



Citizens Watchdog Committee Meeting Agenda

Monday, March 12, 2012, 6:30 to 8:30 p.m.
1333 Broadway, Suite 300, Oakland, CA 94612

Meeting Outcomes:

- Review and provide feedback on the program Compliance Summary report
- Approve the draft CWC Annual Report outline and establish a subcommittee
- Receive a mid-year budget update
- Receive an update on Commission actions

6:30 – 6:35 p.m. **1. Welcome and Introductions**

6:35 – 6:40 p.m. **2. Public Comment** I

6:40 – 6:45 p.m. **3. Approval of January 9, 2012 Minutes** A
03 CWC Meeting Minutes 010912.pdf – Page 1

6:45 – 7:25 p.m. **4. Compliance Summary Report to CWC** I/A
04 Compliance Summary Report.pdf – (sent under separate cover)
04A Summary CWC Compliance Report Comments.pdf – Page 31

Discussion of the Subcommittee Review of Program Compliance Report.

7:25 – 7:50 p.m. **5. CWC 10th Annual Report to the Public** A
A. Approval of Draft CWC Annual Report Outline
05A Draft CWC Annual Report Outline.pdf – Page 39
B. Establishment of CWC Annual Report Subcommittee

7:50 – 8:00 p.m. **6. CWC Member Reports/Issues Identification** I
06 CWC Issues Identification Process and Form.pdf – Page 43

Receive a report out on the Ad-Hoc Committee meeting on March 7 with Alameda County.

- 8:00 – 8:30 p.m. **7. Staff Reports/Board Actions** I
- A. Mid-Year Budget Update**
07A AlamedaCTC Mid-Year Budget Report.pdf – Page 47
 - B. Update on Auditor Services Selection**
07B Recommendation to Commission of Top-Ranked Firm.pdf – Page 61
 - C. Countywide Transportation Plan and Transportation Expenditure Plan Update**
07C CWTP-TEP Overview.pdf –Page 65
07C1 Final Alameda County TEP.pdf –Page 67
07C2 Regional SCS-RTP CWTP-TEP Process.pdf –Page 113
 - D. Projects and Programs Update**
07D Projects and Programs Watchlist.pdf –Page 125
 - E. General Items**
07E Alameda CTC Board Action Items.pdf – Page 127
07E1 CWC Calendar.pdf – Page 135
07E2 CWC Roster.pdf – Page 137
- 8:30 p.m. **8. Adjournment**

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

Next Meeting:

Date: June 11, 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, aayers@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.



**Alameda CTC Citizens Watchdog Committee Meeting Minutes
Monday, January 9, 2012, 5:30 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>P</u> Jo Ann Lew
<u>P</u> Harriette Saunders, Vice Chair	<u>P</u> Mike Dubinsky	<u>P</u> Hale Zukas
<u>A</u> Pamela Belchamber	<u>A</u> Arthur Geen	
<u>P</u> Petra Brady	<u>P</u> James Haussener	
	<u>A</u> Erik Jensen	

Staff:

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

1. CWC Compliance Report Review Process Orientation

The CWC members received an orientation on the compliance report review process from staff from 5:30 to 6 p.m. Members requested and submitted revisions to the CWC compliance review guidance process document. Staff stated that the members will receive an updated version of the process document before the next meeting.

2. Audit and Compliance Report Review

The CWC members reviewed the Alameda CTC annual program year-end audit and compliance reports from 6 to 6:30 p.m. Members will review the audits and reports in further detail on their own and submit comments to Alameda CTC via e-mail by January 27, 2012. Staff explained that Alameda CTC will submit comments to the cities by early February. If the city is out of compliance, a notification process is in place, and the city has 45 days to respond. The resultant reports will inform the CWC's Annual Report to the Public in August 2012.

Members requested to review the Alameda County Public Works Agency (ACPWA) large fund reserve. Per item 8 on the agenda, the CWC members will form an Ad-Hoc Subcommittee and meet in March to address the ACPWA's fund reserve.

3. Welcome and Introductions

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

4. Public Comment

Kent Lewandowski with the Sierra Club's local chapter stated that he has known about this committee for a few years and is interested in seeing what the CWC does. Kent requested an explanation of the Table 1 Attachment. James explained that Table 1 contains the agency expenditures during the year being audited. He also stated that all of the reports from the agencies are posted on the Alameda CTC website, where the public can find additional information on each agency's Measure B expenditures.

5. Approval of December 1, 2011, Minutes

CWC members requested that staff distribute the minutes three weeks prior to the next meeting to allow the committee to submit agenda items to the chair and vice chair. Members also requested that item number 7 on page 43 of the packet, regarding the request for proposal process for selecting the Alameda CTC auditor, appear on the next agenda for discussion. Staff stated that Alameda CTC will report back to the CWC with more detail on the selection of the auditor. Staff mentioned that an Audit Committee was established at the December 1, 2011, Board meeting and is tasked with making the selection of the Alameda CTC auditors and making a recommendation to the Commission for approval.

James Haussener moved to approve the minutes. Mike Dubinsky seconded the motion. The motion carried with one abstention, JoAnn Lew (7-1).

6. ACTIA Independent Audit Presentation

Mark Wong from the independent auditing firm of Maze and Associates, LLP, presented ACTIA's audit report for fiscal year 2010-2011 (FY 10-11). The auditors reviewed basic financial statements, internal controls and required communications, and the limitations worksheet. The Expenditure Plan requires limitation ratios such that the total cost for salaries and benefits for administrative employees does not exceed 1 percent of net revenues, sales tax and expenditures for administration do not exceed 4.5 percent of net sales tax revenues.

Highlights of the presentation include the following:

- Regarding the report of the financial statements, the auditor found no material weaknesses or items of administrative concern, and Maze and Associates issued a "clean" or "unqualified" opinion, meaning that the information stated is accurate in all material respects.
- Regarding the internal controls, Maze and Associates did not identify any material weaknesses or significant deficiencies.
- A single audit was not required for FY 10-11. A single audit is required if transactions involve federal funds of \$500,000 or more. ACTIA's federal expenditures were less than the \$500,000 threshold.
- Mark discussed the limitation worksheet and mentioned that Alameda CTC is responsible for preparing the worksheet, and Maze and Associates is responsible for

testing the numbers. The audit result is an unqualified or clean opinion. He confirmed that staff salaries and benefits were less than 1 percent of the net sales tax revenue, and other administrative costs were less than 4.5 percent of the net sales tax revenue.

Questions/feedback from the members:

- What happens to the administrative reserves if staff does not use the full 1 percent on salaries and benefits and 4.5 percent on administrative costs? Staff stated that Alameda CTC may use the administrative reserve for different uses such as to deliver capital projects, rather than borrowing, thereby saving money by not having to pay borrowing costs. Actions on use of the reserves will be brought to the Alameda CTC Board.
- When will the auditors provide a physical signature on the audit reports? Staff stated that the auditors provide the physical signature once the Commission approves the audit.
- CWC member noted that some administrative salaries and costs are charged to other funds besides the general fund. If staff uses only the general fund to calculate the limitation calculation ratios, aren't they missing some administrative costs? All administrative costs are charged to the general fund. Costs allocated to projects and programs are related to direct programs and projects management and implementation. A member expressed disappointment in receiving the audit reports later than the scheduled November timeframe. Staff stated this was due to the process change this year by the Commission to establish an audit committee that reviews the audit prior to the CWC. The merger also impacted the process because the Alameda CTC did audits for ACTIA and the ACCMA. Staff assured the committee that they would try to get the draft audit to the CWC with plenty of time for review before the next CWC meeting in November.
- Why is the total cash investment amount on pages 74 and 75 so high? Staff explained that this money is designated for current Measure B capital projects.

Public comment:

Kent Lewandowski with the Sierra Club's local chapter inquired why it is necessary to borrow money to complete projects when money comes in from the sales tax revenue. Staff explained that not all of Measure B funds are for projects; 60 percent of the funds go toward programs and 40 percent go toward projects specified in the Expenditure Plan. Depending on when projects move into the construction phase, Alameda CTC may not have enough money in the bank to pay for the project. Alameda CTC may finance projects against future sales tax revenues to pay for project delivery. The Commission does this through the strategic planning process to identify which projects are ready, the schedule, and the cash flow.

7. Update on Projects, Programs, and Contracting Process

Programs

Tess Lengyel reviewed the presentation on the pass-through fund program and grant program (Attachment A). The presentation included the breakdown of the 60 percent of funds allocated to programs and background information on each funding source. Certain grant-funded projects were highlighted to demonstrate the array of services, projects, programs, and plans implemented throughout the county through the bicycle and pedestrian, express bus services, gap services for seniors and people with disabilities, and transit oriented development grant programs.

The program funds breakdown is as follows:

- Local Streets and Roads – 22.34 percent (pass-through funds)
- Mass Transit – 21.92 percent (pass-through funds and grants)
- Paratransit – 10.45 percent (pass-through funds and grants)
- Bicycle and Pedestrian Safety – 5 percent (pass-through funds and grants)
- Transit Center Development – 0.19 percent (pass-through funds and grants)

A CWC member inquired if funds from the vehicle registration fee (VRF) can be used for Measure B programs. Staff stated that VRF funds will begin to flow to jurisdictions this year and may be used in conjunction with Measure B funds.

Projects

Art Dao gave an overview on the status of capital projects (Attachment B). The presentation covered all Alameda CTC capital projects, including both ACTIA and ACCMA capital projects. The current estimated cost is \$4.3 billion for the capital projects. The status of the capital projects is as follows:

- Of the 39 active capital projects, eight are mass transit, one is bicycle and pedestrian, eight are local streets and roads, and 22 are highway projects.
- Six active capital projects that were implemented are Infrastructure Bond-funded projects.
- Eight Measure B-funded projects were implemented.
- Seven non-Infrastructure Bond/non-Measure B-funded projects were implemented.
- Other agencies implemented 18 Measure B-funded projects.

Art provided an update on active projects in each area of Alameda County. He also gave an update on the milestones that occurred since April 2011 for the following projects:

- BART to Warm Springs Extension
- Route 84 Expressway – North Segment
- I-80 Integrated Corridor Mobility Project

These presentations are included as attachments to the minutes.

Public Comment

Kent Lewandowski with the Sierra Club's local chapter inquired about the Bus Rapid Transit (BRT) project and why has it been in the design phase for such a long time. Art stated that the BRT project has been in the Environmental Impact Report (EIR) phase for 10 years. The EIR required for the project needed approval from all involved parties and jurisdictions. The project is waiting for the Federal Transit Administration to sign off on the document, which is anticipated within the next few months.

8. CWC Member Reports/Issues Identification

James Haussener made a motion to form an Ad-hoc Committee to work with the Alameda County Public Works Agency (ACPWA) to understand why their reserves are high. JoAnn Lew seconded the motion. The motion carried unanimously (8-0).

The CWC members formed an Ad-hoc Committee to work with the ACPWA to review the ending Measure B balances/reserves stated in their compliance reports. The following members will serve on the Committee:

- Mike Dubinsky
- James Haussener
- Jo Ann Lew
- James Paxson
- Harriette Saunders

James Haussener submitted an Issues Identification Form (Attachment C), and staff will send it to the ACPWA. The agency will have a representative attend the ad-hoc meeting to address CWC's concerns. Alameda CTC will provide the CWC Ad-hoc Subcommittee with the Program Compliance and Audit Reports for FY 09-10 and FY 10-11 prior to the ad-hoc meeting.

9. Staff Reports/Board Actions**A. Countywide Transportation Plan and Transportation Expenditure Plan Update**

Tess Lengyel gave an update on the Countywide Transportation Plan (CWTP) and Transportation Expenditure Plan (TEP). She stated that Alameda CTC released the third draft of the TEP on January 6, 2012, which included updates from the Board Retreat held on December 16, 2011. Tess informed the committee that the Steering Committee formed an Ad-hoc Subcommittee that consisted of six Steering Committee members and met with representatives from advocacy groups on three occasions in January to discuss issues and concerns with the draft TEP proposal.

Tess stated that the Steering Committee will make a recommendation on the TEP to the full Commission on January 26, 2012. Staff will take the TEP to the City Councils once the Board approves the TEP.

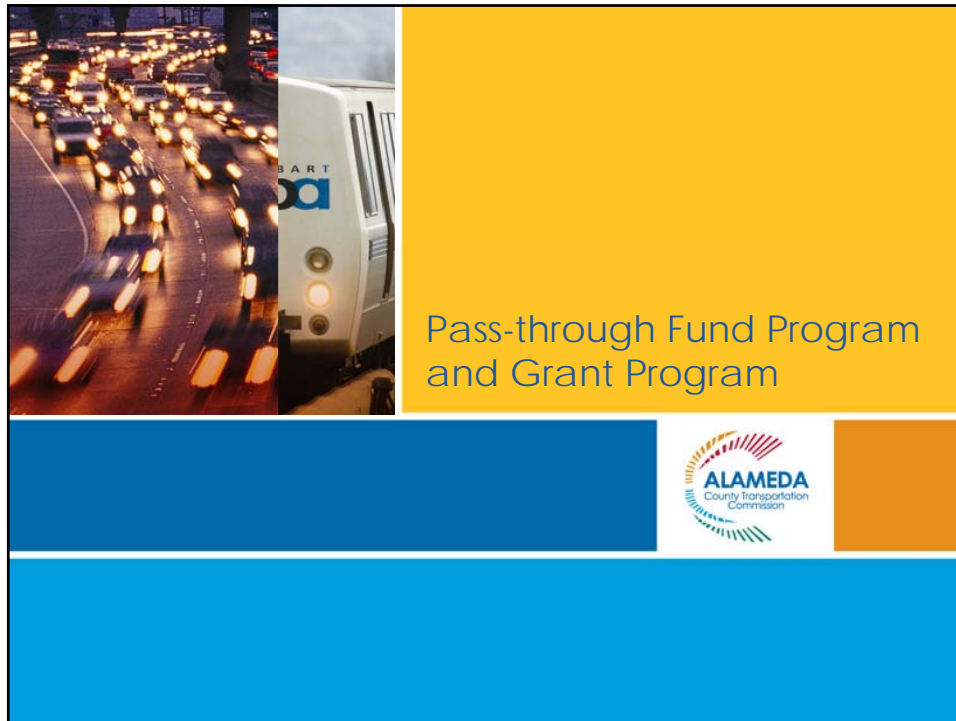
B. General Items

Tess gave an update on the Master Programs Funding Agreement and Implementation Guidelines. The Commission approved the agreements and the guidelines at the December 16, 2011, Board Retreat. Staff will get signatures from the jurisdictions before March 31 when the current agreements expire.

Tess informed the members of the Central County Transportation Forum on January 19, 2012 at Hayward City Hall.

10. Adjournment/Next Meeting

The meeting adjourned at 8:50 p.m. The next meeting is March 12, 2012 at the Alameda CTC offices.




A Brief History

- Measure B half-cent sales tax approved by voters in 1986
- Alameda County was one of the first California Self-Help Counties
 - Currently one of 19
 - Representing 80 percent of California's population
 - Self-help Counties generate approximately \$4 billion per year for California transportation and mobility
- In 2000: Measure B was reauthorized
- In 2002: Tax collection and program allocations began
- In 2004: Grant allocations began

Measure B-Funded Programs


<h3 style="background-color: #008080; color: white; padding: 2px; border-radius: 5px;">Pass-through Fund Program</h3> <ul style="list-style-type: none"> Allocates funds to 19 agencies/jurisdictions Funds four types of programs Higher than anticipated tax revenues in FY 10-11 Distributed over \$57 million 	<h3 style="background-color: #008080; color: white; padding: 2px; border-radius: 5px;">Four Grant Programs</h3> <ul style="list-style-type: none"> Funds four types of programs 107 grants awarded to date since 2004, totaling more than \$27.1 million Measure B funds helped agencies & nonprofits leverage other funds <ul style="list-style-type: none"> \$81.4 million for total project investments of \$108.5 million
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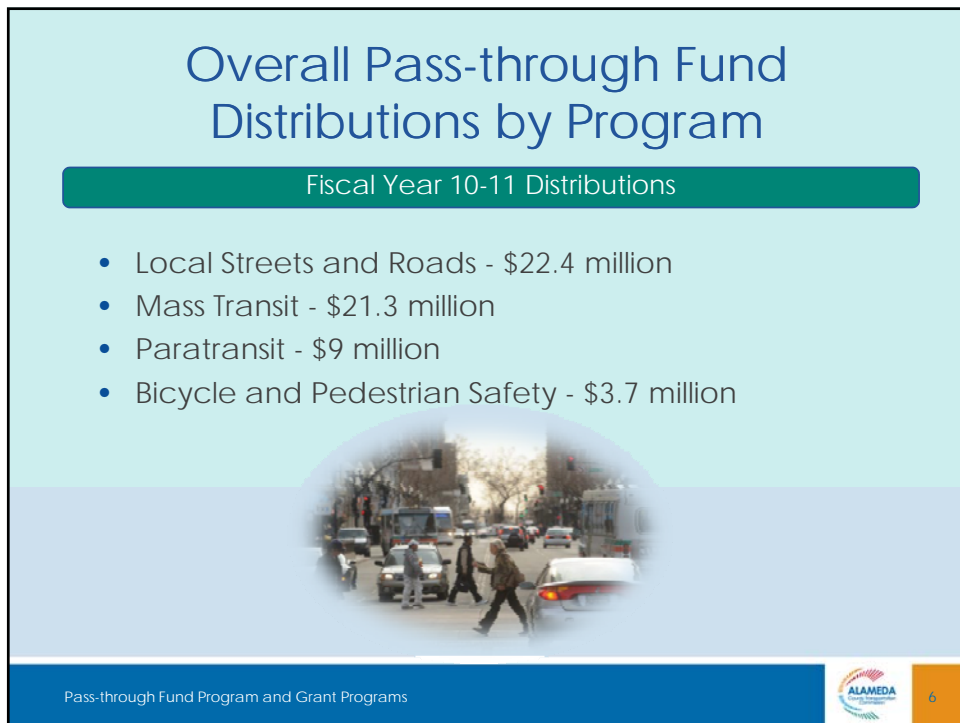
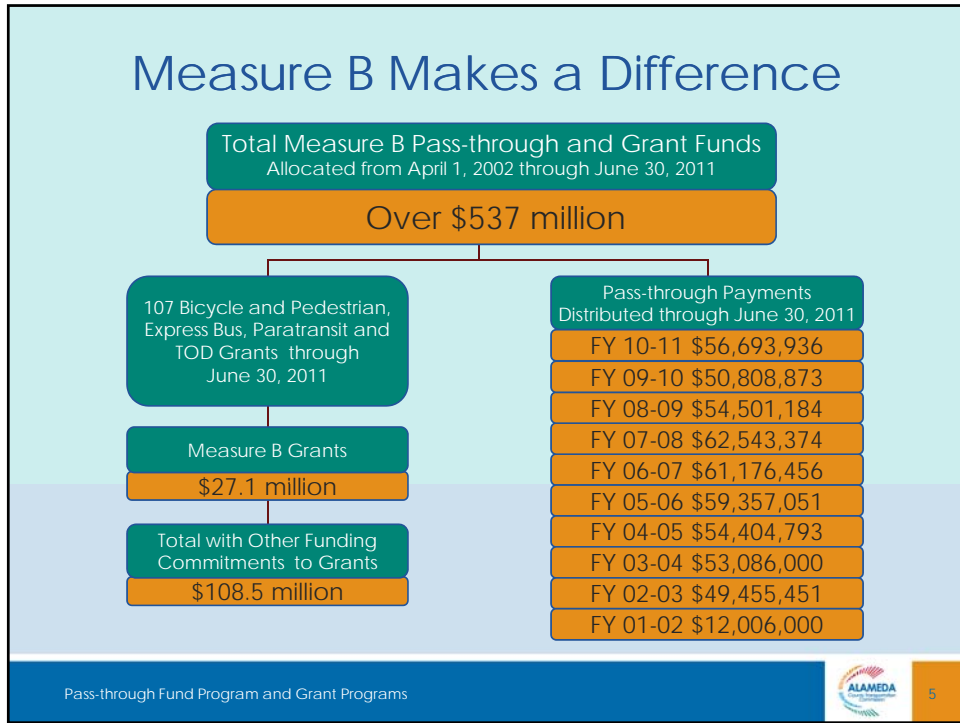
Pass-through Fund Program and Grant Programs

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Pass-through Funds and Grants Distribution

60% of Annual Measure B Revenues for five programs:

- Local Streets and Roads (22.34%)
- Mass Transit (21.92%)
 - Countywide Local and Feeder Bus Service (16.86%)
 - AC Transit Welfare to Work Program (1.46%)
 - Alameda/Oakland Ferry Service (0.78%)
 - Countywide Express Bus Service (0.70%)
 - Altamont Commuter Express (2.12%)
- Paratransit (10.45%)
- Bicycle and Pedestrian Safety (5%)
 - 25% regional planning and regional projects
 - 75% local jurisdictions
- Transit Center Development (0.19%)
 - Local Match
 - TOD-TAP

Pass-through Fund Program and Grant Programs

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Pass-through Fund Compliance Reporting Requirements

- Road miles served (not applicable to transit agencies)
- Population numbers (not applicable to all projects)
- Annual newsletter article
- Website coverage of the project
- Signage about Measure B funding
- End-of-year independent audit due 12/27/11
- End-of-year compliance report due 12/31/11
- Audits and compliance reports available to the Alameda CTC, CWC and PAPCO

Pass-through Fund Program and Grant Programs



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Grant Program Overview

- Competitive and valuable programs that improve transportation
 - 33 active projects
 - 70 complete projects
- Better transportation access for the diverse population
- Provide improvements that encourage Alameda County residents to walk, bike, take public transportation and live in transit oriented developments



Pass-through Fund Program and Grant Programs



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Bicycle and Pedestrian CDF Grant Program

- Updates to Countywide Pedestrian and Bicycle Plans
- City and County bicycle and pedestrian plans
- Gap closures
- Education and safety programs
- Capital projects

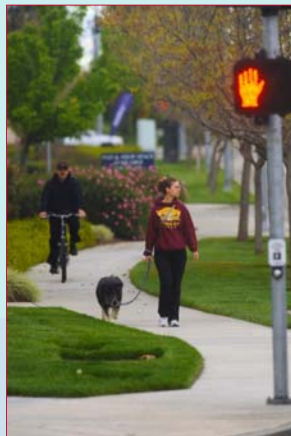


Pass-through Fund Program and Grant Programs



9

Countywide Bicycle/Pedestrian Plan Update



- Coordinating updates of the countywide bicycle and strategic pedestrian plans to reflect:
 - Current bicycling and walking conditions
 - Needs and priorities
- Release of draft plans in March 2012
- Staff and community advisory committees review draft chapters

Pass-through Fund Program and Grant Programs



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Express Bus Service Grant Program

- Expansion and enhancement of operations
- Express bus services
 - Dynamic message signage
 - Real-time information systems
 - Accessibility improvements



Pass-through Fund Program and Grant Programs



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Paratransit Gap Grant Programs

- Largest paratransit allocation of any Bay Area sales tax measure
- Approximately 1 million rides annually
- Wheelchair and Scooter Breakdown Transportation Service
- Hospital Discharge Services
- One-stop shopping for mobility solutions
- On-going city and Americans with Disabilities Act (ADA) paratransit programs



