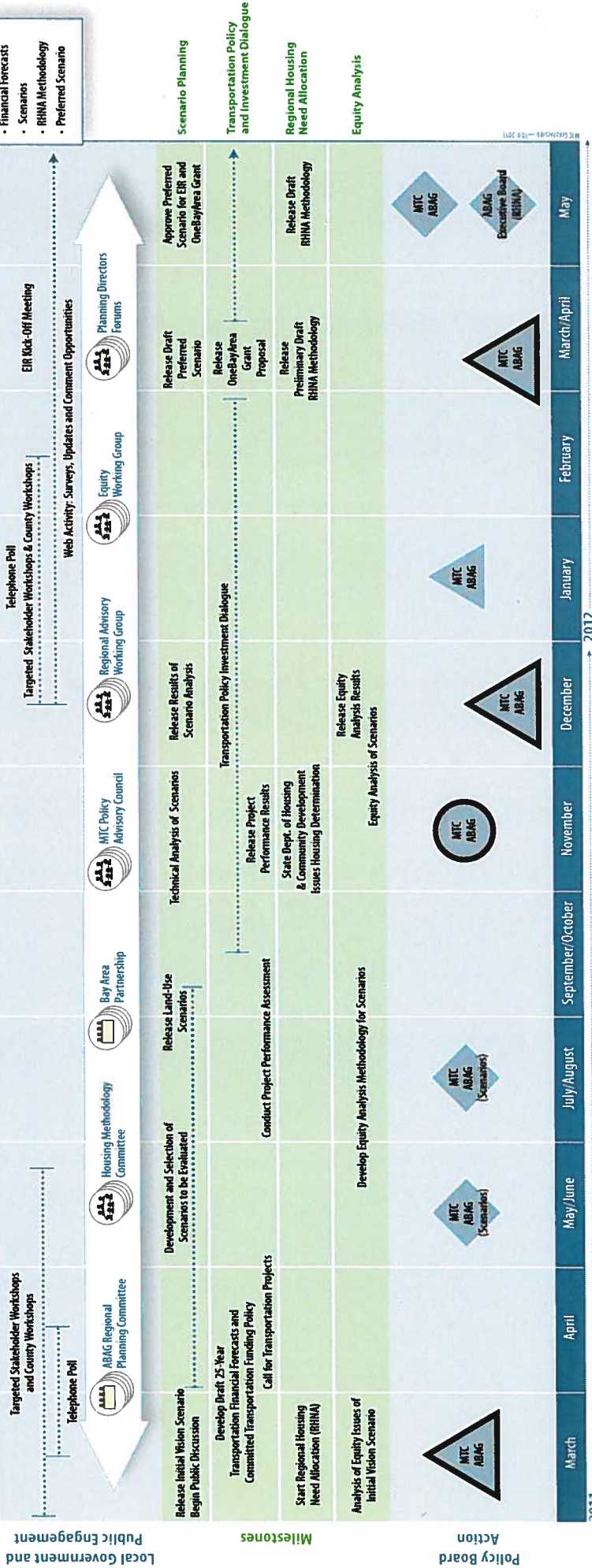
Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011

Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

BayArea Plan

- Phase Two Actions/Decisions:
- Initial Vision Scenario
 - Financial Forecasts
 - Scenarios
 - RHNA Methodology
 - Preferred Scenario



*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment

Document Release

JOINT document release by ABAG and MTC

ABAG - ABAG Administrative Committee

MTC - MTC Planning Committee

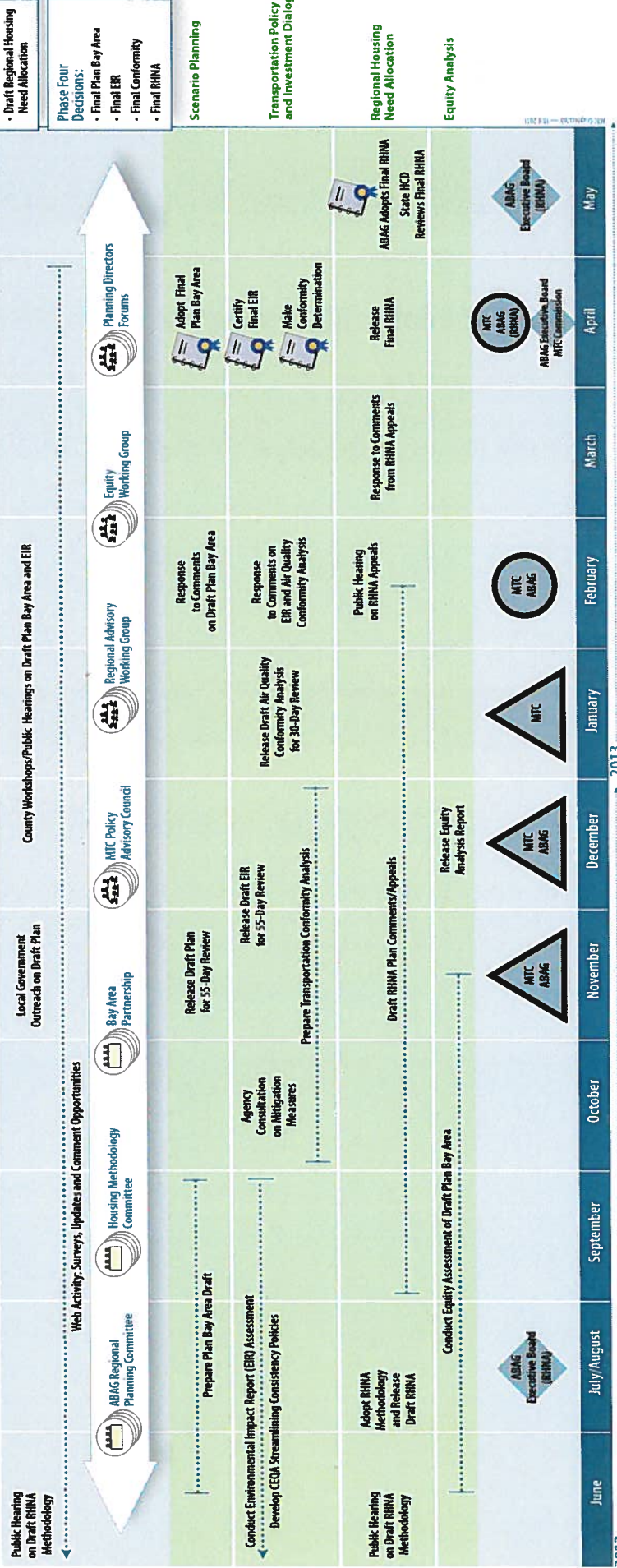
For more information on key actions and decisions and how to get involved, visit OneBayArea.org