Pass-through Fund Program and Grant Programs



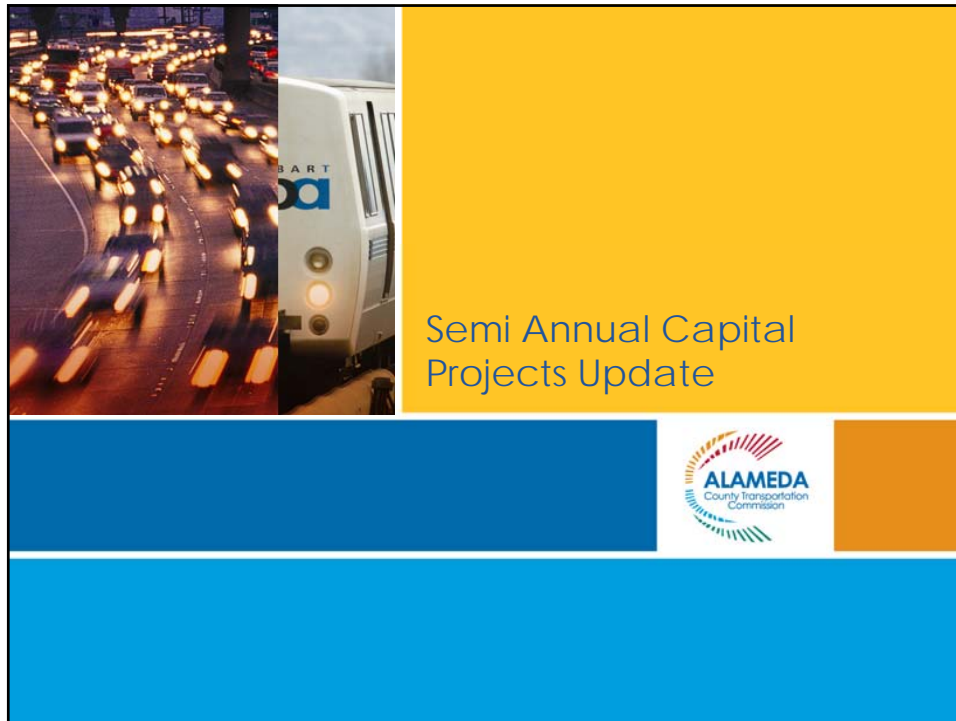
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Transit Oriented Development Grant Program

- Focus on residential and retail development near transit centers
- Mode shift away from cars to encourage walking, biking and using public transportation
- Accessibility improvements



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Semi Annual Capital Projects Update Overview

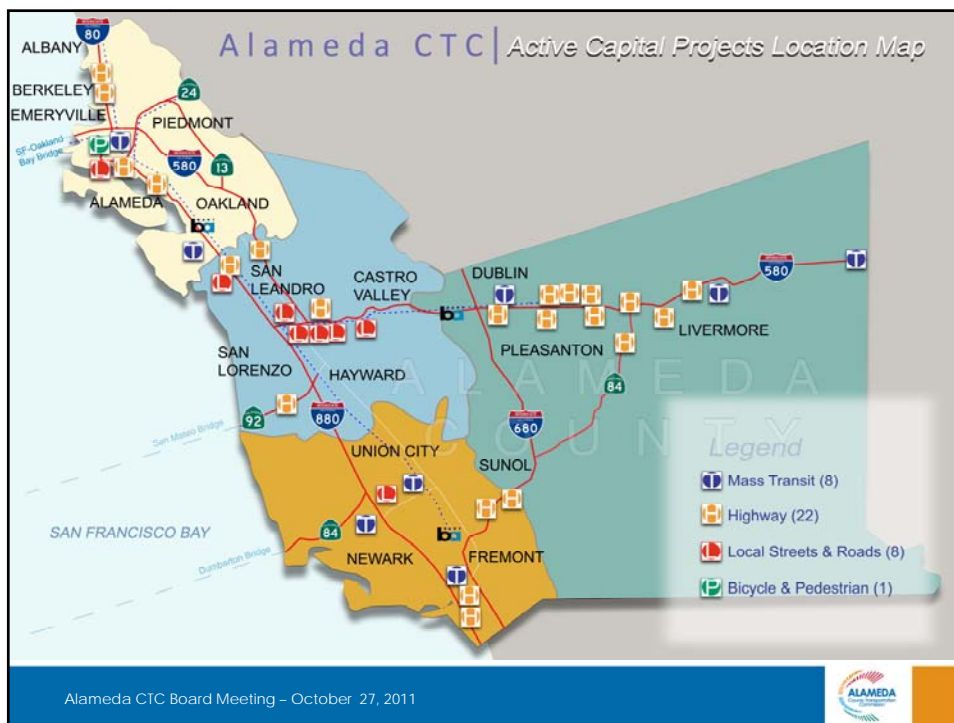
- 39 Active Capital Projects throughout Alameda County with total costs of more than \$4.3 billion
- Active Capital Projects throughout Alameda County by project type:
 - 8 Mass Transit Projects; one "study only"
 - 1 Bicycle and Pedestrian Project
 - 8 Local Streets and Roads Projects
 - 22 Highway Projects; four "study only"

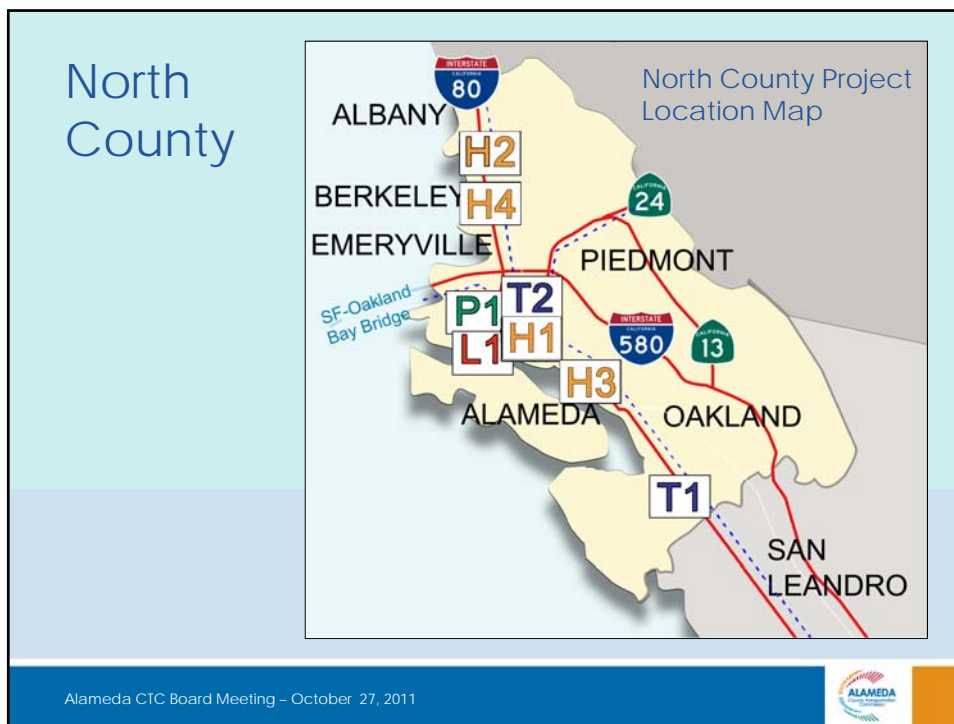


Active Capital Projects Summary

- Summary of Active Capital Projects:
 - 6 I-Bond Funded Projects – Implemented by Alameda CTC
 - 8 Measure B Funded Projects – Implemented by Alameda CTC
 - 7 Non I-Bond / Non Measure B Funded Projects – Implemented by Alameda CTC
 - 18 Measure B Funded Projects – Implemented by other agencies

Alameda CTC Board Meeting – October 27, 2011





North County – Active Project Status Update

Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
T1	603.0	BART Oakland Airport Connector	Construction	September 2010	December 2013
P1	604.0	Downtown Oakland Streetscape Improvement – 4C/4A/4B2	On Hold	September 2007	June 2015
T2	607.0	Telegraph Avenue Corridor Bus Rapid Transit	Design	January 2013	January 2015
H1	610.0	I-880/Broadway-Jackson I/C Improvement (Study Only)	Scoping	N/A	N/A
H2	627.0	I-80 Integrated Corridor Mobility	Construction	May 2011	April 2015
H3	717.0	I-880 North Safety and Operational Improvements	Design / ROW	April 2013	April 2016
L1	740.0	Webster Street SMART Corridors	Design	March 2012	September 2014
H4	765.0	I-80 Gilman (Study Only)	Scoping	N/A	N/A

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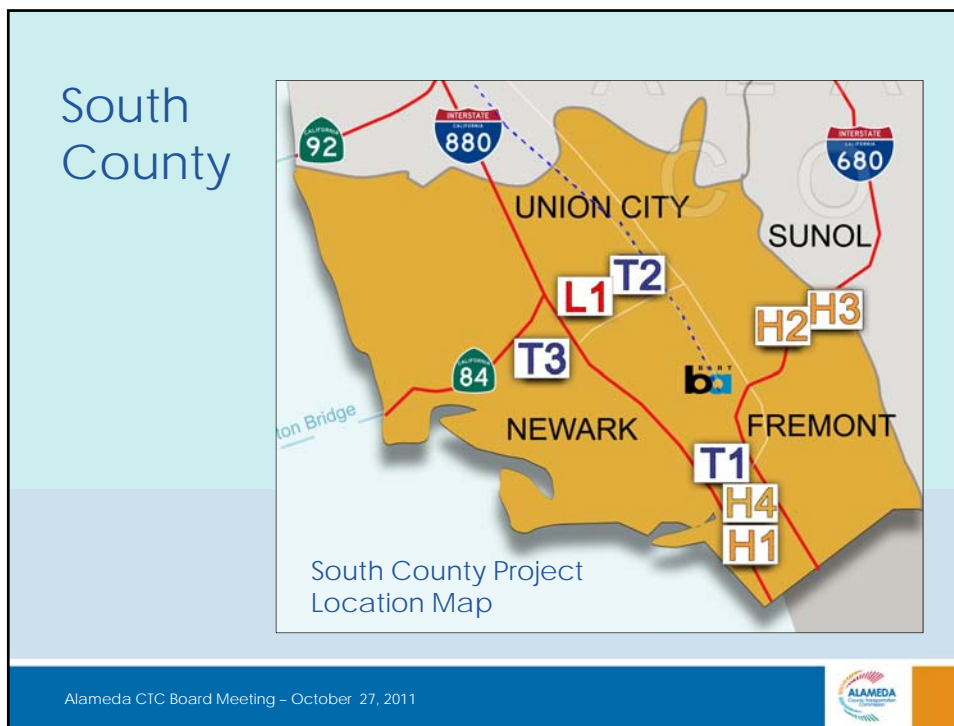


Central County – Active Project Status Update

Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
L1	506.0	Route 238/Mission-Foothill-Jackson Corridor Improvement	Construction	April 2010	December 2012
H1	509.0	Central Alameda County Freeway System Operational Analysis (Study Only)	Scoping	N/A	N/A
L2	512.0	Castro Valley Local Area Traffic Circulation Improvement	Scoping	TBD	TBD
L3	613.0	Lewelling/East Lewelling Boulevard Widening	Construction	July 2009	December 2011
H2	615.0	Route 92/Clawiter – Whitesell Interchange and Reliever Route	Design	July 2013	January 2015
L4	617.1	Hesperian Boulevard/Lewelling Boulevard I/C Improvements	Construction	January 2010	December 2011
L5	618.0	Westgate Parkway Extension	Design	July 2012	March 2015
L6	619.0	E 14th St./Hesperian Blvd./150th St. I/C Improvements	Construction	July 2011	December 2013
H3	730.0	I-880 Southbound HOV Lane - North & South Segments	Design	July 2012	March 2015
H4	764.0	I-580 Soundwall - San Leandro Landscape	Design	March 2012	June 2015

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Alameda CTC Board Meeting – October 27, 2011

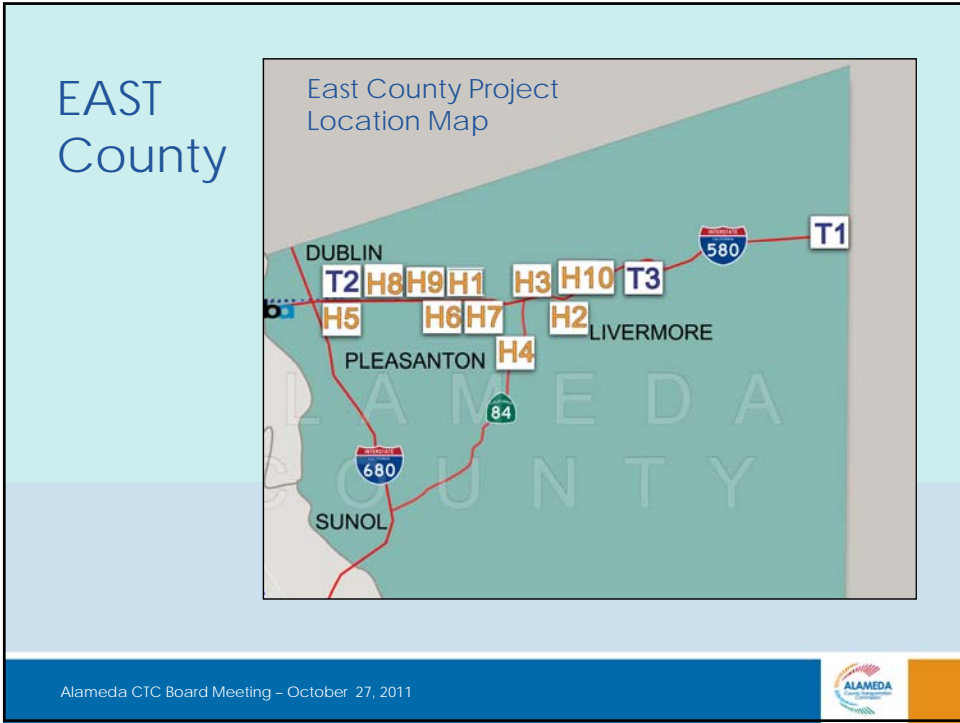


South County – Active Project Status Update

Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
H1	501.0	I-880/ Mission Boulevard (Route 262) Interchange – Phase 1B/2	Design	May 2012	April 2015
L1	505.0	I-880 to Mission Boulevard East-West Connector	Design	March 2013	April 2015
T1	602.0	BART Warm Springs Extension – Stage 1 & Stage 2	Construction	September 2009	December 2015
T2	606.0	Union City Intermodal Station	Construction	June 2007	October 2011
T3	625.0	Dumbarton Rail Corridor	Environmental	TBD	TBD
H2	710.4A	I-680 Sunol Express Lanes – Southbound	Construction	October 2008	June 2012
H3	710.4B	I-680 Sunol Express Lanes – Northbound	Scoping	TBD	TBD
H4	770.0	I-680/I-880 Cross Connector Studies (Study Only)	Scoping	N/A	N/A

Alameda CTC Board Meeting – October 27, 2011





East County – Active Project Status Update

Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
T1	601.0	Altamont Commuter Express Rail	Construction	Various	Various
T2	609.0	Iron Horse Transit Route	Design	TBD	TBD
H1	614.2	I-580 WB Auxiliary Lane (Airway Boulevard to Fallon Road)	Design	June 2012	November 2014
H2	614.3	I-580 EB Auxiliary Lane (El Charro Road to Airway Boulevard)	Construction	January 2009	November 2011
H3	623.0	Isabel Avenue - Route 84/I-580 Interchange	Construction	January 2009	April 2012
H4	624.0	Route 84 Expressway – North & South Segments	Design	November 2011	October 2015

Alameda CTC Board Meeting – October 27, 2011

East County continued

Map ID	APN#	Project Title	Current Phase	Construction Start	Construction End
T3	626.0	I-580 Corridor/BART to Livermore Studies (Study Only)	Scoping	N/A	N/A
H5	720.3	I-580 Corridor Environmental Mitigation	Various	Various	Various
H6	720.4	I-580 Eastbound (HOT) Express Lane	Design	August 2012	April 2014
H7	720.5	I-580 Eastbound Auxiliary (AUX) Lane	Design	August 2012	April 2014
H8	723.0	I-580 Right of Way (ROW) Preservation	Right-Of-Way	N/A	N/A
H9	724.0	I-580 Westbound HOV Lane - West & East Segments	Design	June 2012	November 2014
H10	724.1	I-580 Westbound Express (HOT) Lane	Design	June 2012	November 2014

Alameda CTC Board Meeting – October 27, 2011



Milestone Update

The following milestones have occurred since the last Semi Annual Capital Project Status Update in April 2011:

- **BART to Warm Springs Extension Project (APN 602.0)** – BART Stage 2 LTSS contract awarded June 2011
- **Route 84 Expressway – North Segment (APN 624.0)** – CMIA Bond funding was approved by the CTC in June 2011 clearing the way for construction to begin on the north segment
- **I-80 Integrated Corridor Mobility Project (APN 791.0)**
 - *Environmental Document approved July 2011*
 - *Project #3 TOS - Construction contract awarded May 2011; construction began June 2011*
 - *Project #6 TLSP – Construction contract awarded June 2011; construction began September 2011*

Alameda CTC Board Meeting – October 27, 2011



Milestone Update Continued

- I-680 Sunol Express Lanes – Northbound (APN 710.0B) – Consultant team selected to complete Preliminary Engineering Phase in July 2011
- I-880 North Safety and Operational Improvements at 23rd/29th Avenues (APN 717.) – 65% PS&E design documents submitted to Caltrans September 2011
- I-880 / Mission Boulevard East – West Connector (APN 505.0) – 95% PS&E design documents submitted to Caltrans September 2011

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Capital Projects Highlights

Alameda CTC Board Meeting – October 27, 2011



I-80 Integrated Corridor Mobility Project (APN 791.0)

PROJECT DETAILS

Sponsor: Alameda CTC

Cost Estimate: \$94.1 million

2000 Measure B Commitment: \$1.8 million

Other Funding Sources: I-Bond, Federal, Regional, Local, Other

Project Status:

- The Environmental Document was approved in July 2011.
- Contract for Project #3 TOS awarded May 2011; construction start June 2011.
- Contract for Project #6 TLSP awarded June 2011; Construction start September 2011.

Construction: May 2011 - April 2015

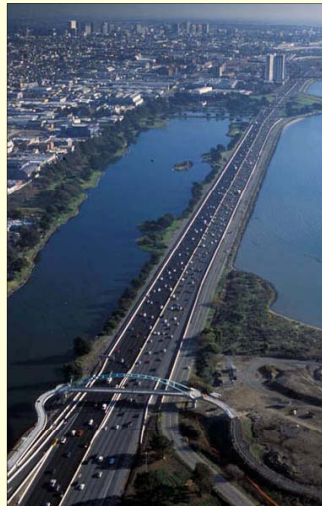
Project Funding Source:



PROJECT MAP



Alameda CTC Board Meeting – October 27, 2011



(left) I-80 ICM project corridor; Aerial of I-80 looking South. (top middle) Mainline I-80 and (top right) San Pablo Arterial. (bottom right) Example of overhead lane use signs and variable advisory speed signs on WB I-80 from Cutting St. to Powell St.

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Project Cost / Funding Table – Parent Project

PROJECT COST ESTIMATE			PROJECT FUNDING		
Cost Estimate by Phase (\$ X 1,000)			Funding by Fund Source (\$ X 1,000)		
Scoping	\$	251	Measure B	\$	1,800
PE/Environmental	\$	6,713	Federal	\$	3,243
Final Design (PS&E)	\$	6,241	State	\$	77,854
Right-Of-Way	\$	0	Regional	\$	1,155
Utility Relocation	\$	150	Local	\$	10,003
Construction	\$	80,700	Other	\$	0
Equipment Purchase	\$	0			
TOTAL Expenditures:	\$	94,055	TOTAL Revenues:	\$	94,055

Summary Schedule – Parent Project

PROJECT SCHEDULE								
Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
Scoping	01/07 - 12/07							
PE/Environmental	07/07 - 07/11	█						
Final Design (PS&E)	09/09 - 12/11	█	█					
Right-Of-Way	10/09 - 10/11	█	█					
Construction	05/11 - 04/15		█	█	█	█	█	

Alameda CTC Board Meeting – October 27, 2011



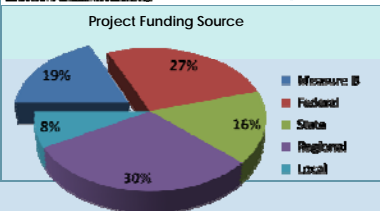
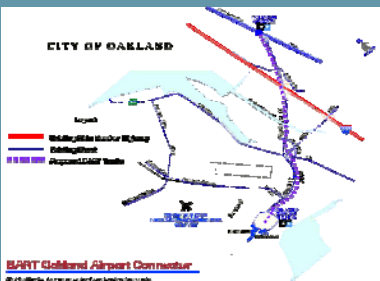
BART Oakland Airport Connector

(APN 603.0)

PROJECT DETAILS

Sponsor:	BART
Cost Estimate:	\$484.1 million
2000 Measure B Commitment:	\$89.1 million
Other Funding Sources:	Multiple sources – public-private partnership
Project Status:	<ul style="list-style-type: none"> \$70 million in ARRA funds removed from project as a result of FTA ruling New full funding plan presented to BART Board – July 22, 2010 In September 2010, the BART Board of directors reaffirmed award of the contract for the project to Flatiron/Parsons JV. The Notice to Proceed (NTP) was issued to the contractor in November 2010 and contract work is underway.
Construction:	September 2010 - December 2013
Issues:	None at this time

PROJECT MAP/PROJECT FUNDING SOURCE CHART



Alameda CTC Board Meeting – October 27, 2011



Foundation Construction Work Impact Zone

Work Area: BART property

Lane Closures: 1-2 lanes on San Leandro Street

Coliseum/Oakland Airport Station

OAC Coliseum Station Site

(left) Construction Work Impact Zone Aerial Map - Source: September 22, 2011 BART Update. (top right) Rendering of Doppelmayr Cable Car on elevated tracks above Hegenberger Boulevard. (bottom right) Construction work in progress along Hegenberger Road.