Plan Bay Area Planning Process: Phases 3 & 4 Details for 2012-2013*

Revised October 2011

Phase 3: Regional Housing Need Allocation (RHNA), Environmental/Technical Analyses and Draft Plans

Phase 4: Plan Adoption



Phase Three Actions/Decisions:

- Draft Plan Bay Area
- Draft EIR
- Draft Regional Housing Need Allocation

Phase Four Decisions:

- Final Plan Bay Area
- Final EIR
- Final Conformity
- Final RHNA

Scenario Planning

Transportation Policy and Investment Dialogue

Regional Housing Need Allocation

Equity Analysis

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

ABAG Executive Board (RHNA)

ABAG - ABAG Administrative Committee

MTC - MTC Planning Committee

Document Release

Decision

JOINT document release by MTC, ABAG and MTC

For more information on key actions and decisions and how to get involved, visit OneBayArea.org



Countywide Transportation Plan Update and Transportation Expenditure Plan Development Overview

The Alameda CTC is in the process of updating the Alameda County Countywide Transportation Plan (CWTP), a 25-year plan that lays out a strategy for addressing transportation needs for all users in Alameda County and feeds into the Regional Transportation Plan. The Alameda CTC is also developing a new Transportation Expenditure Plan (TEP) concurrently with the CWTP.

The following committees are involved in the CWTP-TEP development process:

Steering Committee: Comprised of 13 members from the Alameda CTC including representatives from the cities of Berkeley, Emeryville, Hayward, Livermore, Newark, Oakland, Pleasanton, and Union City, as well as Alameda County, BART and AC Transit. Mayor Mark Green of Union City is the chair and Councilmember Kriss Worthington of Berkeley is the vice-chair. The purpose of the Steering Committee is to lead the planning effort, which will shape the future of transportation throughout Alameda County. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org

Technical Advisory Working Group (TAWG): Comprised of agency staff representing all areas of the County including planners and engineers from local jurisdictions, all transit operators in Alameda County, and representatives from the park districts, public health, social services, law enforcement, and education. The purpose of the Technical Advisory Working Group is to provide technical input, serve in an advisory capacity to the Steering Committee, and share information with the Community Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Beth Walukas, Deputy Director of Planning, (510) 208-7405, bwalukas@alamedactc.org
- Saravana Suthanthira, Senior Transportation Planner, (510) 208-7426, ssuthanthira@alamedactc.org

continued

Community Advisory Working Group (CAWG): Comprised of 27 members representing diverse interests throughout Alameda County including business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people with disabilities, and social justice. The purpose of the Community Advisory Working Group is to provide input on the Countywide Transportation Plan and the Transportation Expenditure Plan to meet the multi-modal needs of our diverse communities and businesses in Alameda County, serve in an advisory capacity to the Steering Committee, and share information with the Technical Advisory Working Group. To view the meeting calendar, visit <http://www.alamedactc.org/events/month/now>.

Staff liaisons:

- Tess Lengyel, Deputy Director of Policy, Public Affairs, and Legislation, (510) 208-7428, tlengyel@alamedactc.org
- Diane Stark, Senior Transportation Planner, (510) 208-7410, dstark@alamedactc.org

Commission Meeting Date	Item Title	Item #	Item Description / Staff Recommendation	Motion	2nd	Vote
22-Jul-10	Approval of Designation of the Existing ACTIA and ACCMA Executive Directors as Interim Co-Executive Directors	1	The Commission approved to designate the existing Executive Directors of ACTIA and ACCMA as interim co-executive directors of the Commission, to serve until an executive director is hired for the Alameda CTC.	Henson	Reid	23-0
	Adoption of the Administrative Code	2	The Commission approved the adoption of the Administrative Code with changes to Section 4.5.	Harper	Starosciak	23-0
	Approval of the Transit Agency Fees	3	The Commission approved the Ad Hoc Committee on Merger's recommendations to assess AC Transit and BART and Alameda CTC fee.	Haggerty	Sbranti	23-0
	Appoint/Reappoint Countywide Transportation Plan Update and Sales Tax Reauthorization Steering Committee Members	4	Staff recommend that the Commission appoint and/or reappoint members of the Countywide Transportation Plan Update and Sales Tax Reauthorization Steering Committee.	Kamena	Lai-Bitker	24-0
	ACCMA Executive Director's Report	5.2	Staff informed the Commission that the ACCMA will submit to the register of voters the vehicle registration fee on July 23. The Commission asked if the ballot measure states that the money will stay local. The Commission authorized staff to add the word local if it's not on the ballot.	Kaplan	Javandel	25-0
	Approval of Consent Calendar	6.1	Approval of ACTIA Board Meeting Minutes of June 24, 2010	Haggerty	Henson	25-0
		6.2	Approval of ACCMA Board Meeting Minutes, June 24, 2010			
		6.3.1	Telegraph Avenue Corridor Bus Rapid Transit - Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 4 to the PE/Environmental Project Specific Funding Agreement with AC Transit			
		6.3.2	East Bay Greenway Project - Approval of the Consultant Shortlist and Authorization to Interview, Negotiate and Execute a Contract with the Top-Ranked Firm for Engineering, Environmental Clearance and Implementation Strategy Services			
		6.3.3	Measure B Capital Projects - I-880/Mission Blvd (Rt 262) Interchange Reconstruction and I-880 to Mission Blvd East-West Connector - Update on Funding Plans			
		6.4.1	Approval of Final Countywide Safe Routes to Schools Program.			
		6.4.2	Approval of Contract Extension for Executive Director			
		6.4.3	Year-End Detail of Investments for ACTA and ACTIA Funds			