Alameda CTC Board Meeting – October 27, 2011

Cost Estimate / Funding Plan

PROJECT COST ESTIMATE	
Cost Estimate by Phase (\$ X 1,000)	
Scoping	\$ 0
PE/Environmental	\$ 3,800
Final Design (PS&E)	\$ 13,132
Right-Of-Way	\$ 12,297
Utility Relocation	\$ 3,140
Design/Build	\$ 451,742
Equipment Purchase	\$ 0
TOTAL Expenditures:	\$ 484,111

PROJECT FUNDING	
Funding by Fund Source (\$ X 1,000)	
Measure B	\$ 89,052
Federal	\$ 130,725
State	\$ 78,866
Regional	\$ 146,199
Local	\$ 39,269
Other	\$ 0
Total	\$ 484,111

Summary Schedule

PROJECT SCHEDULE								
Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
PE/Environmental	08/98 - 07/02							
Final Design (PS&E)	07/02 - 05/09							
Right-Of-Way	07/02 - 02/10							
Construction (DBOM)	09/10 - 12/13							
Service Testing	01/14 - 06/14							

Alameda CTC Board Meeting – October 27, 2011

BART WARM SPRINGS EXTENSION

(APN 602.0)

PROJECT DETAILS		PROJECT MAP/PROJECT FUNDING SOURCE CHART
Sponsor:	BART	
Cost Estimate:	\$890.0 million	
2000 Measure B Commitment (FY10/11):	\$224.4 million	
Other Funding Sources:	Multiple sources	
Project Status:	<ul style="list-style-type: none"> • <i>ROD issued on October 2006</i> • <i>Project Delivery in two phases:</i> <ul style="list-style-type: none"> • Stage 1 – Fremont Central Park Subway Bid documents advertised February 2009, construction anticipated completion early 2013 • Stage 2 – BART approved award of the LTSS contract in June 2011; the design build contract is underway. 	
Construction Status:	Stage 1: September 2009 - March 2013	
Final Design / Construction:	Stage 2: October 2011 - December 2015	
Issues:	None at this time	

Alameda CTC Board Meeting – October 27, 2011



(top left) Architect Rendition of Bart Warm Springs Station when complete (Stage 2). (bottom left) Pedestrian Pathway work at Lake Elizabeth (Stage 1; September 11, 2011). (right) Track way embankment south of Walnut Avenue (Stage 1; December 2010).

Alameda CTC Board Meeting – October 27, 2011



Project Cost / Funding Table

PROJECT COST ESTIMATE	
Cost Estimate by Phase (\$ X 1,000)	
Scoping	\$ 0
PE/Environmental	\$ 8,710
Final Design (PS&E)	\$ 36,070
Right-Of-Way	\$ 84,320
Utility Relocation	\$ 14,000
Construction	\$ 746,900
Equipment Purchase	\$ 0
TOTAL Expenditures:	\$ 890,000

PROJECT FUNDING	
Funding by Fund Source (\$ X 1,000)	
Measure B	\$ 224,404
Federal	\$ 0
State	\$ 295,433
Regional	\$ 321,000
Local	\$ 49,163
Other	\$ 0
TOTAL Revenues:	\$ 890,000

Summary Schedule

PROJECT SCHEDULE								
Project Phase	Begin - End MM/YY	2010	2011	2012	2013	2014	2015	2016
Central Park Subway Contract (Stage 1)								
Construction	09/09 - 03/13	█						
LTSS Contract (Stage 2)								
Advertisement/Award	04/10 - 06/11	█						
Final Design/Construction	10/11 - 12/15		█	█				

Alameda CTC Board Meeting – October 27, 2011



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CITIZENS WATCHDOG COMMITTEE ISSUES FORM

*Received
7/11/2011*
Attachment C

**Alameda County Transportation Improvement Authority
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 ACTIA agreements or the Expenditure Plan approved by voters. This form may be used only by acting CWC members.

Date: July 11, 2011

Name: James M. Haussener

Email Address: jhaussener@aol.com

Governmental Agency of Concern (Include name of agency and all individuals)
Alameda County

Agency's Phone Number: _____

Agency's Address: _____

City Oakland **Zip Code:** _____

Which one of the following ACTIA Measure B expenditures is this concern related to:
(Please check one)

- Capital Project XX Program Program Grant ACTIA 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)

In reviewing the FY2009/10 audit I noted Alameda County had a ending balance of approximately 4 times its annual revenue.. Alameda County reports that it has various projects under design some of which were authorized by its governing board in 2003.

PROCESS - I am interested in getting more information on how Alameda County will normalize the relationship between receipts and expenditures in a given year; what the plan is to reduce the end of year balance; what specific projects (both the bicycle and pedestrian program and the local streets and roads program) are under design; what the time line is for completing those projects under design; what the estimated Measure B expenditures will be for those projects currently under design; and, what fiscal years those expenditures will take place.

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.

Program Compliance Report									Revised Reports		
Agency	Road Miles	PCI	Popu- lation	News- letter	Web Site	Sign- age	Program Report Rec'd	CWC and Staff Consolidated Comments on Additional Audit and Compliance Report Information Required or Reason for Non-compliance	Date Rec'd (due date 2/24/12)	Notes	
Transit Agencies and Authorities											
1	AC Transit	N/A	N/A	N/A	X	X	X	X	<p>Audit report: Measure B grant payments in the amount of \$774,760 are missing from the Schedule of Revenues and Expenses (\$507,040 for express bus, \$20,000 for bike/ped, \$247,720 for paratransit). No balance sheet or fund balance was provided. Please provide these, include the grant stabilization funds (\$119,871) and resubmit the audit report.</p> <p>Compliance report: Please resubmit the compliance report after making the following updates. Bike/Ped section, page 2 of 25, question 2, the \$20,000 reported is a Measure B bike/ped grant and should be reported in field 3, "Interest/Other MB Income," (only bike/ped pass-through funds are reported in fields 1, 4 and 5).</p> <p>Mass Transit section, page 12 of 25, question 2 should not include Paratransit funds. Alameda CTC allocated \$17,399,761.63 in pass-through funds for mass transit (which your Table 1 Attachment shows correctly in Column M) and \$4,166,955.20 in pass-through funds for paratransit. Please include the paratransit funds and the stabilization funds (\$119,871) only in the Paratransit section. Question 3 shows \$232,839, which according to the Mass Transit tab in Table 1 should be \$232,839,000. Please correct this. Question 6, please detail your plan to publish an article on your mass transit program per the funding agreement. Answer question 10.</p> <p>Paratransit section, page 17 of 25, question 2, field 3, "Interest/Other MB Income" needs to include the gap grant payments of \$247,720 as part of other. Does the \$287,800 include the \$247,720? Question 3A indicates BART General Fund. Please clarify if this is BART or AC Transit General Fund? Question 7 must include the expenditures for the gap grant. Please verify that it does. Question 11, field 1, "Cancelled Trip Reservations," which figures were used to calculate this answer (23%)? Answer question 17.</p> <p>Table 1 Attachment: Bike/Ped table, the total Bike/Ped Measure B grant dollars should appear in Column L, Other Measure B Funds instead of Column K. Mass Transit table, include the required information in Column I and Column L. Paratransit table, Column I, is there an estimate of how many of these trips were provided via taxi?</p>		
2	BART	N/A	N/A	N/A	X	NO	X	X	<p>Audit report: Please provide your balance sheet with fund balance as part of the audit report. The balance sheet should include \$12,637.50 received for Gap Grant A08-0042 (which appears to be over-reported as \$26,525 for FY 10-11 in the audit).</p> <p>Compliance report: Please resubmit the compliance report after making the following updates. Paratransit section, page 17 of 25, question 2, field 3, "Interest/Other MB Income," does not tie to the paratransit grant (\$12,637.50 received) or financial statement submitted. Does it include the Measure B interest, and was the interest spent or placed on reserve? Please update this figure. Question 7B does not tie to the actual grant amount. Question 11, field 1, "Cancelled Trip Reservations," which figures were used to calculate this answer (23%)? Answer question 17.</p> <p>Table 1 Attachment: Paratransit table, Column M should include stabilization (\$43,219) plus grants, and the Learn BART (A08-0042) income was overstated by \$13,887. Regarding the number of riders in the notes, "BART claims 31% of this number or 223,335." This seems to be 10,000 short of the total (752,693). Should this number be 233,335? Please update or explain.</p>		
3	LAVTA	N/A	N/A	N/A	NO	NO	X	X	<p>Audit report: A separate financial report (balance sheet) was not provided for Measure B funds. Grants (special allocations) in the amount of \$2,940 are missing from the Statement of Revenues and Expenses. The paratransit grant of \$16,000 is included within the fixed-route program fund instead of the paratransit fund. Please adjust your audit report accordingly and resubmit, including a balance sheet.</p> <p>Compliance report: Please resubmit the compliance report after making the following updates. Mass Transit section, page 12 of 25, question 2, field 3, does not include the grants (\$942,401 for express bus service grant A09-0036) as "Interest/Other MB Income" and does tie to Column N in Table 1 Mass Transit. Include the grant dollars received in question 2, field 3. Question 6, please detail your plan to publish an article on your mass transit program per the funding agreement. Answer question 10.</p> <p>Paratransit section, page 17 of 25, question 2, field 3, "Interest/Other MB Income," does not include grants and does not tie to Column M in Table 1 Paratransit, and \$16,000 of grant funds A08-0040 are missing from Column M (included in audit as fixed-route program instead of paratransit). Question 11, field 1, "Cancelled Trip Reservations," which figures were used to calculate this answer (15%)? Question 13, please detail your plan to publish an article on your paratransit program per the funding agreement. Answer question 17.</p> <p>Table 1 Attachment: Mass Transit table, please clarify information in column I in Mass Transit in table 1, are these one-way passenger trips? Also, report the grant funds expended in a separate row, and record them in Column N (Other Measure B Funds).</p> <p>Paratransit table, please complete Column I and Column J, which can be a simple proportion equivalent to the funding proportion. Provide additional information about the source of funding in Column M, and include in separate rows the grant funds and the stabilization in Column M.</p>		

Program Compliance Report									Revised Reports		
	Agency	Road Miles	PCI	Popu- lation	News- letter	Web Site	Sign- age	Program Report Rec'd	CWC and Staff Consolidated Comments on Additional Audit and Compliance Report Information Required or Reason for Non-compliance	Date Rec'd (due date 2/24/12)	Notes
4	WETA	N/A	N/A	N/A	X	X	X	X	<p>Audit report: Please see the comments below and update the audit report if necessary. The audit lists \$67 in expenditures for Ferry Service – Harbor Bay (page 20), which do not seem to be captured in the compliance report and Table 1 Attachment.</p> <p>Compliance report: Please resubmit the report after making the following updates. Mass Transit section, page 12 of 25, question 2, field 3, "Interest/Other MB Income," provide more detail regarding sources of income and update field 4, "FY 10 11 MB Expenditures," to include \$67 in expenditures for ferry service per the audit. Question 4A, the Measure B amount for future spending is \$6M by 1/1/13; however, it is more than the question 2, field 5, "Ending MB Balance" (\$1,825,245). Please explain in question 11. For question 10, list "future projects" instead of "past projects."</p> <p>Table 1 Attachment: Mass Transit table appears to be missing a line item for the \$67 in expenditures on Ferry Service – Harbor Bay. Please update and resubmit the table.</p>		
Alameda County Agencies											
4	ACPWA	471	72	141,898	X	X	X	X	<p>Audit report: Page 9 refers to a temporary restriction by ACTIA on \$10 million of reserve funds. Please provide an explanation. (See notes below on compliance report.)</p> <p>Compliance report: Please resubmit the compliance report after making the following updates. Bike/Ped section, page 2 of 25, question 2, fields 1 and 5, the beginning and ending balances do not match those in the audit. Question 4A, please clarify "163 sidewalk" in comments. Question 4B (and question 11 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues. Question 10, row 3, what is "CVB phase 2?" Question 10A, please provide detail on the approved resolutions. What are they for?</p> <p>LSR section, page 7 of 25, question 2, fields 1 and 5, the beginning and ending balances do not match those in the audit. Question 4B (and question 13 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues.</p> <p>Table 1 Attachment: Bike/Ped table, please provide quantity (Column H, rows 6, 7, 8). In row 11, provide linear feet of sidewalk, not number of properties. In row 17, please clarify; is this bike/ped project for signals or sidewalks?</p> <p>LSR table includes capital Measure B funds in column L for the Lewelling Boulevard project (ACTIA 13), which is a greater amount than Alameda CTC shows paid out on ACTIA 13. Please clarify or adjust if necessary.</p>		
5	ACE	N/A	N/A	N/A	X	X	X	X	<p>Compliance report: Please resubmit the compliance report after making the following updates. Mass transit section, page 13 of 25, please list future plans in question 4A to spend ending Measure B balance (\$2.425 M + FY 11-12 revenues, approximately \$2.133 = \$4.560 M), and provide more detail in question 4B (and question 11 if needed) about the long-term plan for applying these funds to meet the Alameda County portion of the service costs. Answer question 10.</p> <p>Table 1 Attachment: Mass Transit table, please clarify Total Project Cost (Column P). After local contributions, isn't the Measure B portion approximately one-third of operating costs?</p>		
City Agencies											
6	City of Alameda	142	70	73,812	X	X	X	X	<p>Compliance report: Please resubmit the report after making the following updates. Bike/Ped section, page 4 of 25, question 6, please detail your plan to publish an article on your bike/ped program per the funding agreement. Question 10A, please complete this question, adding the resolution dates for the City's Pedestrian Plan, ADA Transition Plan, and/or the City Council direction on sidewalk repair funding (Capital Improvement Program?).</p> <p>LSR section, page 8 of 25, question 4A, the planned projects for LSR (\$2M) account for only about two-thirds of the \$3.1M of reserves. Questions 4B and 13, how does the City plan to use the remaining reserves in FY 12-13 and beyond? Please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues.</p> <p>Mass transit section, page 13 of 25, comment for next year's report: Since you did have a mass transit balance in early FY 11-12 before you transferred funds to WETA, you will need to complete a mass transit compliance report.</p> <p>Table 1 Attachment: LSR table, for 90450 Traffic Signal LED Replacement and 90806 Poles for Audible Signals projects, please clarify "0 Intersections." Also, in the final three rows, for projects 90640 Signal Coordination, Otis/Doolittle, 90802 Signal Coordination, Various Projects and 90860 Bicycle Master Plan, the total dollar amount is negative. Please explain. In addition, for all resurfacing projects, please provide square feet rather than lane miles.</p> <p>Paratransit table, please complete Column J, which may be same as Column H if the City did not use non-Measure B funds.</p>		

Program Compliance Report										Revised Reports	
	Agency	Road Miles	PCI	Popu- lation	News- letter	Web Site	Sign- age	Program Report Rec'd	CWC and Staff Consolidated Comments on Additional Audit and Compliance Report Information Required or Reason for Non-compliance	Date Rec'd (due date 2/24/12)	Notes
7	City of Albany	59	61	18,400	X	X		X	<p>Audit report: Grant funds in the bike/ped fund are understated by \$29,904 (grant A07-0007 \$30,000 + A09-0021 \$96,313.89 = \$126,313.89) on the Statement of Revenues and Expenditures. The City submitted a draft audit report. When will the City submit the final audit report? Dates are missing on pages 4, 10, 11, and 13 of the audit report. (See compliance report comments below about figures inconsistencies.)</p> <p>Compliance report: Please update and submit an electronic PDF (versus a scanned copy) so staff can read the responses to the entries that are longer than the space allotted. Make the updates as follows. LSR section, page 9 of 25, question 6, please detail your plan to publish an article on your LSR program per the funding agreement. Question 12, provide detail on the anticipated spend date and Measure B amount for each project.</p> <p>Paratransit section, page 17 of 25, question 2, fields 1 and 5, the beginning and ending balances do not tie to the fund balances in the Statements of Revenues, Expenditures and Changes in Fund Balances, revenues are high by \$11, other income does not tie to the grant or the financial statements, expenditures do not tie to the financial statements. In question 2, field 2 (FY 10 11 MB Revenues) should be \$25,897.53, according to Alameda CTC distributions. Also, the operating reserve appears to exceed 3 months of service costs. Please explain.</p> <p>Table 1 Attachment: Bike/ped table, please include all Measure B grant fund expenditures in Column L (Other Measure B). Since these are expenditures, they may not exactly match the revenues reported in the compliance report on page 2 of 25, question 2, field 3 (Interest/Other MB Income).</p> <p>Paratransit table, Column M, are these funds Gap funds or prior year reserves? Please explain.</p>		
8	City of Berkeley	221.83	60	112,000	X	X	X	X	<p>Audit report: The financial statements do not include all grant funds. The grant amount in the Bike and Ped fund on the Statement of Revenues and Expenditures is overstated by \$62,268, and the grant amount of \$19,317.35 (grant A06-0027) is missing from the Paratransit fund. What makes up the corresponding balances in the Accounts Receivable and Deferred Revenues line items on the Balance sheet? What is included in Other Revenues on the Statement of Revenues and Expenditures? Please update and resubmit.</p> <p>Compliance report: Please resubmit the report after making the following updates. Bike/ped section, page 3 of 25, question 4A presents a plan on how to spend down reserves remaining as of 6/30/11. Question 4B (and question 11 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues. Question 8, please detail your plan to use signage per the funding agreement. Question 10, please provide the Measure B amounts for the projects listed.</p> <p>LSR section, question 4A presents a plan on how to spend down reserves remaining as of 6/30/11. Question 4B (and question 13 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues. Question 6, please detail your plan to publish an article on your LSR program per the funding agreement. Question 9A, please share how you plan to improve your Pavement Condition Index in the coming fiscal years, in anticipation of future LSR requirements. Question 12, please add the anticipated spend date and Measure B amount for the projects listed.</p> <p>Paratransit section, question 2, does not tie to financial statements because the grant funds (field 3, "Interest/Other MB Income") on the project were not reported in the financial statements. Also, question 2, field 3, "Interest/Other MB Income" appears to be interest (\$7,982), but this interest is not included in the audit on page 12. Please clarify. Question 7A, list the contracted firms and if more than one, the amount expended for each. Answer question 17.</p> <p>Table 1 Attachment, Bike/Ped table, row 6, "Bicycle Parking Installation & Bicycle Requirements for Zoning Code," was Measure B the only funding source for this project (\$1,815.97), for the bike parking spaces including the racks? Rows 12, 13, 14: Please indicate, under quantities, the number of full-time equivalent for each "staffing" project. In row 15, the Measure B grant funds (\$74K) for the Ed Roberts Campus project should be listed in Column L (Other Measure B funds). Also, please clarify if this project received governing board approval or not (per column P).</p> <p>LSR table, please provide quantity (Column H) and units of quantity (Column I) for each project. Please provide square feet and lane miles for street rehabilitation/reconstruction projects. Rows 27 and 28, please provide detail on the Customer Service – 311 projects including how they relate to transportation.</p> <p>Paratransit table, row 10, Column I (East Bay Paratransit Tickets) should be "Other," not "Trips."</p>		
9	City of Dublin	240	82	46,036	X	X	X	X	<p>Compliance report: Please update and submit an electronic PDF (versus a scanned copy) so staff can read the responses to the entries that are longer than the space allotted. For Bike/Ped section, page 3 of 25, question 4A presents a plan on how to spend down reserves remaining as of 6/30/11; question 4B (and question 11 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues. Question 10A, please provide the date of resolution for the City's Capital Improvement Program (FY 10-15).</p> <p>LSR section, page 8 of 25, question 4A presents a plan on how to spend down reserves remaining as of 6/30/11. Question 4B (and question 13 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues.</p>		

Program Compliance Report									Revised Reports		
	Agency	Road Miles	PCI	Popu- lation	News- letter	Web Site	Sign- age	Program Report Rec'd	CWC and Staff Consolidated Comments on Additional Audit and Compliance Report Information Required or Reason for Non-compliance	Date Rec'd (due date 2/24/12)	Notes
10	City of Emeryville	19.11	77	10,125	X	X	X	X	<p>Audit report: Where were the ACTA funds transferred to and for what purpose? The Gap Grant funds are understated in the amount of \$8,276 (A08-0033 received \$58,881.25). Please adjust and resubmit.</p> <p>Compliance report: Please update and submit an electronic PDF (versus a scanned copy) so staff can read the responses to the entries that are longer than the space allotted. Bike/Ped section, page 3 of 25, question 4A, describe in comments why "slurry seal" projects are listed for bike/ped funding. Will these funds only be used for the bike portion of street and only on streets with bikeways?</p> <p>Paratransit section, page 22 of 25, answer question 17.</p> <p>Table 1 Attachment, LSR table, row 8, please clarify what the 47 miles of street maintenance materials are.</p> <p>Paratransit table, please add the Gap grant expenditures in Column M (Other Measure B Funds). Row 10, the BART ticket purchase was noted as a mistake (in Column E), was never identified as an eligible expense, and was not in the plan for FY 10-11. Since this is not an allowable expense, please do not use Measure B funds for this type of expense in the future. Rows 6 and 7 (Meals on Wheels and East Bay Paratransit Discount Ticket Program) should be reported as "Other" not "Trips."</p>		
11	City of Fremont	493	64	215,711	X	X	X	X	<p>Audit report: Grant funds are overstated in the amount of \$11,455 on the Statement of Revenues and Expenditures (gap grants \$23,328.12 for A06-0044 and \$75,526.28 for A08-0034; bike/ped grants of \$15,636 for A09-0026 and \$16,650.91 for A09-0020; TOD grants of \$108,555.80 for A07-0018 = \$239,697.10). Please update the audit. What are the "charges for services" on the Statement of Revenues and Expenditures? Please clarify.</p> <p>Compliance report: Please resubmit the report after making the following updates. Bike/ped section, page 3 of 25, question 4A, why are expenditures being delayed beyond 6/30/12? Question 4B (and question 11 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues.</p> <p>LSR section, page 10 of 25, question 12, the "Dumbarton Rail Project" is noted. Please provide additional information on the scope of work of this task in question 13.</p> <p>Paratransit section, page 17 of 25, question 2 is missing the "charges for services" in other income (see audit comment above). Question 11, field 1, "Cancelled Trip Reservations," which figures were used to calculate this answer (16%)?</p> <p>Table 1 Attachment, Bike/Ped table, row 8, this project is a mix of many different elements. Is it possible to separate out staff/planning costs, the direct costs for materials (such as maps), and the bike parking costs (racks, installation, etc.) into separate rows/projects? Also, please indicate the full-time equivalent amount for staffing, and the number of racks installed during the fiscal year. Row 11, please provide quantity completed and units (Column H and Column I). Row 12, please clarify if 91 bike racks or spaces were installed. Row 22, how many lockers and spaces were installed? The City indicates completion by "4-30-11" which was before the end of the FY 10-11 reporting period. Is that incorrect? Please update and resubmit the Table 1 Attachment.</p>		
12	City of Hayward	166	69	145,839	X	X	X	X	<p>Audit report: Paratransit Revenues (Measure B Allocation from Alameda CTC was \$639,406.19) are overstated in the amount of \$171,601 on the Statement of Revenues and Expenditures. Please clarify the debt service noted in the audit (when there is an unspent balance). Also, what makes up the other governmental and the other income on the Statement of Revenues and Expenditures? What was the purpose of the transfer to the City from the Paratransit fund? Please update and resubmit the audit report.</p> <p>Compliance report: Please resubmit the report after making the following updates. LSR section, page 7 of 25, question 2, "Interest/Other MB Income" does not tie to the financial statements (\$8,200 versus \$8,223 on audit page 7), please explain or adjust.</p> <p>Paratransit section, page 17 of 25, question 1, check Yes box. Question 2, field 2, "FY 10 11 MB Revenues" should be \$639,406.19. Question 2, field 4, "FY 10-11 MB Expenditures," (\$493,712 versus \$479,915 on audit page 7), please explain or adjust. Question 3, include fares here (\$11,236.79 reported in Column O of Table 1 Attachment). Question 5, field 1, "Operating Reserve," continues to exceed three months of revenue. This figure should be \$159,852 (\$2,648 less than reported). Questions 5 and 5A, partially address plans to use the amount of reserves (\$156,000 of the \$592,755 reported as ending MB balance in question 2, field 5, which does not include additional FY 11-12 revenues). How does the City plan to spend the remainder of funds? Answer question 5B. Also, in question 5A, please confirm the future Central County Taxi Service and the City's commitment of \$173,000. Question 11, field 1, "Cancelled Trip Reservations," which figures were used to calculate this answer (34%)?</p> <p>Table 1 Attachment, Paratransit table, row 6, for Hayward Door-to-Door and Group Trip Service, please fill in Column H (Quantity Completed).</p>		

Program Compliance Report										Revised Reports	
	Agency	Road Miles	PCI	Popu- lation	News- letter	Web Site	Sign- age	Program Report Rec'd	CWC and Staff Consolidated Comments on Additional Audit and Compliance Report Information Required or Reason for Non-compliance	Date Rec'd (due date 2/24/12)	Notes
13	City of Livermore	301.52	80	81,246	NO	NO	NO		<p>Audit report: Please update and resubmit. Grant revenues in the amount of \$88,249 (transit oriented development grant A07-0017) are missing from the Statement of Revenues and Expenditures.</p> <p>Compliance report: Please update and submit an electronic PDF (versus a scanned copy) so staff can read the responses to the entries that are longer than the space allotted. Bike/Ped section, page 2 of 25, question 2, field 4, "FY 10-11 MB Expenditures," does not tie to the financial statements. Please explain or adjust. Question 4A, why are expenses being delayed beyond 6/30/12? Question 4B (and question 11 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues. Question 8, please detail your plan to use signage per the funding agreement.</p> <p>LSR section, page 8 of 25, question 4A, why are expenses being delayed beyond 6/30/12? Question 4B (and question 13 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues.</p> <p>Table 1 Attachment, Bike/Ped table, row 14, please describe what "All projects under Fund 677" means. Also, provide the full-time equivalent amount for staffing.</p>		
14	City of Newark	104.5	69	44,380	X	X	X	X	<p>Audit report: Why do the LSR and Paratransit ending balances in the compliance report not tie to the ending fund balances in the Statements of Revenues, Expenditures and Changes in Fund Balances? What went into the "Charges for Services" and the other revenue line items on the Statements of Revenues and Expenditures? Why are grants in the amount of \$113,000 (bike/ped grant A09-0022) missing from the Statements of Revenues and Expenditures? Please adjust and resubmit the audit.</p> <p>Compliance report: Please resubmit the compliance report after making the following updates. Bike/Ped section, page 4 of 25, question 6, please detail your plan to publish an article on your bike/ped program per the funding agreement. Question 7, please detail your plan to list your Measure B-funded bike/ped projects on your website per the funding agreement.</p> <p>LSR section, page 7 of 25, question 2, field 3, "Interest/Other MB Income" does not tie to financial statements. Please adjust or explain. Question 2, field 5, "Ending MB Balance," please clarify \$451 variance (audit compared to report), which should be consistent in Table 1 as well.</p> <p>Paratransit section, page 17 of 25, question 2, field 3, "Interest/Other MB Income" does not tie to financial statements. Please adjust or explain. Question 2, field 5, "Ending MB Balance," please clarify/correct the variance between \$44,331 of Measure B expenditures noted in the compliance report/Table 1 compared to the \$58,089 noted in the audit.</p> <p>Table 1 Attachment: Please update and resubmit as needed based on previous comments. Paratransit table, row 7, Column I (Trip Type) should be "Other."</p>		
15	City of Oakland	836	56	392,932	X	X	X	X	<p>Audit report: Fund balance should be classified as restricted for Measure B qualified projects and programs on the balance sheet. What went into the "Other Receivable" line item on the Balance Sheet? What went into the "Charges for Services" line item on the Statement of Revenues and Expenditures? Why are Grant Revenues (overstated in the amount of \$9,705 on the Statement of Revenues and Expenditures (gap grants of \$74,698.58 for A08-0036 and \$30,281 for A08-0037; TOD grant of \$38545.23 for A07-0019)? Please adjust and resubmit.</p> <p>Compliance report: Please resubmit the compliance report after making the following updates. LSR section, page 8 of 25, question 4A, please denote which projects here and in question 12 will improve your Pavement Condition Index (question 9A) in the coming fiscal years, in anticipation of future LSR requirements. Provide this information in question 13.</p> <p>Paratransit section, page 17 of 25, question 3, are the fare revenues reported in Table 1 Paratransit of \$115,790.32 (Column O) reported in the total of \$51,122 in the compliance report? If so, please add "fare revenues" to question 3A. Or is a portion of the fares included in question 2, field 3 "Interest/Other MB Income?" Please include them in question 3 and 3A only.</p> <p>Table 1 Attachment, Bike/Ped table, row 10, this project is listed as "other" and the Project Description (Column E) lists a broad range of projects. If possible, please separate this list into smaller groups of similar projects. Row 11, this project phase is listed as "construction" but the "unit" states "completion of plan." Please clarify. Was a design completed (PS&E) or a planning document?</p> <p>LSR table, row 13, is this bike/ped project for design and management staff? If yes, please indicate the full-time equivalent amount and indicate how this is different from row 33. If not, please indicate the number of linear feet of stairs/pathways built. Row 18, "Citywide Guardrails Program," please include quantity (Column H) of units of guardrail installed. Row 38, "Citywide Emergency Road Repair," and row 39, "On-Call Emergency Road Repair," how many square feet of roadways did the City repair? Rows 53 and 54, what is the difference between these two projects? And, were a total of 1 or 2 lane miles constructed on Fruitvale?</p>		

Program Compliance Report									Revised Reports		
	Agency	Road Miles	PCI	Popu- lation	News- letter	Web Site	Sign- age	Program Report Rec'd	CWC and Staff Consolidated Comments on Additional Audit and Compliance Report Information Required or Reason for Non-compliance	Date Rec'd (due date 2/24/12)	Notes
16	City of Piedmont	78.4	23.68	10,667	NO	NO	X	X	<p>Compliance report: Please resubmit the report after making the following updates. Bike/Ped section, page 2 of 25, question 2, field 3, "Interest/Other MB Income," does not tie to the financial statements. Please explain and clarify source of other income or adjust. Complete question 3. Question 4A, what type of project is "Dudley Avenue" (describe in comments) and please add the "Anticipated Spend Date" for each project. Question 6, please detail your plan to publish an article on your bike/ped program per the funding agreement. Question 8, please detail your plan to use signage per the funding agreement. Question 10, please add the "Anticipated Spend Date" for each project. Question 10A, clarify council meeting dates and the resolution type/purpose for governing board approvals.</p> <p>LSR section, page 7 of 25, question 2, field 3, "Interest/Other MB Income," does not tie to the financial statements. Please explain and clarify source of other income or adjust. Question 4 denotes a Pavement Management Program, but question 4A and question 12 only list two projects. Please update these questions to list the projects the City plans to use its Measure B reserve on and the corresponding dollar amount for each. Also in Question 4A, add the "Anticipated Spend Date" for each project. Will the Pavement Management Program increase the City's Pavement Condition Index, in anticipation of future LSR requirements? Provide more information on this in question 13. Question 6, please detail your plan to publish an article on your LSR program per the funding agreement. Question 12, add the "Anticipated Spend Date" for each project, and please provide additional information in question 13 regarding the City's plan to expend the \$577,191 in reserve plus the FY 11-12 and 12-13 revenues. (Questions 4A and 12 only provide information on \$50K.)</p> <p>Table 1 Attachment: The bike/ped spreadsheet is missing. Please complete the Bicycle and Pedestrian Safety tab. The audit and compliance report show Measure B expenditures of \$127,815, which should appear in Column K. Include non-Measure B expenditures in Column M.</p> <p>The LSR data is within the paratransit spreadsheet; however that appears to be incomplete. Please complete the Local Streets and Roads spreadsheet (and delete the paratransit data) and resubmit the attachment. The audit and compliance report show Measure B expenditures of \$26,559, which should appear in Column K. Include non-Measure B expenditures in Column M.</p>		
17	City of Pleasanton	207	76	71,534	X	X	X	X	<p>Audit report: Grant revenues in the amount of \$108,910.70 from paratransit grant project A08-0038 (\$108,295.10) and A08-0039 (\$614.67) are missing from the Statement of Revenues and Expenditures. Please update and resubmit the audit.</p> <p>Compliance report: Please resubmit the report after making the following updates. Bike/Ped section, page 3 of 25, complete question 4A, with detail and the anticipated spend date in FY 11-12 for each project (utilizing the \$1.076M in Measure B reserves). Question 4B (and question 11 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues.</p> <p>LSR section, page 7 of 25, question 2, field 3, "Interest/Other MB Income," please clarify the source of this, and in Columns K and L of Table 1.</p> <p>Paratransit section, page 17, of 25, question 2, field 3, "Interest/Other MB Income," is missing the grant revenues for the Rider Assessment Service (A08-0038) in the amount of \$74,508.15. Question 11, field 1, "Cancelled Trip Reservations," which figures were used to calculate this answer (10%)?</p> <p>Table 1 Attachment, LSR table, row 11, Column L, it seems this data should be in Column K. Please clarify what type of "Other Measure B funds" you received or move the amount to Measure B Expenditures (Column K).</p>		
18	City of San Leandro	178	56	82,000	X	X	X	X	<p>Audit report: Regarding the "ACTIA Bike & Pedestrian" fund transfer to "Measure B ACTIA Paratransit" (page 3), the bike/ped funds are not eligible for paratransit expenses, but the local streets and roads funds (ACTIA Streets & Roads) are eligible for use on bike/ped or other transit project expenditures, such as paratransit projects. Also, please provide explanations or update the audit concerning the following: Why doesn't the audit reflect the FY 10-11 bike/ped expenditures in the compliance report and Table 1 Attachment (\$174,149)? What went into the line item "Sidewalk Repair" and "REVENUES" on the Statement of Revenues and Expenditures? Why are the Street & Roads funds from ACTIA understated in the amount of \$20 on the Statement of Revenues and Expenditures? Please resubmit the audit.</p> <p>Compliance report: Please resubmit the compliance report after making the following updates. Bike/Ped section, question 2, field 3, "Interest/Other MB Income," appears to include \$3,358 in interest and \$17,552 in "Sidewalk Repair" funds (according to the audit page 5). However, if the sidewalk repair dollars are not Measure B funds, they should be recorded in question 3 (Non-Measure B Revenues) instead of in question 2. Please confirm that these dollars are also in the correct column in the Table 1 Attachment (Column M for non-Measure B funds). Question 10, please provide more detail on the "Dutton Av/Bancroft Av" bike/ped project in the comments.</p> <p>LSR section, page 7 of 25, question 2, field 2, "FY 10-11 MB Revenues" is \$1,072,138.57, according to Alameda CTC records. Please adjust or explain the variance. Question 2, field 3, "Interest/Other MB Income," appears to include \$13,435 in interest and \$26,327 in "Sidewalk Repair" funds (according to the audit page 5). However, if the sidewalk repair dollars are not Measure B funds, they should be recorded in question 3 (Non-Measure B Revenues) instead of in question 2. Please confirm that these dollars are also in the correct column in the Table 1 Attachment (Column M for non-Measure B funds). Questions 4A and 12, which of these projects will improve your Pavement Condition Index (question 9A) in the coming fiscal years, in anticipation of future LSR requirements? Please explain in question 13.</p> <p>Paratransit section, page 17 of 25, question 2, field 2, "FY 10-11 MB Revenues" should be \$246,323.42 (Did the City mistakenly put Minimum Service Level (MSL) funds here?). Question 2, field 3, "Interest/Other MB Income," is this all interest income (\$11,720)? Please clarify. Question 3A, states "Transfer of Measure B Street and Road Funds to Paratransit Program (\$66,000)"; instead, please include these dollars in question 2, field 3, "Interest/Other MB Income," and provide the transfer description in question 18. Question 4 does not list the MSL expenditures; please add those to the question.</p>		

Program Compliance Report									Revised Reports		
	Agency	Road Miles	PCI	Popu- lation	News- letter	Web Site	Sign- age	Program Report Rec'd	CWC and Staff Consolidated Comments on Additional Audit and Compliance Report Information Required or Reason for Non-compliance	Date Rec'd (due date 2/24/12)	Notes
18	City of San Leandro <i>(continued)</i>								<p>Table 1 Attachment, Bike/Ped table, row 7, please clarify both the number of bike racks and the total number of bike parking spaces installed. Row 16 (\$66,000 in Measure B), should not be in this spreadsheet. Please update the Table 1 Attachment, LSR table, with a negative number (\$-66,000 in Column K), and in the Paratransit table, a positive number (\$66,000 in Column K), in a separate project row.</p> <p>Paratransit table, Column M, please include LSR Measure B funds transferred in for paratransit projects as data in a separate row. The trips paid for by MSL need to appear in Column M (Other Measure B Funds). Please update and resubmit the spreadsheet.</p>	see above	
19	City of Union City/ Union City Transit	138	78	73,977	X	X	X		<p>Audit report: What is included in the "Other Revenues" line item on the Statement of Revenues and Expenditures? Please see comments below and update the audit report if necessary.</p> <p>Compliance report: Please resubmit the compliance report after making the following updates. Bike/Ped section, page 2 of 25, question 2, field 3, "Interest/Other MB Income," does not include the expenditures reported in Bike/Ped Table 1 spreadsheet (\$11,744). Please clarify and adjust if needed. Also, the audit says expenditures of \$166,828 and the compliance report says \$166,829 but the Table 1 says \$178,573 (Column K plus Column L). Please explain and adjust if needed. Question 4A, describe in question 11 why "Annual Overlay" and "Dyer St. Rehab" are bike/ped projects. Also, why are expenditures of the remaining reserves being delayed beyond 6/30/12? Question 4B (and question 11 if needed), please provide additional detail on the City's expenditure plan for FY 11-12 and 12-13 revenues.</p> <p>LSR section, page 7 of 25, question 2, field 3, "Interest/Other MB Income," please clarify sources. If not all Measure B interest or income, please remove from question 2 and add to question 3 and revise LSR Table 1, Columns K, L, and M. Also, the audit says expenditures of \$165,254, the compliance report shows \$165,254, but the Table 1 Attachment says \$285,631 (Column K plus Column L). Please explain or adjust as necessary.</p> <p>Mass transit section, page 15 of 25, answer question 10.</p> <p>Paratransit section, page 17 of 25, question 3, record fare revenue here instead of in question 2, as specified in 12/20/11 supplementary instructions emailed to TAC. Question 11, please clarify/correct the service quality data. For example, what percentage of trips scheduled are cancelled (500 percent is incorrect)? Answer question 17.</p> <p>Table 1 Attachment, Bike/Ped table, rows 6, 9, 10, why are these considered "Other Measure B Expenditures" (Column L)? These expenditures do not appear to be grant or stabilization funds. Should these figures be in Column K? Rows 6 and 7, should these units (Column I) be linear feet or please clarify what the square feet of crosswalk striping and striping represent. Row 9, please clarify why this Project Type is "bike parking" yet refers to striping. Also, describe how striping is a bike/ped-related project: Is this only for bike lanes and sidewalks?</p> <p>LSR table, Column L, rows 6, 9, 17, 18, why are these considered "Other Measure B Expenditures" (Column L)? These expenditures do not appear to be grant or stabilization funds. Should these figures be in Column K? Row 13, 2007-08 Overlay (07-07) project, provide additional information on the square feet of material used and lane miles completed. Please update and resubmit the Table 1 Attachment.</p>		

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DRAFT OUTLINE

Alameda County Transportation Commission
Citizens Watchdog Committee
10th Annual Report to the Public
July 2012

Measure B Transportation Sales Tax Expenditures and Activities

Include a table of contents.

I. Fiscal Year 2010-2011 Expenditures on Projects and Programs

Briefly introduce Measure B and explain that Alameda CTC administers the transportation sales tax. Include a pie chart that shows the 2010-2011 expenditures by the jurisdictions. Provide highlights on the Measure B expenditures on projects and programs.

The Future of Transportation

If the Transportation Expenditure Plan is on the November 2012 ballot, put in an introduction to the new plan, which will be explained further in the report (see outline section V).

II. Citizens Watchdog Committee

Explain how Measure B established a CWC. Describe the CWC's main roles: To review all expenditures of the Measure B half-cent transportation sales tax measure and to report directly to the public. Also describe the roles and responsibilities of the committee as defined by the Expenditure Plan:

- A. Hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents how the funds raised by the Measure B Tax are being spent.
- B. Have full access to the Agency's independent auditor and will have authority to request and review specific information and to comment on the auditor's reports.
- C. Publish an annual report and any comments concerning the audit report in local newspapers and to make copies of the report available to the public at large.

Talk about CWC oversight and the CWC's process for identifying issues including meeting with program and project sponsors to address concerns, as needed.

DRAFT OUTLINE

III. FY 10-11 in Review: CWC Activities

In this section, highlight the activities and the CWC recommendations that came out of each of the four main activities:

- A. Compliance Report Review – January 2011
- B. Compliance Report Subcommittee – May 2011
- C. Annual Report and Compliance Report Subcommittee – June 2011
- D. Master Program Funding Agreement Reviews
- E. Annual Programs and Capital Projects Watch

IV. Transportation Investments for the Future

Explain how Alameda County relies on stable local funding to maintain and improve the transportation system. Include a chart that shows volatile federal and state programming levels (from new legislative brochure page 6). Discuss the following:

- A. Federal and state funding shortfalls and service cuts (for example, according to the Congressional Budget Office, the federal Highway Trust Fund will be empty by year 2014).
- B. The demand is increasing for an efficient transportation system to move our growing population and the goods they need, to support access to jobs, education and services.
- C. Alameda County is one of 19 Self Help Counties that relies on stable, local funding for transportation.

V. A New Mobility Plan for the 21st Century

Describe the planning efforts and how the new plans will result in jobs, mobility and community investments in Alameda County.

- A. Transportation Expenditure Plan: Give an overview of the new plan, explain the public planning process and that the plan is on the November 2012 ballot, and describe the principles that went into the plan, such as:
 - 1. Fix-it-first strategy
 - 2. Job creation
 - 3. Leveraging funds
 - 4. Reducing greenhouse gases
 - 5. Sustainable communities
 - 6. Healthier transportation choices
 - 7. Increasing access

DRAFT OUTLINE

- B. Countywide Transportation Plan: Give an overview of the new plan, explain how it relates to the TEP, and how it serves the needs of Alameda County residents as well as how these improvements will affect not only the local transportation systems, but also connecting regional, state, national and international transportation systems.

VI. Alameda CTC Programs

Describe Measure B programs and the funding split for them, and give details on the following:

- A. Local Streets and Roads (22.34% of net sales tax revenues)
- B. Mass Transit (21.92% of net sales tax revenues)
- C. Special Transportation for Seniors and People with Disabilities (10.45% of net sales tax revenues)
- D. Bicycle and Pedestrian Safety Funds (5% of net sales tax revenues)
- E. Transit Center Development (0.19% of net sales tax revenues)

Include the pass-through fund totals for all programs (a similar chart to the one on page 8 of last year's report).

VII. Alameda CTC Projects

Describe Measure B projects and the funding split for them, and provide details on the number of projects in the following phases: scoping, environmental, design, construction, complete.

Include a Project Status chart similar to the one on page 11 of last year's report. Include the project phase for FY 10-11 and for FY 11-12.

VIII. Local Business Contract Equity Program

Provide an overview of the LBCE Program and the contracting opportunities available under that program.

IX. CWC Members

Name	Appointer
James Paxson, Chair	East Bay Economic Development Alliance
Harriette Saunders, Vice Chair	Paratransit Advisory and Planning Committee
Pamela Belchamber	Alameda County Mayors' Conference, District 5
Petra Olivia Brady	Alameda County Mayors' Conference, District 4
Roger Chavarin	Alameda Labor Council AFL-CIO
Peter Michael Dubinsky	Supervisor Nadia Lockyer, District 2
Arthur B. Geen	Alameda County Taxpayers Association

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James Haussener

Erik Jensen

Jo Ann Lew

Hale Zukas

Vacancy

Vacancy

Vacancy

Vacancy

Vacancy

Vacancy

Supervisor Nate Miley, District 4

East Bay Bicycle Coalition

Alameda County Mayors' Conference, District 2

Supervisor Keith Carson

Alameda County Mayors' Conference, District 1

Alameda County Mayors' Conference, District 3

League of Women Voters

Sierra Club

Supervisor Scott Haggerty, District 1

Supervisor Wilma Chan, District 3

X. How to Get Involved

Invite the public to join one of the four community advisory committees or to participate in and attend public meetings.

XI. Further Information

List the types of information available on the website and provide more info on how to get documents. Include the contact information for Alameda CTC.



Citizens Watchdog Committee Issues Identification Process

Summary

This issues identification process outlines the responsibilities of the Citizens Watchdog Committee (CWC) and the process to bring and address issues of concern to the CWC.

CWC Responsibilities

The Citizen Watchdog Committee is charged with the following as written in the Expenditure Plan approved by voters in November 2000:

“This committee will report directly to the public and will be charged with reviewing all expenditures of the Agency [Alameda County Transportation Commission (Alameda CTC)].” The responsibilities of the committee are to:

- Hold public hearings and issue reports, on at least an annual basis, to inform Alameda County residents how the funds are being spent. The hearings are open to the public and must be held in compliance with the Brown Act, California’s open meeting law, with well-publicized information announcing the hearings posted in advance.
- Have full access to the Commission’s independent auditor and authority to request and review specific information and to comment on the auditor’s reports.
- Publish an annual report and any comments concerning the Commission’s audit in the local newspapers. In addition, copies of these documents must be made available to the public at large.

The Commission also allows the CWC to fulfill its mission by requesting information directly from Measure B fund recipients.

Review Process

The goals for any review of projects and programs by the CWC are to report to the public and make recommendations to the Alameda CTC staff and Board. To this end, the tasks for the CWC to focus on: 1) proper expenditure of Measure B funds; 2) the timely delivery of projects per contract agreements and the Expenditure Plan; and 3) adherence to the projects or programs as defined in the voter-approved Expenditure Plan.

CWC Issues Identification Process

During the review process, CWC members will use the following procedures:

1. Issues that are raised by CWC members regarding financial and contract compliance issues may be legitimate topics to pursue through the request of a project or program sponsor to appear before the CWC.
2. Before calling on a sponsor to appear, CWC members must submit a “CWC Issues Form” (attached) to the CWC chair or vice-chair for placement on the agenda at the next CWC meeting.
3. CWC members may also submit CWC Issues Forms during a meeting, which the chair will take into consideration, and at his or her discretion, address at that particular meeting.
4. The full CWC must approve issues identified in a CWC Issues Form to address in further detail by an affirmative vote.
5. CWC members may form an ad-hoc subcommittee to draft CWC questions that need answers from the project/program sponsors and to receive a presentation from a project or program sponsor specifically addressing the issues, questions, or concerns raised by the CWC.
6. The subcommittee should consider the resources listed below, either in preparation for the review meeting, or for examination during the meeting.