**Alameda County Transportation Commission
Action Items**

		6.5.1	Transportation and Land Use Program - Approval of Transit Oriented Development Quarterly Update			
		6.5.2	Approval of Safe Routes to School Final Program			
		6.6.1	Quarterly Investment Report			
		6.6.2	Quarterly SBE, LBE, and DBE Reports			
		6.6.3	Route 84/Ardenwood Blvd Park and Ride Lot Project - (Regional Measure 2 Project 29.5) - Acceptance of Construction Contract			
		6.6.4	I-680 Express Lane Project - Authorization for ACCMA Director to Negotiate and Execute Professional Services and Co-Location Contracts			
	ACTIA ALF Legislative Program	9.1	Staff recommended that the Commission support AB 2147 which was amended	Henson	Kamena	25-0
		10.1	The Commission approved the final CMA Block Grant program (Local Streets and Roads, Regional Bicycle Program, and County Transportation of Livable Communities)	Henson	Kamena	25-0
		10.2	The Commission approved the TFCA FY 2010/11 final program and to authorize the Executive Director to execute any necessary agreements related to this programming	Wieckowski	Freitas	25-0
		10.3.1	The Commission approved the programming of \$200,000 in STIP TE funds for LAVTA's Rideo Bus Project	Kamena	Haggerty	25-1
	Approval of Amendment Request: Transportation Enhancement (TE) funds for the LAVTA Rideo Bus Project	10.3.2	The Commission approved to the following amendments to the Alameda County STIP project list: 1) Reprogram \$10 million in STIP funds from the I-880 Safety and Operational Improvements at 23rd/29th projects to the BART OAC project. 2) Reprogram \$10 million in STIP funds from the I-880 Mission Blvd. i/c projects to the BART OAC	Reid	Haggerty	25-1
		6	The Commission chose Arthur Dao as the Executive Director for the Alameda CTC			17-0
9-Aug-10	Report on Closed Session	1A	Minutes of July 22, 2010	Henson	Reid	19-0
23-Sep-10	Approval of Consent Calendar	1B	Minutes of August 9, 2010			
		1C	Approval of the 2010 LOS Monitoring Study Draft Report			
		1D	Review of the I-80 Integrated Corridor System Management Plan			
		1E	Review of the I-880 Corridor System Management Plan			
		1F	Approval of Transportation and Land Use Program: Revised Priority Development Area Reporting			
		1G	Review of Projects Proposed for the FY 2010/11 Transportation Funds for Clean Air (TFCA) Remaining Program Balance			

**Alameda County Transportation Commission
Action Items**

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

**Alameda County Transportation Commission
Action Items**

		5D	Approval of Funding Assistance for the Alameda County Public Works Agency Stanley Boulevard Safety and Streetscape Project			
		5E	Approval of Project Study Report/Project Initiation Document (PSR/PID) Priority List for Alameda County: Current and Projected Work Program			
		5F	Approval of Programming of the FY 2010/11 TFCA Program Remaining Balance			
		5G	Approval of TFCA Program Expenditure Deadline Extension Requests: 1) BART - Electronic Bicycle Lockers, TFCA Projects 07ALA06 and 08ALA02. 2) Alameda CTC - Webster Street Corridor Enhancements, TFCA Project 08ALA01. 3) City of Berkeley - 9th Street Bicycle Boulevard, TFCA Project 08ALA03			
		5H	Approval of Monitoring Reports: State Transportation Improvement (STIP) Program at Risk Report Federal Surface Transportation/Congestion Mitigation and Air Quality STP/CMAQ) Program At Risk Report CMA Exchange Program Quarterly Status Report Transportation for Clean Air (TFCA) Program At Risk Report Transit Oriented Development Quarterly Progress Report, Transportation and Land Use Program			
		5I	Authorization to Extend Four Measure B Grant Agreement End Dates			
		5J	Acceptance of Semi-Annual Capital Projects Status Update			
		5K	ACCMA Quarterly Financial Overview			
		5L	Approval of ACCMA's Quarterly SBE, LBE and DBE Report for the Period of July 2010 through September 30, 2010			
		5M	Approval of Interagency Agreement Regarding Reimbursement and Allocation of Costs Associated with the Joint Operation of the Alameda County Transportation Commission (Alameda CTC), the Alameda County Transportation Improvement Authority (ACTIA) and the Alameda County Congestion Management Agency (CMA)			
		5N	Approval of appointments to the Community Advisory Committees			
	Approval of Countywide Approach for Seeking Input on the Sustainable Communities Strategy (SCS)	7B	The Commission approved a countywide approach for seeking input on and educating the Alameda County's elected bodies about SCS being developed by ABAG and MTC for the 2013 Regional Transportation Plan	Kaplan	Worthington	24-0
		9A	The Commission approved the First Quarter budget update for FY 2010-11	Henson	Blalock	24-0

**Alameda County Transportation Commission
Action Items**

	Approval of a Comprehensive Benefits Program for Transition and Future Employees of the Alameda County Transportation Commission	9B	The Commission approved a comprehensive benefit program for transition and new employees of the Alameda CTC.	Kamena	Blalock	20-3
2-Dec-10	Approval of Consent Calendar	5A	Minutes of October 28, 2010	Henson	Blalock	24-0
		5B	Adoption of Conformity Findings for the 2010 Congestion Management Program			
		5C	Approval of Measure B Allocation to the PE/Environmental Phase and Approval of Amendment No. 3 to the Project Specific Funding Agreement with BART for the PE/Env Phase (A08-0048) for the I-580 Corridor/BART to Livermore Studies (ACTIA 26)	Kamena	Sbranti	24-0
		5D	Approval of ACTIA Congestion Relief Emergency Funds and ACCMA CMA TIP funds for the I-80 Integrated Corridor Mobility Project/San Pablo Avenue Arterial and Transit Improvement Project	Henson	Blalock	24-0
		5E	Approval of Measure B Congestion Relief Emergency Funds and CMA TIP funds for the I-880 North Safety and Operational Improvements at 23rd/29th Avenues Project			
		5F	Approval of CMA TIP funds to supplement budget for the I-580 San Leandro Soundwall Project			
		5G	Authorize the Executive Director to Execute the necessary Funding Agreements to deliver the Mission Boulevard/I-880 Interchange Phase 1B/2 Project I-880/Mission Boulevard (Route 26) Interchange Reconstruction (MB 196)			
		5H	Approval of First Quarter Budget Update for ACTIA			
	Approval of Financial Audits for ACTIA	9A	Approval of Financial Audits for ACTIA	Harper	Henson	23-0
	Approval of Financial Audits for ACTA	9B	Approval of Financial Audits for ACTA	Wieckowski	Sbranti	23-0
	Approval of Financial Audits for ACCMA	9C	Approval of Financial Audits for ACCMA	Henson	Haggerty	23-0
27-Jan-11	Approval of Consent Calendar	5B	Bicycle and Pedestrian Grant Funds:	Blalock		19-0
		5B1	Approval of Reallocation of Measure B Funds from the San Leandro Bay Trail Slough Bridge Project			
		5B2	Approval of Measure B Funds for Bike to Work and Step into Life Promotions and Bicycle/Pedestrian Count			

**Alameda County Transportation Commission
Action Items**

	5C	Approval of Revised Lifeline Transportation Program			
	5D	Approval of Countywide Safe Routes to School (SR2S) Program Request for Proposals Release			
	5E	Review Transportation Fund for Clean Air (TFCA) Program FY 2011/12 Call for Projects Information			
	5F	Review of Project Study Report/PID Strategy for FY 2010/11			
	5G	Approval of Measure B Funding Allocation to the Construction Phase of the I-238 Widening Project and Authorization for Executive Director to execute the necessary Funding Agreements and/or Amendments to Funding Agreements to reflect the Allocation (ACTIA 21)			
	5H	Approval of Measure B Funding Allocation and Other Necessary Actions to Obtain Environmental Clearance for the ACTIA Measure B-funded I-880/Broadway-Jackson Interchange Improvement Project (ACTIA 10)			
	5I	I-580 Eastbound Express Lane Project - Approval of the preparation and issuance of a Request for Proposals (RFP) to obtain a System Manager contract			
	5J	I-580 Westbound Express Lane Project - Approval for Staff to Prepare and Release a Request for Proposals (RFP) to Prepare a Project Study Report			
	5K	Approval of I-580 San Leandro Soundwall Project Contract Acceptance			
	5L	Approval of Revised ACTIA Sales Tax Budget for FY 201-11			
	5M	Approval of FY 2010-2011 Budget – Second Quarter Update for ACCMA			
	5N	Approval of Interim Benefits Resolution			
	5O	Approval of Agency Work Program and Executive Director's Objectives for FY 2010-11			
	5P	Approval of Amendment No. 1 to the Professional Services Agreement with the Bay Area Program Management Group, LLC (A10-0017) for additional and deferred program and project management services from previous fiscal year	Harper	Kamena	19-0
	5Q	Approval of the Consolidated Annually Renewed Contracts Plan for Administrative Services for Fiscal Year 2011-12	Blalock		19-0
	7A	Approval of schedule and summary of issues to address in the update of 2011 CMP	Reid	Haggerty	23-0
	Approval of 2011 Congestion Management Program (CAP) Update Schedule and Issues				

**Alameda County Transportation Commission
Action Items**

24-Feb-11	Approval of 2011 Alameda CTC Legislative Program	7D	Approval of the 2011 Alameda CTC Legislative Program that was approved in the PPLC meeting with the inclusion of seismic safety upgrades as part of the general funding priorities, and HOT lane implementation to include standardizing toll lane striping between state and federal requirements under project delivery priorities, and support of the Governor's budget on the gas tax swap.	Haggerty	Chiang	23-0
	Approval to Interview Firms then Negotiate and Execute a Contract with the Top-ranked Firm for Public Opinion Research Services for Development of a Transportation Expenditure Plan	9B	Approval of the top-ranked firm, EMC Research, Inc. for the Public Opinion Research Services for Development of a Transportation Expenditure Plan.	Harper	Blalock	23-0
	Approval of Designation of the Alameda County Transportation Commission (Alameda CTC) Finance Director as the Treasurer/Auditor for the Alameda County Congestion Management Agency (ACCMA)	9C	Approval of designation of the Alameda CTC Executive Director, Arthur Dao, and Finance Director, Patricia Reavey, as the officers authorized to order the deposit or withdrawal of monies in the Local Agency Investment Fund (LAIF) for ACCMA, ACTIA and ACTA.	Harper	Chiang	23-0
	Approval of Consent Calendar	5A 5B 5C 5D 5E 5F 5F1 5F2 5F3 5F4 5G 5G1	Minutes of January 27, 2011 Approval of Tri-Valley Triangle Study Final Plan Recommendations: Projects Re-Sequencing Receive Presentation on Bay Bridge Crossing Study Receive Report on Environmental Documents/General Plan Amendments Reviewed Review Compliance Audits and Reports State Transportation Improvement Program (STIP) Extension Requests: Approve Allocation Deadline Extension for the City of Dublin Alamo Canal Regional Trail, I-580 Undercrossing Project Approve Allocation Deadline Extension for the City of Oakland Coliseum BART Pedestrian Improvements Project Approve Allocation Deadline Extension for the City of Berkeley Bay Trail Extension Segment One Project Approve Allocation Deadline Extension for the Alameda CTC/ACCMA I-580 San Leandro Landscape Project Monitoring Reports: Approve State Transportation Improvement Program (STIP) At Risk Report	Henson	Hosterman	18-0

**Alameda County Transportation Commission
Action Items**

24-Mar-11		5G2	Approve Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report			
		5G3	Approve CMA Exchange Program Quarterly Status Report			
		5G4	Approve Transportation Fund for Clean Air (TFCA) Program At Risk Report			
		5H	Measure B Grant Amendments: Approve Authorization to Reinstate and Extend Paratransit Gap Grant for AC Transit New Freedom Grant Match Project			
		5I	Approve Extension of Construction Management Contract for I-680 HOV/Express Lane Project			
		5J	Approve Extension of Construction Management Contract for I-580 Eastbound HOV lane Project			
		5K	Review of Construction Management Services for the I-80 Integrated Corridor Mobility Project/Project #3 Traffic Operations System Project and Project #6 San Pablo Corridor Arterial and Transit Improvement Project			
		5L	Approval of FY2010-11 Consolidated Mid-Year Investment Report			
		5M	Approval of ACTIA's FY 2010-11 Mid-Year Budget Update and Statement of Revenues and Expenditures			
		5N	Approval of ACCMA's FY 2010-11 Mid-Year Financial Update			
		5O	Approval of Appointments to the Community Advisory Committees			
		7B	Approval of staff recommendation to MTC's Call for Projects Process	Kamena	Starosciak	23-0
		7E	Approval of Staff recommendation to on California High Speed Rail	Reid	Haggerty	23-0
		5A	Minutes of February 24, 2011	Henson	Kamena	23-0
	Approval of Staff Recommendation on MTC's Call for Projects	5B	Approval of the 2011 CMP Update: CMP Issues Review and Recommendations			
		5C	Approval of Amendment No. 1 to the On-Call Modeling Contract with Dowling Associates, Inc. and Extend Contract Expiration Date			
		5D	Approval of One Year Extension of Project Monitoring Contract with Advance Project Delivery Inc. (APDI)			
		5E	Approval of Certifications and Assurances for the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Program			
		5G	Review of Vehicle Registration Fee Program Status			
		5H	Approval of Deadline Extension for Environmental Clearance and/or Full Funding for Two Specific Capital Projects in the Measure B Transportation Sales Tax Program: Route 92/Clawiter-Whitesell Interchange and Reliever Route (ACTIA 15); and Dumbarton Rail Corridor (ACTIA 25)			
		5I	Approval of CMA TIP Funding for the East Bay SMART Corridor			
	Approval of Staff Recommendation on California High Speed Rail					
	Approval of Consent Calendar					