The reviews are expected to be organized, thorough and efficient, and may result in a clear recommendation for further action, if needed.

Resources for CWC (not inclusive)

- Adopted Measure B Expenditure Plan (blue book)
- Up-to-date list of project/program sponsors contacts
- Alameda CTC staff responsible for oversight of the project/program
- Information about public hearings, recent discussions, or news clippings provided by Alameda CTC staff to the CWC by mail or at meetings
- Other Alameda CTC community advisory committees (for example, the Citizens Advisory Committee, Paratransit Advisory and Planning Committee, or Bicycle and Pedestrian Advisory Committee chair-persons may be called on to address an issue.)
- Alameda CTC Auditor (for example, to request, “Are these figures reasonable/reliable?”)
- Alameda CTC Executive Director (for example, to request “Is this the intention of the Expenditure Plan?”)
- Alameda CTC Attorney (for example, to determine, “Is this a legal issue?”)

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.



Memorandum

DATE: March 2, 2012

TO: Citizens Watchdog Committee

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

SUBJECT: Proposed Update to the Fiscal Year 2011-2012 Consolidated Budget for the Alameda County Transportation Improvement Authority

Recommendations

It was recommended that the Finance and Administration Committee approve a Proposed Update to the Consolidated Budget for FY2011-12, which included the budget adjustments for the Alameda County Transportation Improvement Authority (ACTIA).

Summary

The proposed update to the FY2011-12 budget was developed to reflect changes in projects and programs since the original budget was developed, as well as to reflect how actual revenues and expenditures are being realized as the year progresses. Similarly to the originally adopted budget, this update has been segregated by fund type and includes an adjustment column to eliminate interagency revenues and expenditures on a consolidated basis. The fund types are comprised of General Funds, Special Revenue Funds and Capital Project Funds.

The proposed budget update contains revenues totaling \$106.8 million of which sales tax revenues comprise \$104.0 million, or 97 percent. The proposed budget also includes an update to actual FY2010-11 fund balances rolled forward by fund into FY2011-12 of \$292.1 million for total available resources of \$398.9 million. The total revenue amount proposed is an increase of \$473 thousand over the currently adopted budget. The revenues are offset in the budget update by \$254.2 million in total expenditures of which \$186.0 million, or 73 percent, are allocated for capital project expenditures. The total expenditure amount is an increase of \$34.8 million over the currently adopted budget. These revenue and expenditure totals constitute a net reduction in fund balance of \$147.4 million and a projected ending fund balance of \$144.6 million. The reduction in fund balance is primarily attributed to the Alameda County Transportation Authority's (ACTA) and ACTIA's capital programs and will be funded through accumulated Measure B sales tax revenues.

The budget update includes revenues and expenditures necessary to implement and produce the following vital programs and planning projects in Alameda County:

- Countywide Transportation Plan (CWTP)

-
- Countywide Bicycle and Pedestrian Plan
 - Congestion Management Program
 - Travel Model Support
 - Pass Through Funding Programs

In addition to the planning projects and programs listed above, the budget also contains revenues and expenditures necessary to fund and deliver significant capital projects that can expand access and improve mobility in Alameda County consistent with the FY2011-12 Strategic Plan – Allocation Plan for the Measure B Capital Projects Program. Some of the key projects included in the proposed budget are as follows:

- BART Warm Springs Extension Project
- BART Oakland Airport Connector Project
- I-680 Sunol Express Lane Project
- Route 84 Expressway Project in Livermore
- Isabel-Route 84/I-580 Interchange

Discussion/ Background

The FY2011-12 Proposed Budget update represents improved transparency and communication and reflects consolidation efficiencies that have been implemented. Some of the efficiencies realized in the budget include the streamlining of staff, which saved over \$1 million in salaries from the FY2010-11 budgets of the two former agencies, and the consolidation of annually renewed contracts which saved almost \$2 million. To address Alameda CTC priorities and needs as they have changed throughout the year, some additional contracts and expenses have been incorporated into this budget update, mostly in support of priority projects and programs.

The development of the FY2011-12 budget and this update were centered on the mission and core functions as defined in the Agency Strategic Business Plan which was endorsed by the Commission. The objective was to develop a budget that would enable the Alameda CTC to plan, fund and deliver transportation programs and projects that expand access and improve mobility in Alameda County. This was accomplished by devoting available resources in the budget to the process of planning in order to identify transportation needs and opportunities to formulate strategies and solutions; by providing the funding necessary to evaluate, prioritize, and fund programs and projects; and by delivering quality programs and projects on schedule and within budget.

Budget Adjustment Detail

General Fund

- **Expenditures** have increased \$508 thousand mostly related to the Countywide Transportation Plan and Transportation Expenditure Plan which have realized more of their multiyear contract expenses in the current fiscal year than originally projected and recognition of savings from the prior year's project controls contract to be used as administrative funding towards the current year project controls contract as authorized by the Board;

Special Revenue Funds

- **Expenditures** have increased \$1.3 million to reflect an increase to Measure B grant awards not reflected in the currently adopted budget due to fund balance restrictions.

*Capital Projects Fund***ACTIA**

- **Union City Intermodal Station Project** increased \$3.9 million to reflect costs incurred in FY2010-11, but submitted in this fiscal year for reimbursement.
- **Telegraph Avenue Bus Rapid Transit** increased \$1.1 million which reflects a transfer of funding needs between phases of the overall project from **San Pablo Avenue Corridor Transit** and **Telegraph Avenue Rapid Bus Service**.
- **I-580 Castro Valley Interchange** increased \$1.8 million to account for the contribution from ACTA's I-580 Interchange Improvement Project not reflected in the currently adopted budget.
- **I-580 Auxiliary Lanes – Westbound Fallon to Tassajara** increased \$10 thousand to cover project closeout costs.
- **I-580 Auxiliary Lanes – Eastbound El Charro to Airway** decreased \$2.5 million to reflect a transfer of funding to the I-238 Widening Project.
- **Westgate Extension** increased \$1.6 million to reflect a funding contribution to the ACCMA's I-880 Southbound High Occupancy Vehicle Lane Project.
- **East 14th/Hesperian/150th Improvements** increased \$480 thousand which reflects a revision to the funding plan requiring Measure B funding in the current phase.
- **I-238 Widening** increased \$6.0 which reflects a funding transfer from the I-580 Auxiliary Lane – Eastbound El Charro to Airway Project and costs incurred in FY2010-11, but submitted in this fiscal year for reimbursement.
- **Isabel – Route 84/I-580 Interchange** increased \$12.1 million to reflect sponsor's revision to the funding plan requiring Measure B funds in this fiscal year.
- **Route 84 Expressway** increased \$4.1 million due to right of way and mitigation costs incurred in this fiscal year.
- **Dumbarton Corridor** increased \$150 thousand for a right of way study.
- **Congestion Relief Emergency Fund – Unallocated** decreased \$1.0 million which reflects a transfer of funding to the **I-880 23rd-29th Project**.
- **Congestion Relief Emergency Fund – I-80 Integrated Corridor Mobility** increased \$0.5 million to reflect a funding obligation to ACCMA's I-80 Integrated Corridor Mobility Project.
- **Countywide Transportation Plan/Transportation Expenditure Plan Development** increased \$50 thousand to reflect approved funding for the CWTP effort.

Fiscal Impacts

The Proposed Update to the FY2011-12 ACTIA Budget would provide additional resources of \$473 thousand and authorize additional expenditures of \$34.8 million, reflecting an overall decrease in fund balance of \$34.3 million for a projected ending fund balance of \$144.6 million.

Attachments

Attachment A:	ACTIA FY2011-12 Proposed Mid-Year Budget Update
Attachment B:	ACTIA FY2011-12 Currently Adopted Budget
Attachment C:	ACTIA FY2011-12 Mid-Year Budget Adjustments
Attachment D:	ACTIA FY2011-12 Proposed Capital Projects Budget
Attachment E:	ACTIA FY2011-12 Proposed Budget Limitations Calculations

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Proposed Mid-Year Budget Update**

	General	Special Revenue	ACTIA Capital Project	ACTA Capital Project	Inter-Agency Adjustments/ Eliminations	Total Proposed
	Funds Proposed	Funds Proposed	Fund Proposed	Fund Proposed	Proposed	
Projected Beginning Fund Balance	\$ 16,004,431	\$ 9,926,642	\$ 87,196,111	\$ 178,941,210	\$ -	\$ 292,068,394
Revenues:						
Sales Tax Revenues	4,680,000	59,492,630	39,827,370	-	-	104,000,000
Investment Income	3,700	2,750	350,000	2,050,000	-	2,406,450
Approved Contract Budget Savings fm FY10/11	-	-	250,000	-	(250,000)	-
<u>Grants</u>						
ACTA Measure B	-	-	1,500,000	-	(1,500,000)	-
Other Project Grants	-	-	404,550	-	-	404,550
Total Revenues	4,683,700	59,495,380	42,331,920	2,050,000	(1,750,000)	106,811,000
Expenditures:						
<u>Administration</u>						
Salaries and Benefits	908,155	130,251	168,609	264,310	-	1,471,325
Office Expenses and Supplies	26,250	-	-	8,750	-	35,000
General Administration	1,519,185	11,772	69,600	512,909	-	2,113,465
Commission Meeting Per Diems	74,085	-	-	24,695	-	98,780
Project Management Services	250,000	-	1,365,504	-	(250,000)	1,365,504
Contingency	100,000	-	-	-	-	100,000
<u>Planning</u>						
County Wide Transportation Plan (CWTP)	404,709	150,000	-	-	-	554,709
CWTP Measure B Grant to CMA	86,162	-	-	-	-	86,162
Countywide Bicycle and Pedestrian Plan	-	104,926	-	-	-	104,926
Congestion Management Program	64,440	-	-	-	-	64,440
Travel Model Support	-	23,000	-	-	-	23,000
Bike to Work Day Assessment	-	20,000	-	-	-	20,000
<u>Programs</u>						
Programs Management	583,905	744,672	-	-	-	1,328,577
Transportation Programming	19,350	-	-	-	-	19,350
Pass Through	-	55,944,169	-	-	-	55,944,169
Grant Awards	-	4,945,543	-	-	-	4,945,543
<u>Capital Projects</u>						
Capital Project Expenditures	-	-	132,320,476	55,135,081	(1,500,000)	185,955,557
Total Expenditures	4,036,241	62,074,334	133,924,188	55,945,745	(1,750,000)	254,230,507
Net Change in Fund Balance	647,459	(2,578,954)	(91,592,268)	(53,895,745)	-	(147,419,507)
Projected Ending Fund Balance	\$ 16,651,890	\$ 7,347,688	\$ (4,396,157)	\$ 125,045,465	\$ -	\$ 144,648,887

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Currently Adopted Budget**

	General Funds	Special Revenue Funds	ACTIA Capital Project Fund	ACTA Capital Project Fund	Total
Projected Beginning Fund Balance	\$ 15,305,385	\$ 4,585,341	\$ 37,868,728	\$ 159,199,920	\$ 216,959,374
Revenues:					
Sales Tax Revenues	4,680,000	59,492,630	39,827,370	-	104,000,000
Investment Income	3,700	2,750	282,000	2,050,000	2,338,450
Total Revenues	4,683,700	59,495,380	40,109,370	2,050,000	\$ 106,338,450
Expenditures:					
<u>Administration</u>					
Salaries and Benefits	984,655	-	152,109	204,310	1,341,074
Office Expenses and Supplies	19,720	-	-	-	19,720
General Administration	1,807,488	11,772	-	10,000	1,829,260
Commission Meeting Per Diems	98,780	-	-	-	98,780
Project Management Services	-	-	-	-	-
Contingency	100,000	-	-	-	100,000
<u>Planning</u>					
County Wide Transportation Plan (CWTP)	195,500	150,000	-	-	345,500
CWTP Measure B Grant to CMA	150,000	-	-	-	150,000
Transportation Planning	75,555	-	-	-	75,555
<u>Programs</u>					
Programs Management	583,905	1,154,672	-	-	1,738,577
Transportation Programming	19,350	-	-	-	19,350
Pass Through	-	55,944,169	-	-	55,944,169
Grant Awards	-	3,548,461	-	-	3,548,461
<u>Capital Projects</u>					
Capital Project Expenditures	-	-	104,121,169	50,135,081	154,256,250
<u>Indirect Cost Recovery/Allocation</u>					
ACTA Allocation	(506,497)	-	-	506,497	-
Total Expenditures	3,528,456	60,809,074	104,273,278	50,855,888	219,466,696
Net Change in Fund Balance	1,155,244	(1,313,694)	(64,163,908)	(48,805,888)	(113,128,246)
Projected Ending Fund Balance	\$ 16,460,629	\$ 3,271,647	\$ (26,295,180)	\$ 110,394,032	\$ 103,831,128

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Mid-Year Budget Adjustments**

	General Funds Adjustment	Special Revenue Funds Adjustment	ACTIA Capital Project Fund Adjustment	ACTA Capital Project Fund Adjustment	Inter-Agency Adjustments/ Eliminations	Total Adjustment
Projected Beginning Fund Balance	\$ 699,046	\$ 5,341,301	\$ 49,327,383	\$ 19,741,290		\$ 75,109,020
Revenues:						
Investment Income	-		68,000			68,000
Approved Contract Budget Savings fm FY10/11			250,000		(250,000)	-
Grants						
ACTA Measure B			1,500,000		(1,500,000)	-
Other Project Grants			404,550			404,550
Total Revenues	-	-	2,222,550	-	(1,750,000)	472,550
Expenditures:						
Administration						
Salaries and Benefits	(76,500)	130,251	16,500	60,000		130,251
Office Expenses and Supplies	6,530	-	-	8,750		15,280
General Administration	(288,303)	-	69,600	502,909		284,205
Commission Meeting Per Diems	(24,695)			24,695		-
Project Management Services	250,000		1,365,504		(250,000)	1,365,504
Contingency	-					-
Planning						
County Wide Transportation Plan (CWTP)	209,209					209,209
CWTP Measure B Grant to CMA	(63,838)					(63,838)
Countywide Bicycle and Pedestrian Plan		104,926				104,926
Congestion Management Program	64,440					64,440
Transportation Planning	(75,555)					(75,555)
Travel Model Support		23,000				23,000
Bike to Work Day Assessment Programs		20,000				20,000
Programs Management		(410,000)				(410,000)
Grant Awards		1,397,082				1,397,082
Capital Projects						
Capital Project Expenditures			28,199,307	5,000,000	(1,500,000)	31,699,307
Indirect Cost Recovery/Allocation				(506,497)		-
ACTA Allocation	506,497					
Total Expenditures	507,785	1,265,259	29,650,911	5,089,857	(1,750,000)	34,763,811
Net Change in Fund Balance	(507,785)	(1,265,259)	(27,428,361)	(5,089,857)	-	(34,291,261)
Projected Ending Fund Balance	\$ 191,261	\$ 4,076,042	\$ 21,899,022	\$ 14,651,434	\$ -	\$ 40,817,759

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Proposed Capital Project Budget**

Project	#	Currently Adopted Capital Project Budget	Capital Project Budget Adjustments	Proposed Capital Project Budget	Funding Sources				
					Measure B	Regional RM2	State STIP RIP	Federal Demo	Federal STP
ACE Capital Improvements	601.0	\$ 2,000,000	\$ -	\$ 2,000,000	\$ 2,000,000	-	\$ -	-	\$ -
BART Warm Springs Extension	602.0	32,166,000	-	32,166,000	32,166,000	-	-	-	-
BART Oakland Airport Connector	603.0	28,000,000	-	28,000,000	28,000,000	-	-	-	-
Downtown Oakland Streetscape	604.0	3,782,700	-	3,782,700	3,782,700	-	-	-	-
Union City Intermodal Station	606.0	-	3,903,353	3,903,353	3,903,353	-	-	-	-
Telegraph Avenue Bus Rapid Transit	607.1	1,000,000	1,083,346	2,083,346	2,083,346	-	-	-	-
San Pablo Avenue Corridor Transit	607.2	522,910	(522,910)	-	-	-	-	-	-
Telegraph Avenue Rapid Bus Service	607.3	560,436	(560,436)	-	-	-	-	-	-
I-680 Express Lane	608.0	5,475,815	-	5,475,815	5,475,815	-	-	-	-
Ironhorse Trail	609.0	-	-	-	-	-	-	-	-
I-880/Broadway-Jackson I/C	610.0	520,000	-	520,000	520,000	-	-	-	-
I-580 Castro Valley I/C	612.0	-	1,754,550	1,754,550	1,500,000	-	182,612	34,195	37,743
Lewelling/East Lewelling	613.0	4,043,286	-	4,043,286	4,043,286	-	-	-	-
I-580 Auxiliary Lanes - W/B Fallon to Tassajara	614.1	-	10,000	10,000	10,000	-	-	-	-
I-580 Auxiliary Lanes - W/B Airway to Fallon	614.2	1,702,556	-	1,702,556	1,702,556	-	-	-	-
I-580 Auxiliary Lanes - E/B El Charro to Airway	614.3	2,468,535	(2,468,535)	-	-	-	-	-	-
Rte 92/Clawitter-Whitesell I/C	615.0	2,689,503	-	2,689,503	2,689,503	-	-	-	-
Hesperian/Lewelling Widening	617.1	599,622	-	599,622	599,622	-	-	-	-
Westgate Extension	618.1	2,050,000	1,600,000	3,650,000	3,650,000	-	-	-	-
E. 14th/Hesperian/150th Improvements	619.0	-	480,000	480,000	480,000	-	-	-	-
I-238 Widening	621.0	-	6,000,000	6,000,000	6,000,000	-	-	-	-
I-680/I-880 Cross Connector Study	622.0	492,517	-	492,517	492,517	-	-	-	-
Isabel - Route 84/I-580 I/C	623.0	2,863,816	12,136,184	15,000,000	15,000,000	-	-	-	-
Route 84 Expressway	624.0	9,280,629	4,054,066	13,334,695	13,334,695	-	-	-	-
Dumbarton Corridor	625.0	400,000	150,000	550,000	550,000	150,000	-	-	-
I-580 Corridor/BART to Livermore	626.0	1,777,323	-	1,777,323	1,777,323	-	-	-	-
Congestion Relief Emergency Fund - Unallocated	627.0	1,000,000	(1,000,000)	-	-	-	-	-	-
Congestion Relief Emergency Fund - I-80 ICM	627.2	725,521	529,689	1,255,210	1,255,210	-	-	-	-
I-880 23rd - 29th	627.3	-	1,000,000	1,000,000	1,000,000	-	-	-	-
CWTP/TEP Development	627.4	-	50,000	50,000	50,000	-	-	-	-
		\$ 104,121,169	\$ 28,199,307	\$ 132,320,476	\$ 131,915,926	\$ 150,000	\$ 182,612	\$ 34,195	\$ 37,743

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**Alameda County Transportation Improvement Authority
Fiscal Year 2011-2012
Proposed Budget Limitations Calculations**

Net Sales Tax	\$ 104,000,000	A
Investments & Other Income	<u>761,000</u>	B
Funds Generated	\$ 104,761,000	C
Salaries & Benefits	\$ 908,155	D
Other Admin Costs	<u>3,128,086</u>	E
Total Admin Costs	\$ 4,036,241	F
Gross Sal & Ben to Net Sales Tax	0.8732% = D/A	
Gross Sal & Ben to Funds Generated	0.8669% = D/C	
Total Admin Costs to Net Sales Tax	3.8810% = F/A	

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Memorandum

DATE: February 25, 2012

TO: Finance and Administration Committee

FROM: Patricia Reavey, Director of Finance
Seung Cho, Contract Procurement Analyst

SUBJECT: Update on the Procurement of the Independent Financial Audit Services Contract and Related Activities

Summary

The former Alameda County Congestion Management Agency (ACCMA) and Alameda County Transportation Improvement Authority (ACTIA) had previously contracted with separate financial audit consultants, Kevin W. Harper CPA & Associates and Maze & Associates, respectively, to audit its financial statements and perform Single Audits through fiscal years ending 2010-2011. The termination of ACCMA and ACTIA in February 2012 warranted a need to consolidate the financial audit services into one contract and issue a Request for Proposals (RFP) to select, negotiate, and award a new contract with one financial audit consultant. The scope of work in the RFP included preparation of audit reports for ACTIA for the period July 1, 2011 through dissolution, ACCMA for the period July 1, 2011 through dissolution, Alameda CTC for fiscal years 2011-12, 2012-13, and 2013-14, and the Sunol Smart Carpool Lane JPA for fiscal years 2011-12, 2012-13, and 2013-14.

The governing body of the Alameda CTC at its December 1, 2011 meeting approved the issuance of the independent financial audit services RFP. The Alameda CTC issued an RFP for these services on December 9, 2011, and a pre-proposal meeting was held at the Alameda CTC offices on January 5, 2012, to which eight (8) firms were in attendance. Proposals were submitted in response to the RFP from the following five (5) firms by the January 17, 2012 due date:

1. Caporicci & Larson, Inc., a subsidiary of Marcum LLP
2. Macias Gini & O'Connell LLP
3. Maze & Associates
4. R.J. Ricciardi, Inc.
5. Vavrinek, Trine, Day & Company, LLP

In the technical proposal review phase, the Consultant Selection Panel, consisting of staff and a representative from the Transportation Authority of Marin, evaluated and scored each of the

proposals using the criteria identified in the RFP. Based on the panelists' scores, the following three (3) firms were invited to advance to the interview phase, and interviews were held on February 10, 2012:

1. Macias Gini & O'Connell LLP
2. Maze & Associates
3. Vavrinek, Trine, Day & Company, LLP

The interview process allowed the panelists to ask a comprehensive set of questions in a face-to-face setting and independently evaluate the responses. Though all of the shortlisted firms met the minimum experience required in this field, the responses and capabilities were wide-ranging, providing the panelists objective bases to score each response. The panelists used the criteria spelled out in the RFP to score the interviewing firms and determine the final ranking. The criteria were:

1. Knowledge and understanding of the required services and scope of work;
2. Management approach and staffing plan to perform the scope of the work;
3. Qualifications of the proposed financial audit team; and
4. Effectiveness of interview discussions and presentation.

After careful review of each proposal and consideration of the interview process, the Consultant Selection Panel came to a unanimous decision in their selection of the top-ranked firm, Vavrinek, Trine, Day & Company, LLP (VTD), a certified Local Business Equity firm with an office in Pleasanton. Staff met with an Audit Committee on January 9, 2012, to review the procurement process, assess the panelists' recommendation of the top-ranked firm, and discuss the next steps of the procurement process. With the Audit Committee's support, staff moved forward with negotiations with the top-ranked firm which were completed on February 23, 2012, and will award a contract with VTD to perform the desired services beginning April 1, 2012.

Background

The financial audit services contracts provided the required independent financial audits of ACTIA's and ACCMA's financial statements, issuance of separate audit reports, completion of the Federal Single Audit report, if applicable, and a report on ACTIA's Limitations Worksheet, which attests that ACTIA has complied with the administrative cost limitation required by the Transportation Expenditure Plan approved by the voters in November, 2000. ACTIA contracted with Maze & Associates and the ACCMA contracted with Kevin W. Harper, CPA & Associates for their independent audits. The term for both of these contracts covered the required, separate audits through the fiscal year ended June 30, 2011.

The new financial audit services contract will provide the required independent financial audits for the Alameda CTC including the required Single Audit for the use of Federal funds as well as the termination audits for ACTIA and the ACCMA. This includes preparation of all required audit reports for ACTIA and ACCMA for the period July 1, 2011 through dissolution, Alameda CTC for fiscal years 2011-12, 2012-13, and 2013-14, and the Sunol Smart Carpool Lane JPA for fiscal years 2011-12, 2012-13, and 2013-14.

Fiscal Impact

The cost of the financial audit services for the VTD contract will be fixed at \$72,500 for the ACCMA, ACTIA and Alameda CTC fiscal year 2011-12 audits, \$65,500 for the Alameda CTC

fiscal year 2012-13 audit, and \$68,500 for the Alameda CTC fiscal year 2013-14 audit. The cost of the financial audit services for the Sunol Smart Carpool Lane JPA will be fixed at \$5,000 for fiscal year 2011-12, \$4,500 for fiscal year 2012-13 and \$4,500 for fiscal year \$4,500. The total not-to-exceed amount of the VTD contract is \$220,500.

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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

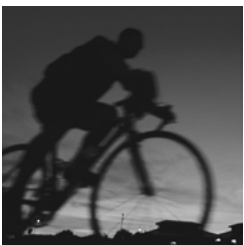
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Community Advisory Working Group (CAWG): Comprised of 27 members representing diverse interests throughout Alameda County including business, civil rights, education, the environment, faith-based advocacy, health, public transit, seniors and people 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>.

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2012 ALAMEDA COUNTY TRANSPORTATION EXPENDITURE PLAN



Final

January 2012

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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 ongoing.

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 for an unlimited period unless otherwise terminated by the voters, programming a total of \$7.7 billion in new transportation funding in the first thirty years. Voters will have the opportunity to review and approve comprehensive updates to this plan at least once prior to the end of 2042 and every 20 years thereafter.

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 countywide Safe Routes to School Program, 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, the 2012 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 recommended submission of 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 measurable 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 at least once prior to the end of 2042 and every 20 years thereafter; 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 ¹
Transit & Specialized Transit (48%)	\$3,732
Mass Transit: Operations, Access to Schools, Maintenance, and Safety Program	\$1,857
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 Linkages (4%)	\$300
Priority Development Area (PDA) / Transit-Oriented Development (TOD) Infrastructure Investments	\$300
Technology, Innovation, and Development (1%)	\$77
TOTAL NEW NET FUNDING (2013-42)	\$7,786

¹ Dollar figures for programs receiving a percentage of net funds throughout the TEP are based on the \$7.7 billion estimate of total net tax receipts over the initial thirty years of the TEP in escalated dollars.



TRANSPORTATION INVESTMENTS

This Transportation Expenditure Plan describes a program anticipated to generate \$7.7 billion in the first 30 years 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 collections pursuant to comprehensive updates, at least once before the end of 2042 and every 20 years thereafter. 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 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. Capital investments will be made based upon clearly defined project descriptions and limits resulting from the outcomes of environmental

analyses, as applicable. 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 (48%)

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 more than 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.

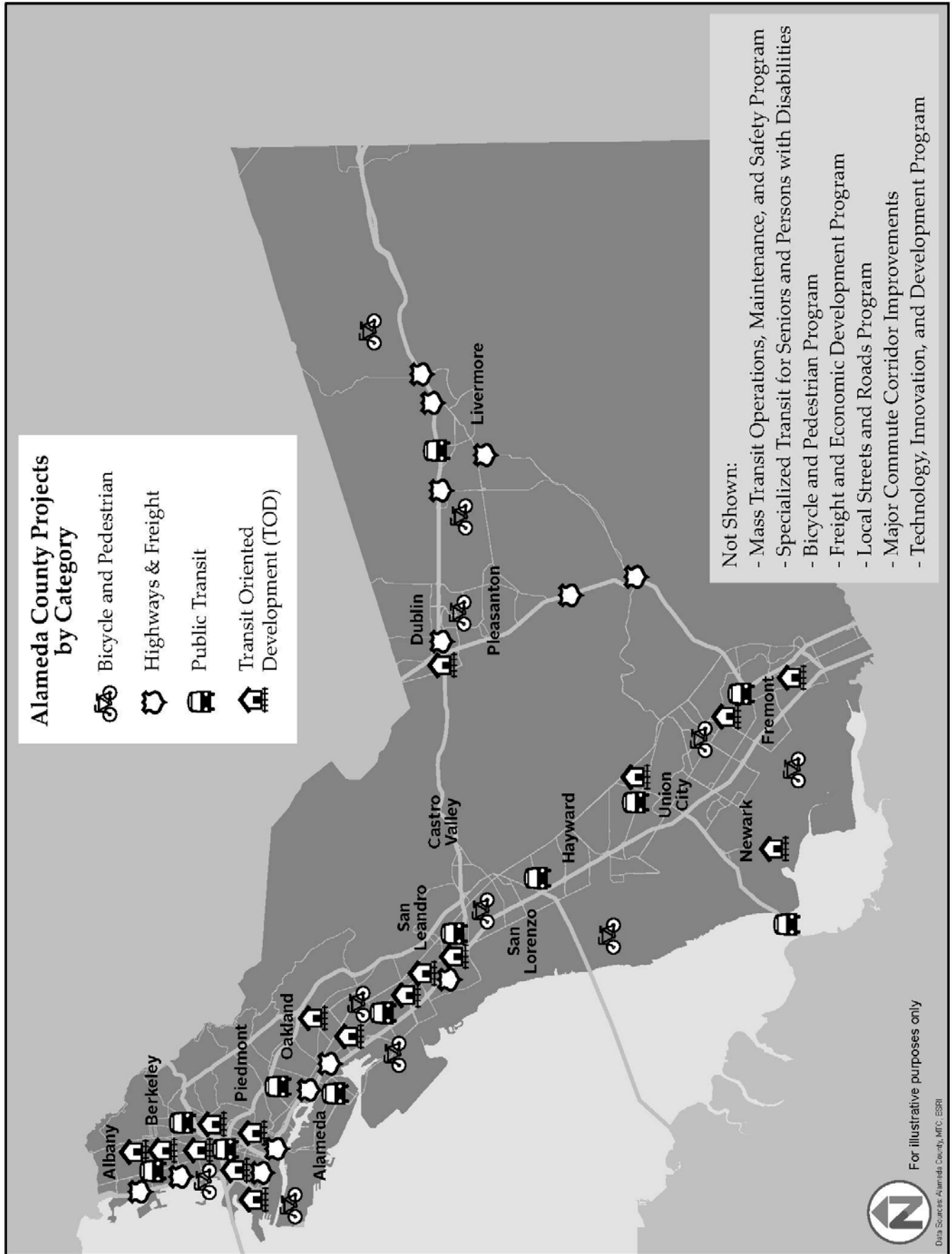
BICYCLE AND PEDESTRIAN INFRASTRUCTURE (8%)

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 LAND USE AND TRANSPORTATION (4%) AND TECHNOLOGY AND INNOVATION (1%)

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, a Technology, Innovation and Development Program will 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 48% of net revenue from this tax will be dedicated to public transit systems. Funds for operations and maintenance will be provided to bus transit

operators in the county (AC Transit, BART, 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. 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.

TRANSIT OPERATIONS, MAINTENANCE, AND SAFETY PROGRAM (24% OF NET REVENUE, \$1,857 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 the following primary components.

Mass Transit Pass-Through Program (21.55% of net revenue, estimated at \$1.668 M)

Pass-through funds are disbursed to AC Transit, BART, 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	18.8%	\$1,455
ACE	1.0%	\$77
BART Maintenance	0.5%	\$39
WETA (ferries)	0.5%	\$39
LAVTA (WHEELS)	0.5%	\$39
Union City Transit	0.25%	\$19
Total Transit Operations	21.55%	\$1,668

Access to School Program (\$15 million)

This program is for the purposes of funding one or more models for a student transit pass program. The program would be designed to account for geographic differences within the county. Successful models determined through periodic reviews will have the first call for funding within the innovative grant program, as described below.

Innovative Grant Program including successful student transportation programs (2.24% of net revenue, estimated at \$175 M)

These grant funds, administered by the Alameda CTC, will be used 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 models will receive the first priority for funding from this category.

Funds will be periodically distributed, based upon Alameda CTC action, for projects and programs with proven ability to accomplish the goals listed below:

- Increase the use of public transit by youth riders (first priority for funding) and increase youth access to school
- 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 transit operators to operate 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 program includes three components.

Pass-through funding for East Bay Paratransit Consortium (6% of net revenue, estimated at \$464 M)

This funding will assist the East Bay Paratransit Consortium to meet the requirements of the American’s With Disabilities Act. These funds will be disbursed to and 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.

City-based and Locally Mandated Pass-through funding (3% of net revenue, estimated at \$232 M)

Pass-through funding provided to each of the four subareas of the County will be used 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 for city-based and mandated paratransit services of local bus transit providers:

- 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, as well as Union City Transit.
- East County – including the cities of Livermore, Dublin, Pleasanton, unincorporated areas, and LAVTA.

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. 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.

Coordination and Gap Grants (1% of net revenue, estimated at \$77 M)

These funds, administered by the Alameda CTC, will be used 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 for projects and programs 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 improved rapid bus services 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 Rapid Bus 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 (\$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.

BUS TRANSIT INVESTMENTS



- A** — College/Broadway Corridor: Transit Priority
- B** — AC Transit Grand Macarthur Bus Rapid Transit
- C** — City of Alameda to Fruitvale BART Bus Rapid Transit
- D** — AC Transit Telegraph Ave/ East 14th/ International Blvd Project

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 System 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 to Livermore (\$400 M)

This project funds the first phase of a BART Extension within the I-580 Corridor freeway alignment to the vicinity of the I-580/Isabel Avenue interchange using the most effective and efficient technology. Funds for construction for any element of this first phase project shall not be used until full funding commitments are identified and approved, and a project-specific environmental clearance is obtained. The project-specific environmental process will include a detailed alternative assessment of all fundable and feasible alternatives, and be consistent with mandates, policies and guidance of federal, state, and regional agencies that have jurisdiction over the environmental and project development process.

BART System Modernization and Capacity Enhancements (\$310 M)

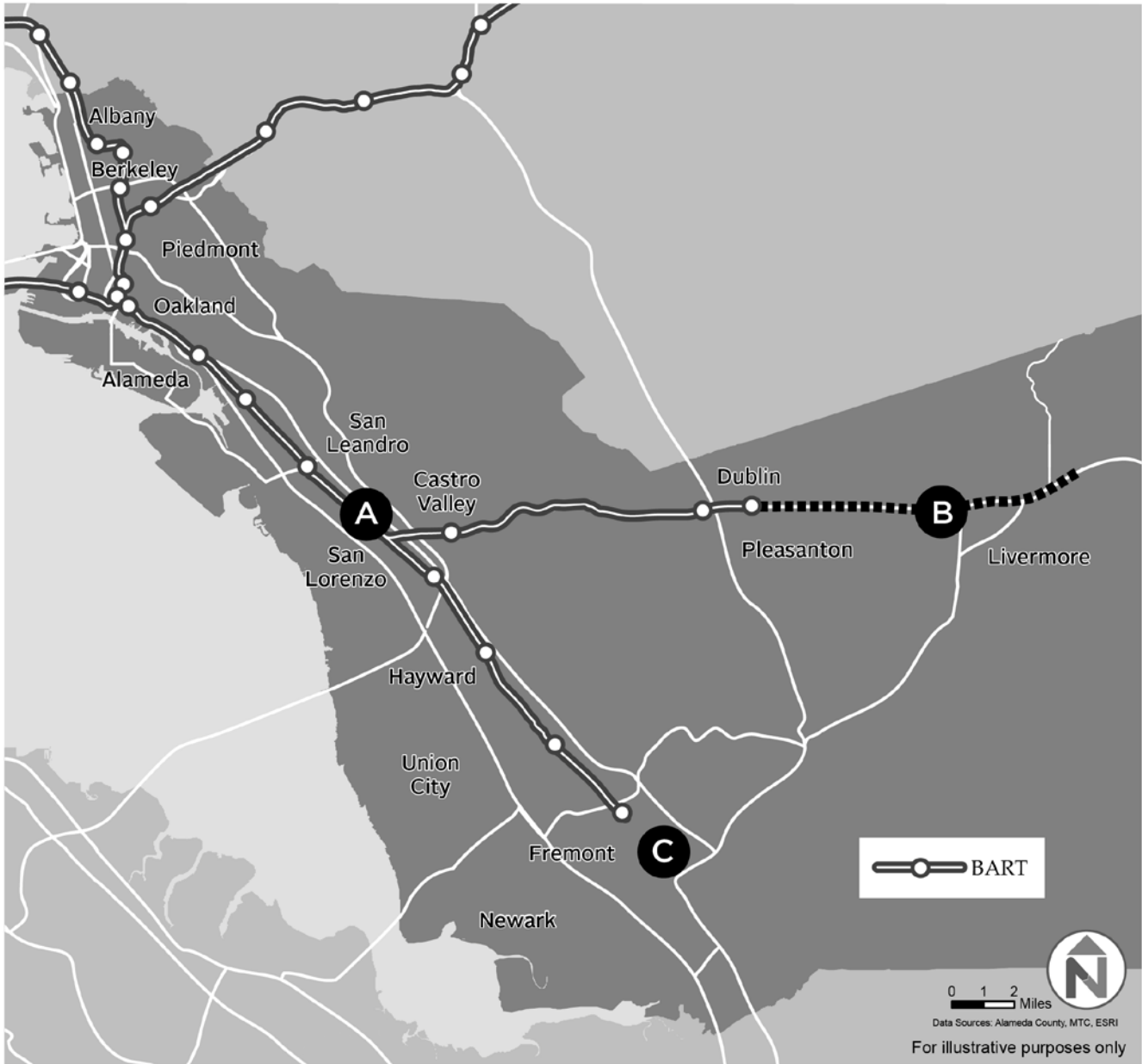
BART projections indicate that its system will need to carry over 700,000 daily riders by the end of this plan period. New riders will affect the capacity of existing systems and stations, requiring focused capacity enhancements to keep the system moving as ridership increases occur.

- **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 Modernization and Capacity Program will receive \$90 M** for improvements at all BART stations in Alameda County, addressing station site, building envelope, escalator and elevator rehabilitation/replacement, circulation & wayfinding, air conditioning, lighting & ambient environment, station

reliability upgrades, and other station equipment replacement/upgrades.

- **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 Connector / BART METRO
- B** BART Extension to Livermore
- 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 services across the southern portion of the San Francisco Bay between the Peninsula and the East Bay. The project will link multiple transit services including Caltrain, the Altamont Express, Amtrak's Capitol Corridor, BART, and East Bay bus systems at a multi-modal transit center in Union City. The environmental process will determine the most effective service in this corridor.

Union City Intermodal Station (\$75 M)

This project funds the development of a new intermodal station in Union City to serve BART, Dumbarton Rail, Capitol Corridor, ACE and local and regional bus passengers. The project involves construction of a two-sided rail station and bus transit facility, accessible to a 30-acre transit oriented development site. Improvements will be made to pedestrian and bicycle access, BART parking, elevators, fare gates and other passenger amenities.

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 daily round trips per day, matching frequencies between Sacramento and Oakland.

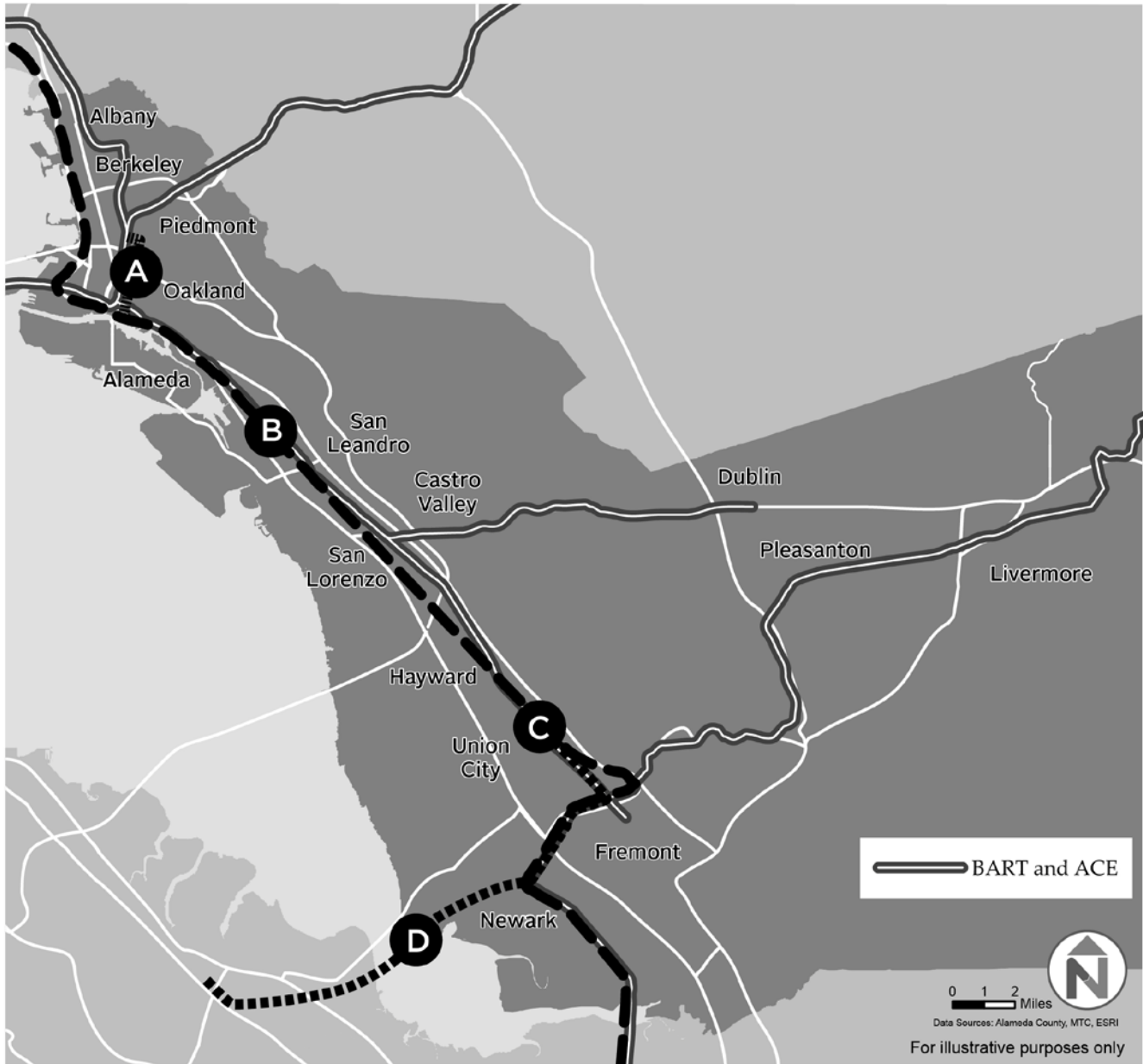
Railroad Corridor Right of Way Preservation and Track Improvements (\$110 M)

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.

Oakland Broadway Corridor Transit (\$10 M)

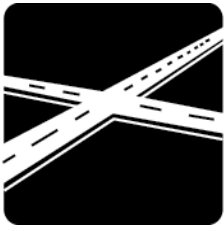
This project will link neighborhoods to transit stations along Broadway, Oakland's major transit spine, providing a frequent and reliable connection between the regional rail hub at Jack London Square, with Downtown Oakland, the Uptown Arts and Entertainment District, and adjoining neighborhoods, utilizing the most efficient and effective technology.

REGIONAL RAIL INVESTMENTS



- A** Broadway Corridor Transit
- B** Capitol Corridor Service Expansion
- C** Union City Intermodal Station
- D** Dumbarton Rail Corridor

Not Shown:
 - Railroad Corridor Right of Way Preservation and Track Improvements



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. A minimum of 15% of all local streets and roads funds will be spent on project elements directly benefitting bicyclists and pedestrians.

The Local Streets and Roads Maintenance and Safety program is designed as a pass-through program, with funds being provided to local jurisdictions 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. The formula will be revisited within the first five years of the plan to ensure overall geographic equity in the TEP. This program is intended to augment, rather than replace, existing transportation funding.

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

Major commute routes, illustrated on the map on page 2-14, 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 bicyclists 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, Oakland Army Base transportation infrastructure 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/I-880 cross connectors, Fremont Boulevard improvements, upgrades to the relinquished Route 84 in Fremont, Central Avenue Overcrossing, Thornton Ave widening, Mowry Ave., Newark local streets.
- **East County Major Roadways:** Greenville Road widening, El Charro Road improvements, Dougherty Road widening, Dublin Boulevard 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 CTC 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, geographic equity, 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 two years.



Examples of Major Roadways for Improvement:

- North County:** Solano Ave, San Pablo Ave, Ashby Ave, Marin Ave, Gilman Rail road Crossing, Park St, High St, Fruitvale Bridge, Powell St Bridge, East 14th St, and Oakland Army Base transportation improvements
- Central County:** Crow Canyon Rd, Hesperian Blvd, Lewelling Blvd, Tennyson Rd, and San Leandro local streets
- South County:** East-west connector, I-680/I-880 cross connectors, Fremont Blvd, Route 84 in Fremont, Central Ave Overcrossing, Thornton Ave, Mowry Ave, and Newark local streets
- 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 the 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 bicyclists and pedestrians. Key investments will be made at the Ashby and Gilman interchanges in

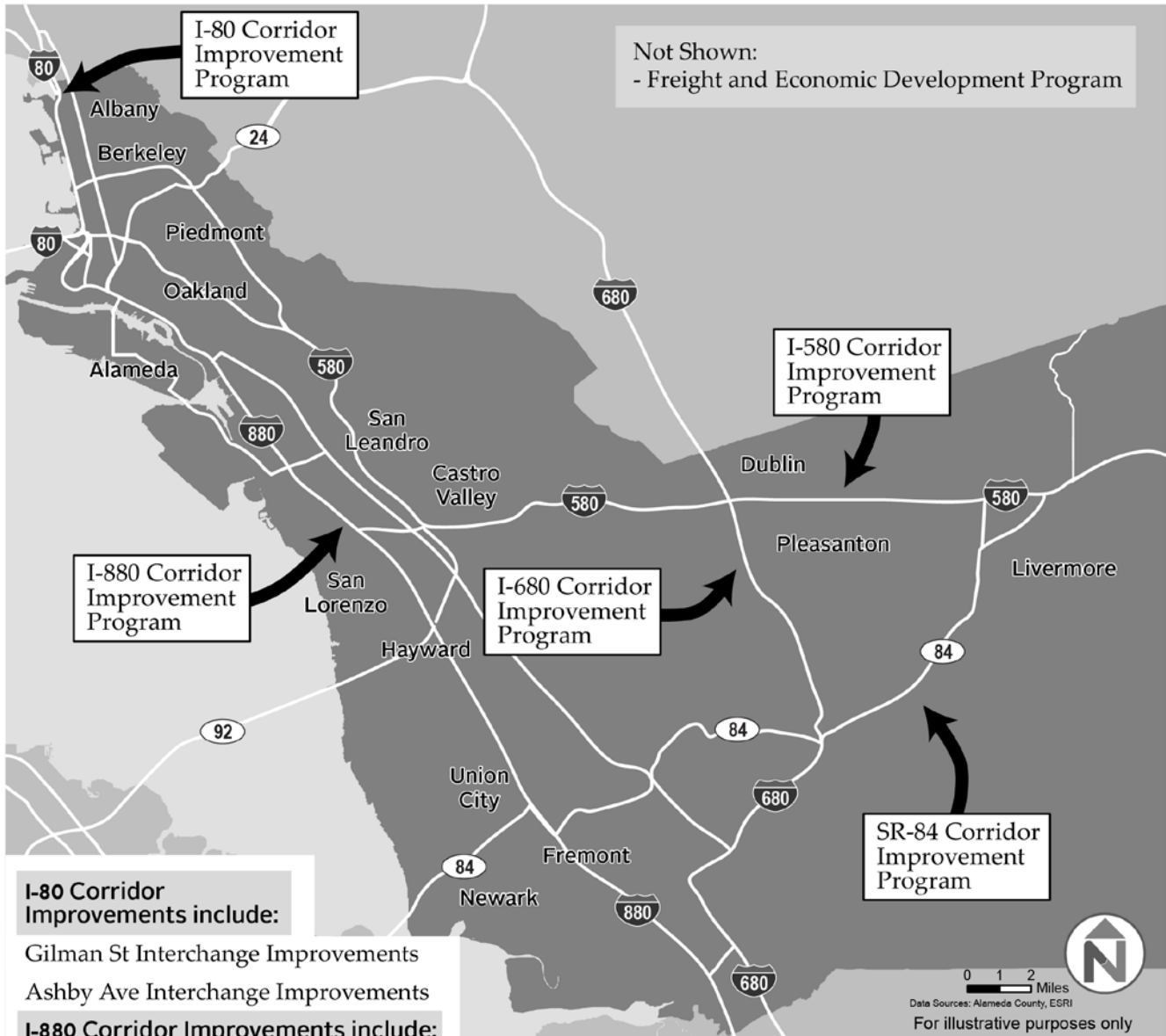
Berkeley, which will improve conditions for all modes in both Emeryville and Berkeley.