**Alameda County Transportation Commission
Action Items**

28-Apr-11		5J	Approval of Right of Way Transfer from ACTIA to Caltrans for ACTIA 12 - I580/Castro Valley Interchanges Improvement Project			
		5L	Approval and Adoption of Fiscal Year 2011-2012 Alameda County Congestion Management Agency's (ACCMA) Member Agency Fee Schedule			
		5M	Approval of Loan Program Between the Alameda County Transportation Authority (ACTA) and the Alameda County Congestion Management Agency (ACCMA)			
		5N	Approval of the ACCMA's Small Business Enterprise (SBE) and Local Business Enterprise (LBE) Fiscal Year 0to-Date Reports and Disadvantaged Business Enterprise (DBE) Quarterly Report for the Period of October 1, 2010 through December 31, 2010			
		5O	Approval of ACTIA's Semi-Annual Local Business Contract Equity Program Utilization Report of Local Business Enterprises and Small Business Enterprises for the Period of July 1, 2010 through December 31, 2010			
		5F	Transportation Fund for Clean Air (TFCA) Programs:	Worthington	Miley	21-2
	Approval of Items Pulled from Consent Calendar	5F1	Approval of Alameda CTC TFCA Program Guidelines			
		5F2	Approval of Alameda CTC TFCA Program FY 2011/12 Expenditure Plan			
		5F3	Review of Summary of the TFCA Applications Received for FY2011/12 Program			
		5K	Approval of Countywide Safe Routes to Schools Program Scope of Services and RFP Implementation Timeline	Blalock	Worthington	22-0
	Approval of Legislative Positions	5P	Approval of appointments to the Community Advisory Committees	Blalock	Green	22-0
		7E	Approval of Staff Recommendation to support the following bills: AB 57 (Beal) Metropolitan Transportation Commission AJR 5 (Lowenthal) Transportation Revenues AB 1086 (Wickowski) Transactions and use taxes	Henson	Kamena	23-0
		5A	Minutes of March 24, 2011			
28-Apr-11	Approval of Consent Calendar	5B	Approval of 2011 Congestion Management Program (CMP) Update: Recommendations for the CMP Level of Service Standards Regarding Roadway Network and Multimodal Level of Service	Atkin	Worthington	24-0
		5C	Approval of Draft FY 11/12 Measure B Strategic Plan Assumptions			
		5D	Approval of Draft FY 11/12 TFCA Program			
		5E	Approval of Gap Grant Funding and Grant Extensions			
		5F	Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County			
		5G	Approval of Resolution 11-008 Authorizing the Execution of Various Funding Agreements			
		5H	Approval to Execute Master Agreement with California Highway Patrol			

**Alameda County Transportation Commission
Action Items**

				5I	Project Delivery Plans			
				5I1	Approval of Project Delivery Plan for I-680 Northbound HOV/Express Lane Project (ACTIA no. 8); and Allocation of Measure B funds for Preliminary Engineering/Environmental Phase			
				5I2	Approval of Project Delivery Plan for I-580 Westbound HOV/Express Lane Project and Authorize Staff to Issue an RFP for a System Manager			
				5J	Extension of Contracts			
				5J1	Approval of Amendment No. 1 to the Electronic Toll System Development and Implementation Contract with Electronic Transactions Consultants Corporation, to Extend Contract Expiration Date for the Southbound I-680 HOV/Express Lane Project			
				5J2	Approval of Amendment No. 2 to the Center to Center Program Communications Hub for the Tri-Valley SMART Corridor Project (C2C) with DKS Associates, to Extend Contract Expiration Date			
				5J3	Approval of Amendment No. 4 to the I-680 Smart Carpool Lane Public Education and Marketing with Solem & Associates, to Extend Contract Expiration Date			
				5J4	Approval of Amendment No. 2 to the Contract with BKF Engineers, Inc. to Prepare a PSR/PR for the I-880/Marina Blvd. Interchange Improvements Project to Extend the Expiration Date			
				5K	Approval of Authorization to Award Construction Contract for I-80 ICM Project - Traffic Operations System Project No. 3			
				5L	Approval of CMA TIP funds to supplement budget for the I-880 Southbound HOV Lane Project			
				5M	Approval of Authorization to Negotiate a System Manager Services Contract and Amend the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3 of the I-80 Integrated Corridor Mobility Project			
				5N	Approval of Consultant Team Selected to Provide Project Controls and Project Delivery Management Services and Authorization to Negotiate and Execute a Contract			
				5O	Approval of Appointments to the Community Advisory Committees			
	Approval of Legislative Positions	7B	Haggerty	Worthington	26-0	Approval of Staff Recommendation to support the following bills:		
						AB 153, 155, and SB 234 (Skinner, Calderon, Hancock) Expansions of Sales Tax Collection from Internet Transactions		
						AB 147 (Dickinson) Subdivisions		
						AB 1308 (Miller) Highway Users Tax: appropriations of funds		
						SB 582 (Emmerson) Regional Commute Benefits Policy		
						HR 1123 (Richardson)		
						Approval of Staff Recommendation to oppose AB 392 (Alejo) Ralph M. Brown Act: Posting Agendas		
			Haggerty	Green	22-4			