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 will reduce local traffic congestion in Berkeley and Emeryville and will improve bicycle and pedestrian access. The project includes associated corridor improvements on Ashby Avenue.

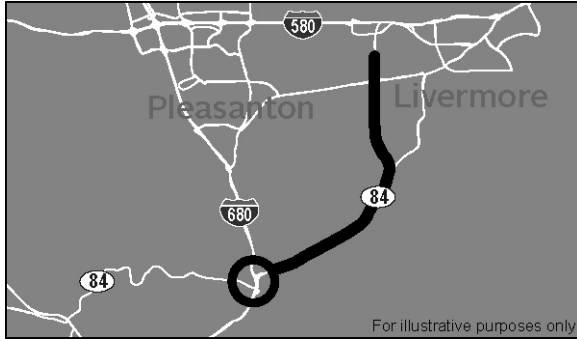


For illustrative purposes only



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, connectivity and efficiency.



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.



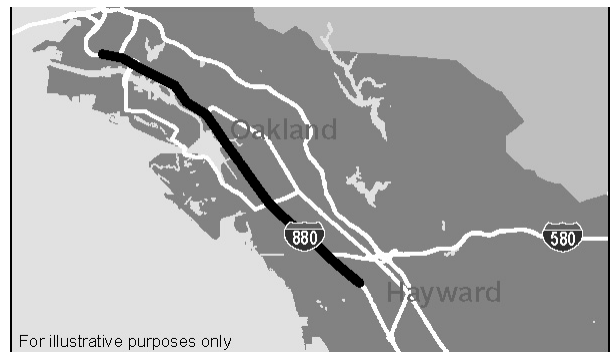
I-680 FROM CONTRA COSTA COUNTY LINE TO THE SANTA CLARA COUNTY LINE (\$60 M)

Implementation of the I-680 HOV/HOT lane in both directions from Route 237 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 and Oak Street 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 are included for I-880 Broadway-Jackson multimodal transportation and circulation improvements for Alameda Point, Oakland Chinatown, Downtown Oakland, and Jack London Square.

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, other road users, 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.



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 and to support accessibility for seniors and the disabled. 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.

Bicycle and Pedestrian Direct Allocation to Cities and Alameda County (3% of net revenue, estimated at \$232 M)

Pass-through funding 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.

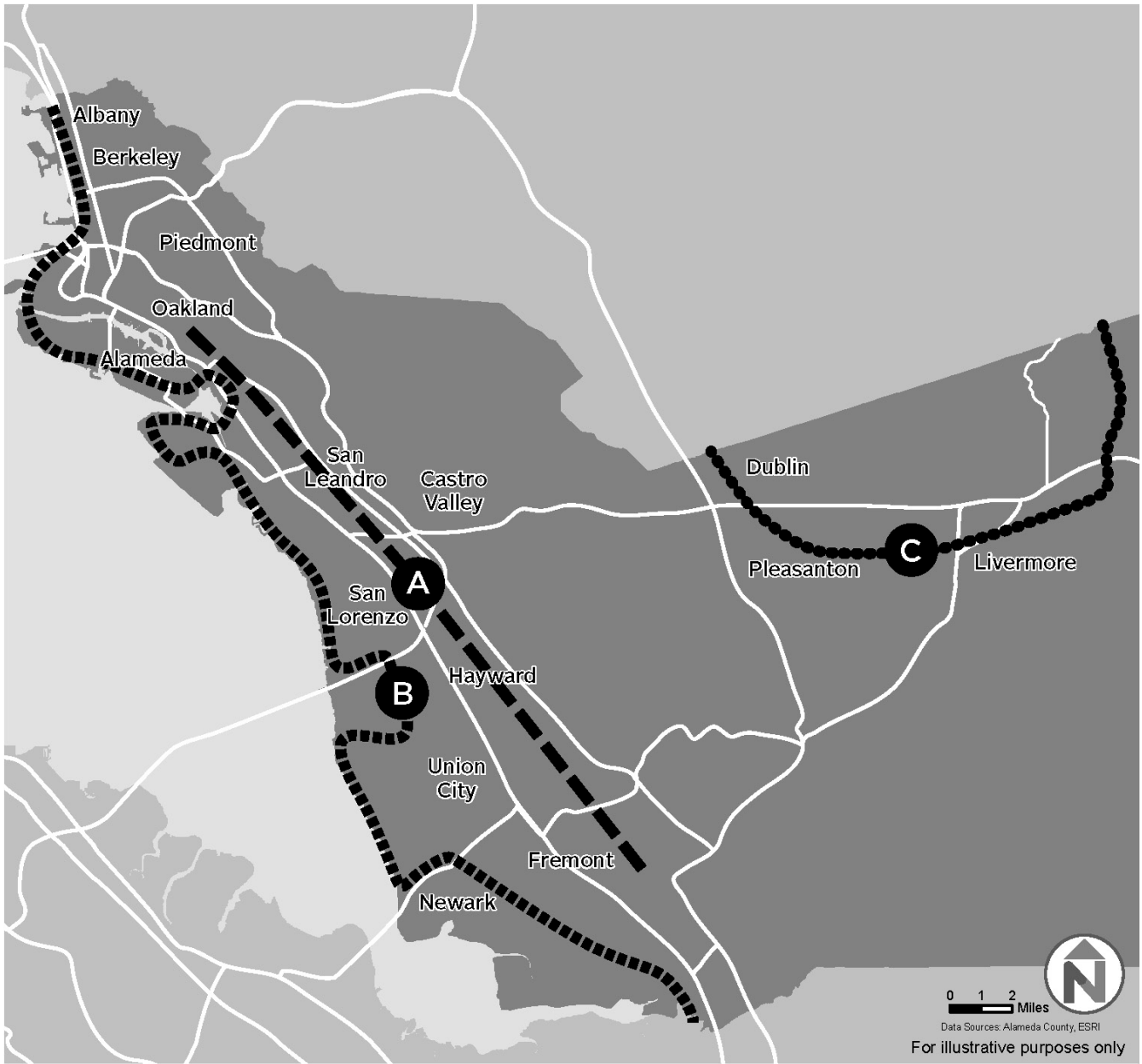
Bike and Pedestrian Grant Program (2% of net revenue, estimated at \$154 M)

These funds, administered by the Alameda CTC, will be available for the purposes of implementing and maintaining regional bicycle and pedestrian facilities and increasing safe bicycling. These proposed funds will be periodically distributed by the Alameda CTC for projects and programs that:

- 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

- 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

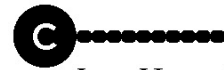
Funds in this category will be used for a Countywide Bicycle and Pedestrian Coordinator position.



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.

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 4% of net revenue or about \$300 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 the Alameda CTC every two years. Examples of eligible station areas to be included in this category are:

North County Station Areas and Priority Development Areas

- Broadway Valdez Priority Development Area (PDA)
- Coliseum BART Station Enhancements
- Lake Merritt BART Station and Area Improvements
- West Oakland BART Station Area
- Eastmont Mall Priority Development Area (PDA)
- 19th Street BART 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 (TOD)
- Bay Fair BART Transit Village
- San Leandro City Streetscape Project
- South Hayward BART Station Area

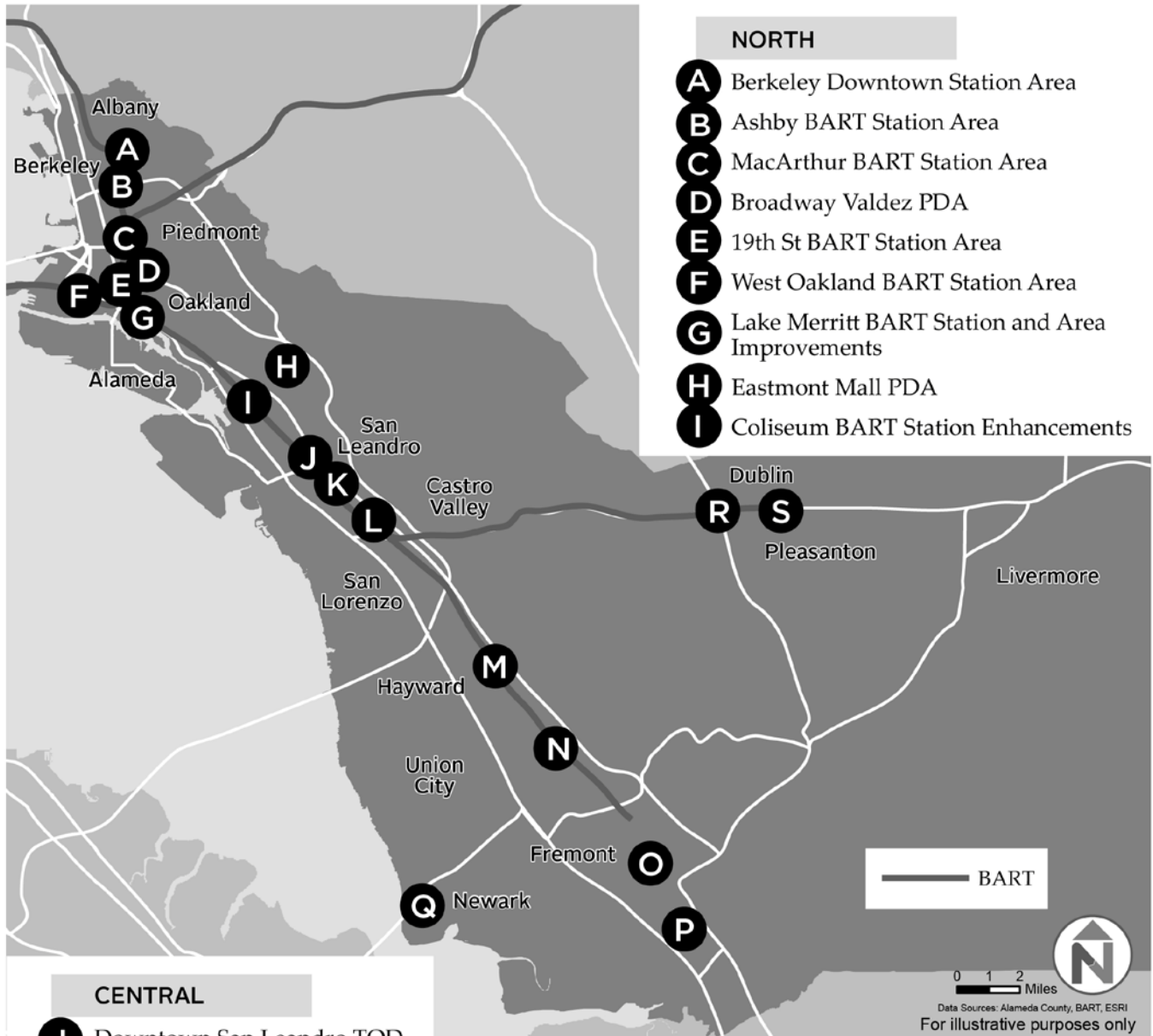
South County Station Areas and Priority Development Areas

- BART Warm Springs Westside Access Improvements
- Fremont Boulevard Streetscape Project
- Union City Intermodal Infrastructure Improvements
- Dumbarton Transit Oriented Development (TOD) Infrastructure improvements

East County Station Areas

- West Dublin BART Station and Area Improvements
- Downtown Dublin Transit Oriented Development (TOD)
- East Dublin / Pleasanton BART Station and Area Improvements

INVESTMENTS IN SUSTAINABLE TRANSPORTATION AND LAND USE LINKAGES



NORTH

- A** Berkeley Downtown Station Area
- B** Ashby BART Station Area
- C** MacArthur BART Station Area
- D** Broadway Valdez PDA
- E** 19th St BART Station Area
- F** West Oakland BART Station Area
- G** Lake Merritt BART Station and Area Improvements
- H** Eastmont Mall PDA
- I** Coliseum BART Station Enhancements

CENTRAL

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

SOUTH

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

EAST

- R** West Dublin BART Station and Area Improvements
- S** Downtown Dublin TOD
- S** East Dublin/Pleasanton BART Station and Area Improvements

Not Shown:

- Technology, Innovation, and Development Program

The locations drawn on this map are general locations of eligible types of investments

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 and/or locally produced energy.
- Environmental mitigation for transportation projects including land banking.
- 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 proposed funds would be distributed periodically by the Alameda CTC to eligible public agencies within Alameda County.



GOVERNING BODY 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, as it may be amended as described in the implementation guidelines. Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency.

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 BODY AND ADMINISTRATION

The Alameda CTC is governed by a Commission 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

The Commission is assisted by staff dedicated to implementation and monitoring of sales tax projects and programs. 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.



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 governing body.
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 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 for this tax 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.

The cost of Alameda CTC staff who directly implement specific projects or programs are not included in administrative costs.

4. **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 Commissioners. All jurisdictions within the county will be given a minimum of 45 days to comment on any proposed TEP amendment.
5. **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

6. **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 funds), collected from implementation in 2013 through subsequent tax collections for an unlimited period, unless otherwise terminated by the voters.
7. **Comprehensive Plan Update Schedule:** The TEP will undergo a comprehensive update at least one time no later than the last general election prior to the end of 2042 and then at least once every 20 years thereafter.

8. **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, businesses and community organizations 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.

A recommendation for the adoption of the updated expenditure plan shall require a two-thirds vote of the Alameda CTC Commissioners and shall be taken back to the local jurisdictions including the cities, Alameda County and transit agencies 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.

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, AUDITS AND ACCOUNTABILITY

Accountability is of utmost importance in delivering public investments with public dollars. The Alameda CTC is committed to transparency and accountability as a public agency along with its many jurisdictional partners and there are many measures built into this measure to ensure voter accountability in expenditure of funds.

9. **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.
10. **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 Commissioners for one-year time extensions.

11. **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.
12. **Annual Budget and Strategic Plan:** 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. 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 Commissioners.
13. **Commitments from 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 and including local hiring requirements. Funding agreements will include performance and accountability measures. 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.
14. **Capital Improvement Program Updates:** Project descriptions will be detailed and fully defined for inclusion in the Alameda CTC Capital Improvement Program which will be updated every two years, and which will provide for geographic equity in overall funding allocations. All allocations will be made through a public process.

- 15. **Geographic Equity:** Funding formulas for all programs will be revisited within the first five years of the plan to ensure overall geographic equity based on population and /or other equity factors. Funding for capital projects will be evaluated through the biennial capital improvement planning process which will include an evaluation of geographic equity by planning area.

RESTRICTIONS ON FUNDS

- 16. **No Expenditures Outside of Alameda County:** Under no circumstances may the proceeds of this transportation sales tax be applied to any purpose other than for transportation improvements benefitting Alameda County. Under no circumstances may these funds be appropriated by the State of California or any other governmental agency, as defined in the implementation guidelines.
- 17. **Environmental and Equity Reviews:** All projects funded by sales tax proceeds are subject to laws and regulations of federal, state and local government, including but not limited to 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. All projects that go through environmental review analyses will select the most efficient and effective project alternative and technology for implementation to meet the objective of the project, and will have clearly defined project descriptions, limits and locations as a result of the environmental process.
- 18. **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 so that there are appropriate investments that fit the function and context of facilities that will be constructed.
- 19. **Local Contracting and Jobs:** The Alameda CTC will develop a policy supporting the hiring of local contractors, businesses and residents from

Alameda County as applicable in the expenditure of these funds.

- 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

PROJECT FINANCING GUIDELINES AND MANAGING REVENUE FLUCTUATIONS

- 21. **Fiduciary Duty:** 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.
- 22. **Project and Program Financing:** 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.
- 23. **Programming of Funds:** Actual revenues may, at times, be higher than expected in this plan due to changes in receipts and additional funds may become available due to increased opportunities for leveraging or project costs less than expected. Revenue may be lower than expected as the economy fluctuates. Estimates of actual revenue will be calculated 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 Commissioners.

- 24. **Fund Allocations:** Should a planned project become infeasible or unfundable due to circumstances unforeseen at the time of this plan, or should a project not require all funds programmed for that project, funding will remain within its modal 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.

- 25. **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 (48%)	Mass Transit: Operations, Maintenance, and Safety Program	AC Transit	\$1,455.15	18.8%
		ACE	\$77.40	1.0%
		BART Maintenance	\$38.70	0.5%
		WETA	\$38.70	0.5%
		LAVTA	\$38.70	0.5%
		Union City Transit	\$19.35	0.25%
		Innovative grant funds, including successful student transportation programs	\$174.63	2.24%
	Transit Program for Students and Youth	Access to School Program	\$15.00	0.19%
		Sub-total	\$1,857.64	24%
	Specialized Transit For Seniors and Persons with Disabilities	City-based and Locally Mandated	\$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	\$774.02	10%
	Bus Transit Efficiency and Priority	Telegraph Avenue/East 14th/International Boulevard project	\$10.0	14%
		Alameda to Fruitvale BART Rapid Bus	\$9.0	
		Grand/Macarthur BRT	\$6.0	
		College/Broadway Corridor Transit Priority	\$10.0	
		Sub-total	\$35.0	
	BART System Modernization and Capacity Enhancements	Irvington BART Station	\$120.0	14%
		Bay Fair Connector/BART METRO	\$100.0	
		BART Station Modernization and Capacity Program	\$90.0	
		BART to Livermore	\$400.0	
		Sub-total	\$710.0	
	Regional Rail Enhancements and High Speed Rail Connections	Dumbarton Rail Corridor	\$120.0	14%
		Union City Intermodal Station	\$75.0	
		Railroad Corridor Right of Way Preservation and Track Improvements	\$110.0	
Oakland Broadway Corridor Transit		\$10.0		
Capitol Corridor Service Expansion		\$40.0		
Sub-total		\$355.0		
	TOTAL	\$3,731.66	48%	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases 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.

BART Maintenance funds will require an equal amount of matching funds and must be spent in Alameda County.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

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 & beautification; San Pablo Avenue Improvements; SR 13/Ashby Avenue 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; Oakland Army Base transportation infrastructure improvements		
		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/I-880 cross connectors; widen Fremont Boulevard from I-880 to Grimmer Boulevard; upgrades to relinquished Route 84 in Fremont; Central Avenue overcrossing; Thornton Ave widening; Newark LS&R		
		East County Example Projects		
		El Charro road improvements; Dougherty Road widening; Dublin Boulevard widening; Greenville Road widening; Bernal Bridge Construction		
		Sub-total		
		Countywide Freight Corridors		
	Outer Harbor Intermodal Terminal; 7th Street Grade Separation and Roadway Improvement; Truck Routes serving the Port of Oakland			
	Sub-total	\$161.0		
	Direct Allocation to Cities and County	Local streets and roads program	\$1,548.03	20%
	TOTAL		\$2,348.03	30%

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases 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.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

*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	\$24.0	8%
		I-80 Ashby Interchange improvements	\$52.0	
		Sub-total	\$76.0	
	SR-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	\$132.0	
	I-580 Improvements	I-580/I-680 Interchange improvements	\$20.0	
		I-580 Local Interchange Improvement Program: Interchange improvements - Greenville, Vasco, Isabel Avenue (Phase 2); Central County I-580 spot intersection improvements	\$28.0	
		Sub-total	\$48.0	
	I-680 Improvements	I-680 HOT/HOV Lane from SR-237 to Alcosta	\$60.0	
		Sub-total	\$60.0	
	I-880 Improvements	I-880 NB HOV/HOT Extension from A St. to Hegenberger	\$20.0	
		I-880 Broadway/Jackson multimodal transportation 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 Ave., Oakland; 42nd Street/High Street; Route 262 (Mission) improvements and grade separation; Oak Street	\$85.0	
		Sub-total	\$284.0	
Highway Capital Projects	Sub-total	\$600.0		
Freight & Economic Development	Freight and economic development program	\$77.40	1%	
TOTAL			\$677.40	9%

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases 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.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

Appendix A: Full List of TEP Investments by Mode

Mode	Investment Category	Project/Program	\$ Amount	% of Total Funds
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	\$264.0	3%
		Bicycle and pedestrian direct allocation to cities and Alameda County	\$232.20	3%
		Bike and Pedestrian grant program for regional projects and trail maintenance	\$154.80	2%
	TOTAL		\$651.0	8%
Sustainable Land Use & Transportation Linkages (4%)	Priority Development Area (PDA) / Transit-oriented Development (TOD) Infrastructure Investments	North County Example Projects*		4%
		Broadway Valdez Priority Development Area; Eastmont Mall Priority Development Area; BART station areas: Oakland Coliseum; Lake Merritt; West Oakland; 19th St; MacArthur; Ashby; Berkeley Downtown		
		Central County Example Projects		
		Downtown San Leandro TOD; Bay Fair BART Transit Village; San Leandro City Streetscape Project; South Hayward BART Station Area		
		South County Example Projects		
		BART Warm Springs West Side Access Improvements; Fremont Boulevard Streetscape Project; Union City Intermodal Infrastructure Improvements; Dumbarton TOD Infrastructure Improvements		
		East County Example Projects		
		West Dublin BART Station and Area Improvements; Downtown Dublin TOD; East Dublin/ Pleasanton BART Station and Area Improvements		
Sub-total	\$300.00			
TOTAL		\$300.00	4%	
Technology (1%)	Technology, Innovation, and Development	Technology, Innovation, and Development program	\$77.40	1%
TOTAL NEW NET FUNDING (2013-42)			\$7,786	

Notes: Priority implementation of specific investments and amounts for fully defined capital projects and phases 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.