**Alameda County Transportation Commission
Action Items**

	Approval of Programs and Projects Committee Action Items	8A	Approval of Vehicle Registration Fee Principles: 1. The structure of the Local Road Program component as 100% pass through 2. The inclusion of a 2-year timely use of funds requirement 3. The remainder of the principles recommended by PPC	Haggerty	Reid	26-0
		8B	Approval for Acceptance of Semi-Annual Measure B Capital Projects Status Update and Approval of Funding Plans: 1. Acceptance of the semi-annual Measure B Capital Projects Status Update for six remaining active projects from 1986 Measure B Expenditure Plan and all of the Capital projects included in the 2000 Measure B Expenditure Plan 2. Approval of the funding plans included in the project delivery summaries for select capital projects being implemented primarily by the Alameda CTC	Harper	Reid	26-0
		8C	Approval for Acceptance of Semi-Annual ACCMA Capital Projects Status Update and Approval of Funding Plans: 1. Accept the Semi-Annual Capital Projects Status Update for major projects sponsored by the ACCMA and now implemented by the Alameda CTC 2. Approve the project funding plans and project delivery schedules	Haggerty	Worthington	26-0
		5A 5B 5C 5D 5D1 5D2 5E 5F 5G 5H 5I 5I1 5I2 5I3 5I4	Minutes of April 28, 2011 Approval of Guaranteed Ride Home Program Annual Evaluation Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan 2011 Congestion Management Program (CMP) Update: Presentation on Community Design and Transportation (CDT) Program by Santa Clara Valley Transportation Authority Presentation on Automobile Trip Generated (ATG) Measure for Assessing Transportation Impacts by San Francisco County Transportation Authority Review Fiscal Year 2009-2010 Audit and Compliance Reporting Approval of Measure B Bicycle and Pedestrian Program Grants Extension Approval of Vehicle Registration Fee Strategic Plan Approval of CMA TIP Funding to Cover Shortfall in the ACCMA FY 2010-2011 Budget Monitoring Reports: Approval of STIP Program at Risk Report Approval of Federal STP/CMAQ Program at Risk Report Approval of CMA Exchange Program Quarterly Status Report Approval of TFCA Program at Risk Report	Kamena	Haggerty	21-0
26-May-11	Approval of Consent Calendar					

**Alameda County Transportation Commission
Action Items**

			5J	Approval of Amendment No. 3 to ACTIA Contract No. A05-0045 with Mark Thomas & Company, Authorization to Advise for Bids to Provide the Plant Maintenance Services Required by the Cooperative Agreement Between the Alameda CTC and Caltrans, and Authorization to Accept Property Transfer from Caltrans for the I-580 Castro Valley Interchange Improvements Project (ACTIA 12)			
			5K	Approval of Measure B Funding Allocation to the Final Design and Right-of Way Acquisition Phase of the Route 92/Clawiter - Whitesell Interchange and Reliever Route Project and Authorization to Execute Funding Agreements (ACTIA No. 15)			
			5L	Approval of Measure B Allocation, Authorization to Submit a Letter of No Prejudice Request for State Bond Funding, and Authorization to Execute Amendments to Various Agreements including Amendment No. 2 to ACTIA Contract No. A05-0004 with URS Corporation for the Route 84 Expressway Project in Livermore (ACTIA 24)			
			5M	Consolidated FY 2010-2011 3rd Quarter Investment Report			
			5N	Approval of 3rd Quarter Budget Update and Statement of Revenues and Expenditures for the Alameda County Transportation Improvement Authority			
			5O	Approval of 3rd Quarter Budget Update and Statement of Revenues and Expenditures for the Alameda County Congestion Management Agency			
			5P	Approval of the Consolidated Annually Renewed Contracts and Authorization to Execute Contracts			
			5Q	Approval of Consultant Team Selected to Provide Media and Public Relations Services and Authorization to Execute a Contract			
			5R	Approval of Consultant Team Selected to Provide Information Technology Services and Authorization to Execute a Contract			
			5S	Approval of Community Advisory Appointment Process Restructuring			
			5T	Approval of appointments to the Community Advisory Committees			
			7A	Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan (TEP) Project and and Program Submittal List	Worthington	Henson	21-0
			7B	Approval of Staff Recommendation to support the following bills: AB 1134 (Bonilla) Department of Transportation Project Study Reports (PSR) AB 892 (Carter) Department of Transportation: Environment Review Process: Federal Pilot Program	Worthington	Freitas	21-0
			8B	Approval of 2012 STIP Development Process	Henson	Kamena	21-0
			8C	Approval of Final FY 2011/12 TFCA Program	Blalock	Freitas	21-0
			8D	Approval of draft FY 2011/12 Strategic Plan - Allocation Plan Measure B Capital Projects Program	Starosciak	Javandel	21-0

**Alameda County Transportation Commission
Action Items**

23-Jun-11	Approval of Consent Calendar	5A	Minutes of May 26, 2011	Harper	Henson	23-0
		5B	Approval of 2011 Congestion Management Program (CMP): CMP Roadway Network			
		5C	Review of Draft Vision and Priority Networks for the Alameda Countywide Bicycle and Pedestrian Plans			
		5D	Presentation of Results on San Leandro Transit Oriented Development Technical Assistance Program (TOD TAP) project			
		5E	Approval of Allocation Request for FY 2010/11 Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Funds	Kaplan	Henson	23-0
		5F	I-580 Eastbound HOV Lane Widening Project (Project 420.5)/Tri-Valley Corridor Improvement Project (MTC RM-2 Sub-Project 32.1d) - Approval of the Initial Project Report to Request Allocation of Regional Measure 2 Funds	Harper	Henson	23-0
		5G	Approval of Authorization to Accept Construction Contract for the I-580/Castro Valley Interchanges Improvements (ACTIA No. 12)			
		5H	Safe Routes to School Program			
		5H1	Approval of Necessary Agreements for the Operations of the Alameda County Safe Route to School Program in FY 2011/12 and 2012/13			
		5H2	Approval of Necessary Agreements for the Operations of the Bike Mobile Program in FY 2011/12 AND 2012/13			
		5I	Approval of FY 2011-12 Measure B Strategic Plan			
		5J	Approval of Amendment No. 2 to Extend the Expiration Date of the Contract with URS Corporation Americas to Prepare Scoping Documents for the I-580 Westbound Express Lane Project			
		5K	Approval of Altamont Commuter Express (ACE) Baseline Service Plan for FY 2011/2012	Harrison	Blalock	22-1
		5L	Approval of Paratransit Advisory and Planning Committee (PAPCO) Recommendations for Fiscal Year 2011/2012 Paratransit Program Plans and Budgets	Harper	Henson	23-0
		5M	I-80 Integrated Corridor Mobility (ICM) Project - Approval of Award of the Construction Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 (491.6)			
		5N	Westbound I-580 Express Lane Project (424.1) - Approval of Consultant Team to Provide Preliminary Engineering and Environmental Document and Authorization to Execute a Contract			
		5O	I-680 Sunol Express Lanes (ACTIA No. 8) - Approval of Amendment to I-680 Sunol Smart Carpool Lane Joint Powers Agreement			
		5P	Approval of Authorization to Execute an Agreement with the Sunol Smart Carpool Lane Joint Powers Authority for the Funding and Implementation of the I-680 Sunol Express Lanes (ACTIA No. 8)			
		5Q	Approval of Measure B Allocation for Preliminary Right of Way Activities for the Dumbarton Rail Corridor (ACTIA No. 25)			

**Alameda County Transportation Commission
Action Items**

28-Jul-11	Approval of Programs and Projects Committee Action Items	5R	Adoption of Staff Salary and Revised Interim Benefits Resolution for FY 2011-12 Resolution for FY 2011-12			
		5S	Approval of Amendment No. 1 to the Professional Services Agreement with Francis Fuzzetti (A10-0006) for Additional Utility Coordination and Transition Assistance Services			
		8A	Approval of 2012 State Transportation Improvement Program (STIP) Principles	Harper	Henson	20-0
	Approval of Finance and Administration Committee Action Items	8B	Review of Vehicle Registration Fee Draft Program Guidelines			
		9B	Approval of the Proposed Fiscal Year 2011-2012 Consolidated Budget for the Alameda County Transportation Commission	Blalock	Javandel	19-0
		5A	Minutes of June 23, 2011	Haggerty	Sbranti	19-0
	Approval of Consent Calendar	5B	Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions			
		5C	Approval of Transportation Fund for Clean Air (TFCA) Draft Program for the FY 2011/12 Remaining Balance			
		5D	Approval of Process for Capital Project Element of Alameda County's Safe Routes to School Capital Program			
		5E	Review of the 2012 State Transportation Improvement Program (STIP) Fund Estimate			
		5F	Update on Programs and Vehicle Registration Fee Master Funding Agreements			
		5G	Review MTC's 2010 Regional Pavement Condition Report (Pot Hole Report)			
		5H	I-580 San Leandro Sound Wall Landscape Project - Approval of Authorization to Execute All Necessary Agreements for the Construction Element of the Project			
		5I	Eastbound I-580 Express Lane and Auxiliary Lane Projects - Approval to Revise Funding Plan and Authorization to Execute Agreements and Contracts for Environmental and Design Utilizing Tri-Valley Transportation Council (TVTC) Funds	Bonta	Blalock	19-0
		5J	Northbound I-680 Express Lane Project (ACTIA No. 8) – Approval of Consultant Team to Provide Project Approval and Environmental Document and Authorization to Execute a Contract	Haggerty	Sbranti	19-0
		5K	Northbound I-680 Express Lane, Eastbound and Westbound I-580 Express Lane Projects Approval of Consultant Team to Provide System Manager Services to Approved Express Lanes Network in Alameda County and Authorization to Execute a Contract			
		5L	Southbound I-880 HOV Lane Project – Approval to Execute Agreements and Contracts for Landscaping and Davis Street Improvements			
		5M	I-880/23rd/29th Operational Improvement Project - Approval to Execute Agreements for Project Right-of-Way Requirements			

**Alameda County Transportation Commission
Action Items**

22-Sep-11	Approval of Consent Calendar	5N	Grand – MacArthur Transportation Management System Project – Approval of CMA TIP Funds to Supplement the Project Budget			
		5O	I-80 ICM Project - Approval of System Manager Services Contract and Approval of Amendment to the Design Contract for the San Pablo Corridor Arterial and Transit Improvement Project No. 6 and the Traffic Operations Systems Project No. 3	Worthington	Blalock	19-0
		5P	I-680 Sunol Express Lanes (ACTIA No. 8) Project – Approval of Amendment No. 2 to the Cooperative Agreement with Caltrans to Allow the Payback of the Letter of No Prejudice (LONP)	Haggerty	Sbranti	19-0
		5Q	Route 238/Mission-Foothill-Jackson Corridor Improvement Project (ACTA No. 238) – Authorization to Execute Amendments to Project Funding Agreements to Transfer Funds from the Right-of-Way to the Construction Phase of the Project			
		5R	Webster Street SMART Corridor Project – Approval of Amendment No. 1 to Extend the Expiration Date of the Contract with Harris & Associates to Provide Construction Management Services			
		5S	I0580 Castro Valley Interchange Improvements Project (ACTIA No. 12) - Approval of Various Actions to Complete and Close-Out project			
		5T	FY2010-11 4th Quarter Investment Report Handout Notification	Sbranti	Miley	21-0
		5A	Minutes of July 28, 2011			
		5B	Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions			
		5C	Comment letter to Bay Conservation and Development Commission (BCDC) Regarding Recommendation for Bay Plan Amendment Concerning Climate Change			
		5D	Review of Proposed Policies for Master Funding Agreements for Measure B and Vehicle Registration Fee Funds	Henson	Kamena	22-0
		5E	Review of Draft Comment Letter to the Metropolitan Transportation Commission on the Proposed One Bay Area Block Grant Policies	Sbranti	Miley	21-0
		5F	Approval of the Draft List of Projects to be Programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)	Harper	Kamena	22-0
		5G	Approval of Transportation Fund for Clean Air (TFCA) Final Program for the FY2011/12 Remaining Balance	Sbranti	Miley	21-0
		5H	Approval of Alameda County's Safe Routes to School Program Delivery Strategy for the Capital Project Element			
		5I	Approval of the City of Fremont's Request to Extend the Agreement Expiration Date for Measure B Transit Center Development Grant Agreement No. A07-0018, Bay Street Streetscape and Parking Project			

**Alameda County Transportation Commission
Action Items**

Approval of Planning, Policy and Legislation Committee Action Items	5J	Congestion Relief Emergency Fund (ACTIA No. 27) – Allocation of Remaining Programmed Balance for Studies and Analyses Related to Congested Segments and Locations on the CMP Network			
	5K	Center to Center Program Communications Hub for the Tri-Valley SMART Corridor Project (C2C) – Approval to Extend the Expiration Date of the Funding Agreement with Metropolitan Transportation Commission			
	5L	I-680 Sunol Express Lanes (ACTIA No. 8) Project and East Bay SMART Corridor Project -Approval to Amend the Computer Servers Co-location Contract with Novani, LLC			
	5M	I-880/Mission Boulevard (Route 262) Interchange and Widening Project (ACTA MB 196) –Approval to Submit a Request for Advancement of the Local Alternative Transportation Improvement Program (LATIP) Project and to Negotiate and Execute the Necessary Inter-Agency Funding and Implementation Agreements			
	5N	Eastbound I-580 Express Lane and Auxiliary Lane Project – Approval to Revise Funding Plan and Authorization to Execute Agreements Required for Advancing Measure B Capital Program Funding	Haggerty	Miley	22-0
	5O	East Bay Greenway – Approval to Execute Amendment No. 1 to Professional Services Agreement with HQE, Inc (A10-0026)	Sbranti	Miley	21-0
	5P	Approval of Quality Assurance Plan for Capital Projects Construction Administered by the Alameda CTC			
	5Q	I-680 Sunol Express Lanes (ACTIA No. 8): Northbound HOV/Express Lane Project - Status Update			
	5R	Approval of Support for the Metropolitan Transportation Commission's Submission of the Application to the California Transportation Commission to seek authorization to implement the Bay Area Regional Express Lane			
	5S	Approval of Resolution No. 11-011 RM2 Implementing Agency Resolution of Project Compliance for RM2 Funding for Preliminary Right of Way Activities Dumbarton Rail Corridor Project (ACTIA No. 25)			
	5T	FY10-11 Consolidated Year-end Investment Report			
	5U	Update on the FY10-11 Annual Financial Audit			
	5V	Approval of the Semi-Annual Contract Equity Utilization Report and Contract Award Report for January 1, 2011 through June 30, 2011			
	5W	Update on Joint Regional Agencies Relocation Process			
	5X	Executive Director's Salary and Benefits and Objectives for FY 2011-12	Haggerty	Green	22-0
	7A	Approval of Draft 2011 Congestion Management Program	Kaplan	Hosterman	22-0

**Alameda County Transportation Commission
Action Items**

27-Oct-11	Approval of Consent Calendar	5A	Minutes of September 22, 2011	Blalock	Kamena	19-0
		5B	Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions			
		5C	2011 Congestion Management Program (CMP) Review of Draft Conformity Findings			
		5D	Review of Countywide Annual Bicycle and Pedestrian Count Program and Draft 2010 Trends Report			
		5E	Approval of STOP Award Deadline Time Extensions Request for the County of Alameda's Grove Way Improvements Project			
		5F	Approval of Transportation Fund for Clean Air (TFCA) Program Expenditure Deadline Extension Request for Alameda CTC's Webster Street Corridor Enhancements Project, TFCA Projects 08ALA01 and 09ALA01			
		5G	Approval of TFCA Program Expenditure Deadline Extension Request for AC Transit's Easy Pass Project, TFCA Project 09ALA07			
		5H	Approval of City of Oakland's Request to Extend Expiration Date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0017, Lakeshore/Lake Park Avenue Complete Streets Project			
		5I	Approval of Berkeley Redevelopment Agency's Request to Extend Expiration Date for Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-005, Aquatic Park Connection Streetscape Improvements Project			
		5J	Approval of Alameda-Contra Costa Transit District's (AC Transit) Request to Extend Expiration Date for Measure B Paratransit Gap Grant Agreement No. A08-0025, Interactive Voice Response (IVR)/Web-Based Scheduling Software Project			
		5K	Approval of PAPCO Recommendation of New Freedom Grant Application and Matching Gap Grant Funding			
		5L	Approval of PAPCO Recommendation for Funding of Coordination and Mobility Management Planning (CMMP) Pilot Projects			
		5M	Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants - Approval to Submit Application for I-580 Eastbound Auxiliary Lanes Project Requesting TIGER III Funds			
		5N	I-80 Integrated Corridor Mobility (ICM) Project - Approval to Execute Cooperative Agreements with Caltrans for Construction Phase			
		5O	Webster Street SMART Corridor Project - Approval of Amendment No. 2 to Add \$35,000 and Extend the Expiration Date of the Contract with TJKM Transportation Consultants to Provide Design Services During Construction Phase			

**Alameda County Transportation Commission
Action Items**

		5P	I-580 Tri-Valley Rapid Transit Corridor Improvements (RM @ Subproject 32.13): - Approval to Execute Cooperative Agreements with Caltrans for Construction Phase of the I-580 Westbound HOV Lane Projects			
		5Q	Review Information Regarding Port Drayage Truck Regulations			
		5R	Acceptance of Semi-Annual Alameda CTC Capital Project Status Update and Approval of Project Funding Plans for Selected Projects			
		5S	Approval or Appointments for the Community Advisory Committees			
	Approval of Programs and Projects Committee Action Items	8A	Approval of the List of Projects to be Programmed in the Regional Improvement Program (RIP) of the 2012 State Transportation Improvement Program (STIP)	Blalock	Kamena	21-0
		9A	Adoption of a Resolution of Intention to Enter into a Contract with CalPERS and a Resolution Authorizing the Employer Pick-up of Employee Contributions	Worthington	Harper	21-0
	Approval of Finance and Administration Committee Action Items					

Fiscal Year 2011-2012 Calendar of CWC Meetings and Activities

CWC meets quarterly on the second Monday from 6:30 to 8:30 p.m. at the Alameda CTC offices

July 11, 2011 CWC Meeting

- Public Hearing on CWC Annual Report
- Addressing Public Comments
- Finalizing Annual Report and Publications
- Approval of FY 2011-2012 Annual Calendar
- CWC Watch List for FY 2011-2012 (send letter to Jurisdictions reminding them of keeping CWC informed on projects/programs)

December 1, 2011 CWC Meeting

- Financial Update: Financial Statement Reporting, Quarterly Investment Report
- CWC Annual Report Outreach Summary and Publication Costs Update
- Update on Program Compliance Workshop
- Update on Semi-Annual Local Business Enterprise/Small Local Business Enterprise Program
- Quarterly Alameda CTC Commission Action Items

January 9, 2012 CWC Meeting

- Sponsor Compliance Audits and Reports – Forwarded to CWC without Staff Analysis
- Presentation on Audit from Alameda CTC Auditor
- Projects, Programs, and Contracting Procedures Overview/Update
- Project Sponsor Presentations – if requested
- Quarterly Alameda CTC Commission Action Items

March 12, 2012 CWC Meeting

- Summary of Sponsor Audits/Programs – Report Card to CWC
- Approval of Draft Annual Report Outline
- Draft Compliance Summary and Audit Report
- Financial Update: Budget Update, Financial Statement Reporting, Quarterly Investment Report
- Update on Semi-Annual Local Business Enterprise/Small Local Business Enterprise Program
- Projects and Programs Update
- Update on Commissions Actions Affecting FY 2010-2011
- Project Sponsor Presentations – if requested

April 2011 CWC Annual Report Subcommittee Meeting

- Prepare Draft Annual Report

June 11, 2012 CWC Meeting

- Finalize Draft Annual Report
- Election of Officers
- Approval of Bylaws
- Final Strategic Plan
- Financial Update: Budget Update, Financial Statement Reporting, Quarterly Investment Report
- Quarterly Alameda CTC Commission Action Items
- Project Sponsor Presentations – if requested

This page intentionally left blank.

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

CWC Meeting 01/09/12
Attachment 09B2

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

This page intentionally left blank.