All recipients of sales tax funds will be required to enter into agreements which will include performance and accountability measures.

* Preliminary allocation of North County Funds subject to change by Alameda CTC: Coliseum BART Area (\$40 M), Broadway Valdez (\$20 M), 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: February 27, 2012

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Beth Walukas 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.

March 2012 Update:

This report focuses on the month of March 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 revised draft Project Performance and Targets Assessment results, development of compelling cases for low performing projects and release of the draft Preferred SCS. At the county level, highlights include the release of the Draft Final CWTP, an update on the Transportation Expenditure Plan Council approvals, and release of polling questions.

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. Staff made comment on the results and revised project performance results were released on January 24, 2012. The project performance results categorized the highest and lowest performing projects based on benefit/cost and identified guidance for developing compelling case arguments for CMAs and project sponsors to submit to MTC in writing by March 15, 2012. Staff is working with projects sponsors to submit compelling case letters as appropriate. Regarding the SCS, the draft preferred land use scenario is scheduled to be released on March 9, 2012 at the Joint MTC Planning and ABAG Administrative Committee followed by MTC releasing the draft transportation investment strategy at it April 13 Joint Committee meeting. The final preferred scenario is scheduled to be adopted in May 2012. Staff will provide additional information on the development of the compelling cases and the draft land use scenario at the meeting.

2) CWTP-TEP

On January 26, 2012, the Alameda CTC, based on the CWTP-TEP Steering Committee recommendation, adopted the final Transportation Expenditure Plan. The Transportation Expenditure Plan will be taken to each city council and the Board of Supervisors for approval by May 2012. As of the writing of this staff report, five City Councils have approved the TEP: Fremont, Livermore, Union City, Emeryville and Hayward. The Draft Final CWTP will be brought to the CAWG, TAWG and Steering Committee in March. It is being aligned with the adopted TEP and costs are being escalated to be consistent with the RTP. Both the final Transportation Expenditure Plan and the final draft CWTP will be brought to the Commission in May 2012 for approval so that the Board of Supervisors can be requested at their June 2012 meeting to place the Transportation Expenditure Plan on the November 6, 2012 ballot.

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	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	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	March 8, 2012* May 10, 2012* *Note: The March and May 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	March 7, 2012* April 3, 2012 May 1, 2012 Note: this meeting has been 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	March 7, 2012 April 3, 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	March 8, 2012
Joint MTC Planning and ABAG Administrative Committee	2 nd Friday of the month, 9:30 a.m. Location: MetroCenter, Oakland	March 9, 2012 April 13, 2012 May 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)

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**Summary of Next Quarter Countywide and Regional Planning Activities
(March 2012 through May 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 March 2012 through May 2012 time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to develop the draft preferred Sustainable Communities Strategy (SCS) scenario;
- Coordinating with project sponsors identified as low performing in MTC's Project Performance Assessment to develop compelling cases;
- Coordinating with the local jurisdictions and ABAG to develop a draft Alameda County Draft Land Use Scenario Concept 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 to align with the adopted TEP;
- Refining the countywide 28-year revenue projections consistent and concurrent with MTC's 28-year revenue projections;
- Presenting the Draft CWTP to the Steering Committee for approval; and
- Seek jurisdiction approvals of the Final 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:

- Releasing the draft preferred land use scenario (March 9) and the draft transportation investment strategy (April 13) and framing the tradeoff and investment strategy discussion and developing policy initiatives for consideration;
- Refining draft 28-year revenue projections; and
- Releasing the preferred land use and transportation scenario.

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
- Commenting on the project performance and alternative land use scenarios results.

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: April/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 Land Use Scenario Concept: May 2011 – May 2012
Call for Projects: Completed
Administrative Draft CWTP: Completed
Preliminary TEP Program and Project list: Completed
Final TEP Adopted: Completed
TEP approvals from jurisdictions: February – May 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	Meeting											
	2010						FY2010-2011					
	January	February	March	April	May	June	July	August	Sept	Oct	Nov	Dec
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	Information about upcoming CWTP Update and reauthorization											
Technical Studies/RFP/Work timelimes: 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, then, 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 P-2009 begins & FDA Adjustment begins						Green House Gas Target approved by CNRB.	Start Vision Scenario Discussions		Projections 2011 Base Case
												Adopt Voluntary Performance Targets
												Adopt methodology for Job/Housing Forecast (Statutory Target)

Task	2011			FY2011-2012			2011			Nov	Dec		
	January	February	March	April	May	June	July	August	Sept			Oct	
Alameda CTC Committee/Public Process	Adopt vision and goals; begin discussion on performance measures, key needs	Performance measures, call for projects and prioritization issues; update transportation 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, TEPA strategic use, land use, financials, committed projects	No Meetings.	Project evaluation outcomes, outline of CWTP; TEPA Strategies for project and program selection	No Meetings	1st Draft CWTP, TEPA potential project and program packages, outreach and polling discussion	Meeting moved to December due to holiday conflict	Review 2nd draft CWTP; 1st draft TEPA		
Steering Committee	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs 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, TEPA strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes, outline of CWTP; TEPA Strategies for project and program selection	No Meetings	1st Draft CWTP, TEPA potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP; 1st draft TEPA; poll results update	No Meetings		
Technical Advisory Working Group	Comment on vision and goals; begin discussion on performance measures, key needs	Continue discussion on performance measures, costs 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, TEPA strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes, outline of CWTP; TEPA Strategies for project and program selection	No Meetings	1st Draft CWTP, TEPA potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP; 1st draft TEPA; 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 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, TEPA strategic parameters, land use, financials, committed projects	No Meetings.	Project evaluation outcomes, outline of CWTP; TEPA Strategies for project and program selection	No Meetings	1st Draft CWTP, TEPA potential project and program packages, outreach and polling discussion	Review 2nd draft CWTP; 1st draft TEPA; 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	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; TEPA North County Transportation Forum	No Meetings		
Agency Public Education and Outreach	Ongoing Education and Outreach through November 2012												
Alameda CTC Technical Work	Ongoing Education and Outreach through November 2012												
Technical Studies/RFP/Work timelimes: 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			Technical work refinement and development of Expenditure plan, 2nd draft CWTP						
Polling	Conduct baseline poll						Polling on possible Expenditure Plan projects & programs						
Sustainable Communities Strategy/Regional Transportation Plan													
Regional Sustainable Community Strategy Development Process - Final RTP In April 2013	Discuss Call for Projects			Detailed SCS Scenario Development			Release Detailed SCS Scenarios; Adoption of Regional Housing Needs Allocation Methodology					Release Preferred SCS Scenario	
	Develop Draft 25-year Transportation Financial Forecasts and Committed Transportation Funding Policy			Project Evaluation			Draft Regional Housing Needs Allocation Methodology						

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

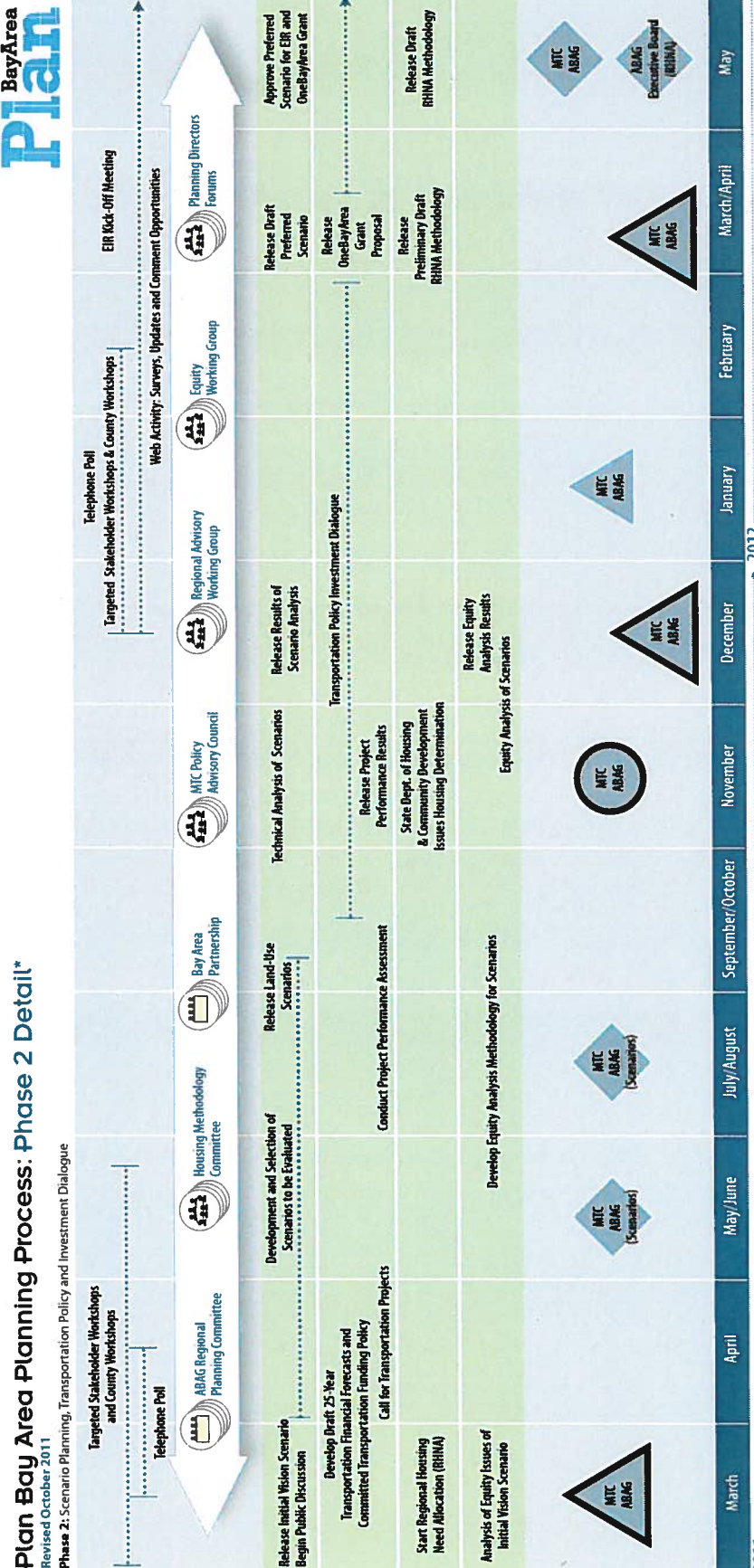
Calendar Year 2012

Task	2012											
	January	February	March	April	May	June	July	August	Sept	Oct	November	
Alameda CTC Committee/Public Process												
Steering Committee	Adopt TEP	Review polling questions, Update on TEP progress through council, Review final draft CWTP	Review polling questions, Update on TEP progress through council, Review final draft CWTP	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	Review polling questions, Update on TEP progress through council, Review final draft CWTP	Review polling questions, Update on TEP progress through council, Review final draft CWTP	Review Final Plans								VOTE: November 6, 2012
Community Advisory Working Group	Full Draft TEP, Outcomes of outreach meetings	Review polling questions, Update on TEP progress through council, Review final draft CWTP	Review polling questions, Update on TEP progress through council, Review final draft CWTP	Review Final Plans								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											
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level	Ongoing Education and Outreach Through November 2012 on this process and final plans											
Polling		Finalize Plans			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

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BayArea Plan

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



Plan Bay Area Planning Process: Phase 2 Detail*

Revised October 2011
Phase 2: Scenario Planning, Transportation Policy and Investment Dialogue

Local Government and Public Engagement

Milestones

Policy Board Action

- Subject to change
- Policy Board Actions
- Meeting for Discussion/Public Comment
- Meeting for Discussion/Public Comment
- Decision
- Document Release
- JOINT document release by ABAG and MTC
- JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee for Discussion/Public Comment
- JOINT meeting of the ABAG Administrative Committee and the MTC Planning Committee

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

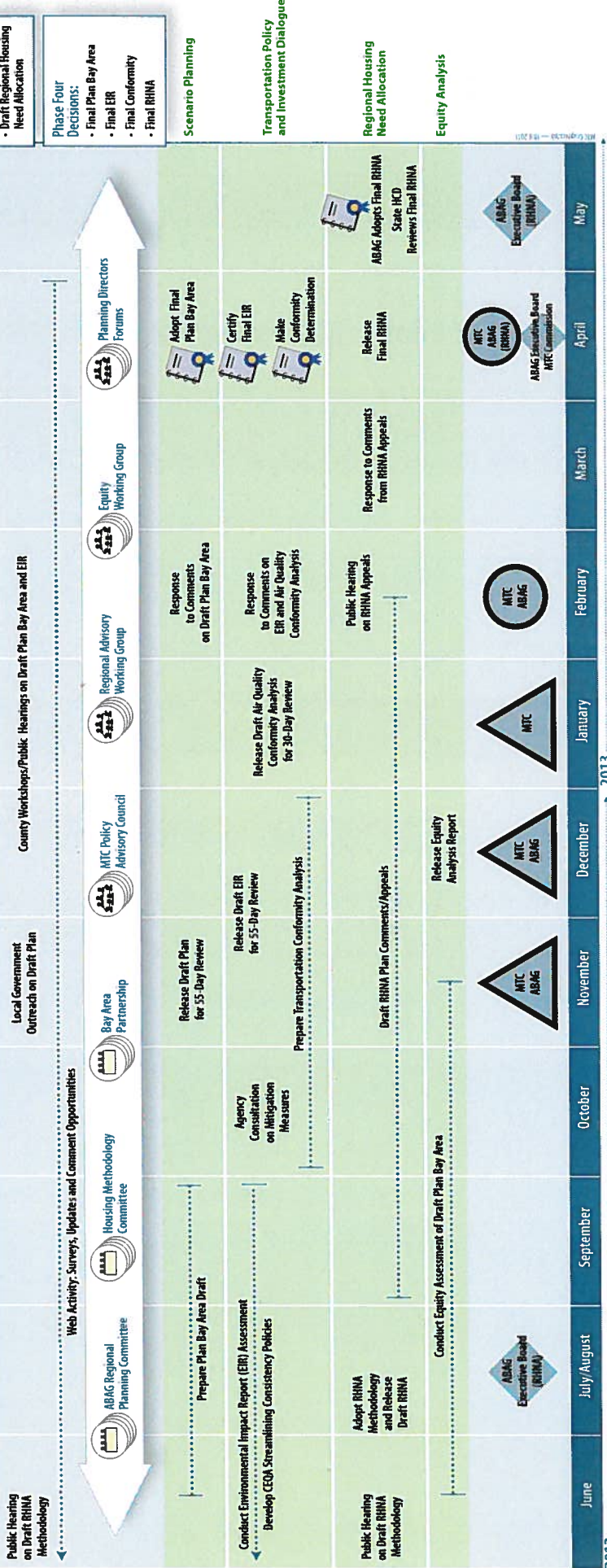
BayArea Plan

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



Local Government and Public Engagement

Milestones

Policy Board Actions

*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Document Release

JOINT document release by MTC 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

ATICA Capital Projects
FY 2011-2012

CWC Member Capital Projects Monitoring Responsibilities

Member's Names	Appointed By	ACTIA No. 1 - ACE Capital Improvements Alameda County; Construction	ACTIA No. 2 - BART Warm Springs Ext. Fremont; Construction	ACTIA No. 3 - BART Oakland Airport Conn. Oakland; Construction	ACTIA No. 4 - Downtown Streetscape Project Oakland (4A, 4B, 4C); 4D Complete	ACTIA No. 5 - BART Fruitvale Transit Village Union City; Construction	ACTIA No. 6 - Union City Intermodal Station Oakland (7A); PE/ENV; 7B & 7C Complete	ACTIA No. 8 - I-880 Express Lane (Scoping/PE/ENV)	ACTIA No. 9 - Ironhorse Trail; Design Dublin	ACTIA No. 10 - I-880/Broadway-Jackson I/C Oakland, Alameda; Preliminary Eng./Env. Study San Leandro; Complete	ACTIA No. 12 - I-580 Castro Valley I/C Alameda County; Construction	ACTIA No. 13 - Lewelling/E. Lewelling Widening Livermore; 14C Design; 14A Complete	ACTIA No. 15 - Rte. 92/Clawiter Whitesell I/C Complete	ACTIA No. 16 - Oakland Local Streets San Leandro, AC; Construction; 17A Complete	ACTIA No. 18B - Westgate Extension San Leandro; Design/Right of Way	ACTIA No. 20 - Newark Local Streets Complete	ACTIA No. 21 - I-238 Widening Fremont; Scoping	ACTIA No. 23 - Isabel/Route 84/I-580 I/C Livermore; Construction	ACTIA No. 24 - Route 84 Expressway (Design/Right of Way)	ACTIA No. 25 - Dumbarton Corridor Dublin, Pleasanton; PE/ENV	ACTIA No. 26 - I-580/BART Mobility; Construction; 27A Vasco Road Complete	ACTIA No. 27C - I-880 Corridor Improvements Oakland, San Leandro; Design Right of Way	ACTIA No. 27D - CWTP-TEP Development; Scoping	ACTIA 27E - Project Studies for Congested Segments and Locations on the CIMP Network	
Belchamber, Pamela	Alameda County Mayors' Conference, D-5								X																
Brady, Petra	Alameda County Mayors' Conference, D-4																								
Chavarin, Roger	Alameda Labor Council AFL-CIO		X	X														X			X				
Dubinsky, Mike	Supervisor Nadia Lockyer, D-2	X				X														X					
Geen, Arthur B.	Alameda County Taxpayers Association			X																					
Haussemer, James	Supervisor Nate Miley, D-4								X		X	X										X			
Jensen, Erik	East Bay Bicycle Coalition		X	X	X	X	X	X																	
Lew, Jo Ann	Alameda County Mayors' Conference, D-2					X		X									X								
Paxson, James	East Bay Economic Development Alliance	X	X	X				X			X	X						X	X		X	X			
Saunders, Harriette	Paratransit Advisory and Planning Committee									X															
Zukas, Hale	Supervisor Keith Carson, D-5		X	X																					
Vacancy	Alameda County Mayors' Conference, D-1																								
Vacancy	Alameda County Mayors' Conference, D-3																								
Vacancy	League of Women Voters																								
Vacancy	Sierra Club																								
Vacancy	Supervisor Scott Haggerty, D-1																								
Vacancy	Supervisor Wilma Chan, D-3																								

The projects marked with an "X" above are those I am interested in monitoring.

Signature _____

Alameda CTC Programs
FY 2011-2012

**CWC Member Program
Monitoring Responsibilities**

Member's Name	Appointed By	Alameda (BP, LSR)	Albany (BP, LSR, P)	Berkeley (BP, LSR, P)	Dublin (BP, LSR, P)	Emeryville (BP, LSR)	Fremont (BP, P)	Hayward (BP, LSR, P)	Livermore (BP, LSR, P)	Newark (BP, LSR)	Oakland (BP, LSR, P)	Piedmont (BP, LSR, P)	Pleasanton (BP, LSR)	San Leandro (BP, LSR, P)	Union City (BP, LSR, P)	Ala. County (BP, LSR, M, P)	Ala. County North (LSR)	Ala. County Central (LSR)	25 % County East (LSR)	Paratransit (City Programs)	Paratransit - BART	AC Transit - AC Transit	AC Transit - Transit Operations	Alameda (Ferry to Work)	Altamont Commuter Express	Union City Transit Express	LAVTA Transit Operations	Countywide Express Bus	Transit-oriented Development
Belchamber, Pamela	Alameda County Mayor's Conference, D-5		X																X	X	X								
Brady, Petra	Alameda County Mayors' Conference, D-4																												
Chavarin, Roger	Alameda Labor Council AFL-CIO																												
Dubinsky, Mike	Supervisor Nadia Lockyer, D-2					X																		X	X				
Geen, Arthur B.	Alameda County Taxpayers Association										X												X						
Haussener, James	Supervisor Nate Miley, D-4						X					X			X			X											
Jensen, Erik	East Bay Bicycle Coalition																	X			X					X	X		
Lew, Jo Ann	Alameda County Mayors' Conference, D-2													X								X							
Paxson, James	East Bay Economic Development Alliance		X									X												X	X	X			
Saunders, Harriette	Paratransit Advisory and Planning Committee																					X	X						
Zukas, Hale	Supervisor Keith Carson, D-5																												
Vacancy	Alameda County Mayors' Conference, D-1																												
Vacancy	Alameda County Mayors' Conference, D-3																												
Vacancy	League of Women Voters																												
Vacancy	Sierra Club																												
Vacancy	Supervisor Scott Haggerty, D-1																												
Vacancy	Supervisor Wilma Chan, D-3																												

Signature

BP = Bicycle and Pedestrian
LSR = Local Streets and Roads
M = Mass Transit
P = Paratransit (special transportation for seniors and people with disabilities)

Commission Meeting Date	Item Title	Item #	Item Description / Staff Recommendation	Motion	2nd	Vote
28-Jul-11	Approval of Consent Calendar	5A	Minutes of June 23, 2011	Haggerty	Sbranti	19-0
		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			
		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	Sbranti	Miley	21-0
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			
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			
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			

22-Sep-11 **Approval of Consent Calendar**

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	Haggerty	Miley	22-0
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			
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
5A	Minutes of September 22, 2011			
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	Blalock	Kamena	19-0
5D	Review of Countywide Annual Bicycle and Pedestrian Count Program and Draft 2010 Trends Report			
5E	Approval of STOP Award Deadline Time Extension Request for the County of Alameda's Grove Way Improvements Project			

Approval of Planning, Policy and Legislation Committee

Action Items

Approval of Consent

Calendar

27-Oct-11

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		
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		
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
	Approval of Programs and Projects Committee Action Items		21-0

1-Dec-11	Approval of Finance and Administration Committee	Action Items	Approval of Consent Calendar	Worthington	Harper	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			
		5A	Minutes of October 27, 2011	Kaplan	Miley	21-0
		5B	Approval Amendment No. 1 to the Professional Services Agreement (ACTIA #A10-0021) with Eisen Letunic for the Countywide Pedestrian and Bicycle Plan Update Project			
		5C	Approval of Amendment No. 2 to the 2012 Level of Service (LOS) Monitoring Study Contract (CMA #A09-024			
		5D	Alameda CTC Strategic Communication Plan and Document Design Guidelines			
		5E	Coordination and Mobility Management Program (CMMP) - Approval of Contract Amendment with Nelson Nygaard to include scope to implement CMMP Pilot projects			
		5F	Approval of State Transportation Improvement Program (STIP) At Risk Report			
		5G	Approval of Transportation Fund for Clean Air (TFCA) Program At Risk Report			
		5H	Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report			
		5I	Approval of CMA Exchange Program Quarterly Status Monitoring Report			
		5J	I-80 Gilman Interchange Improvements Project - Approval to Execute Agreement with the Department of Transportation to Provide Independent Quality Assurance Services for the Project Study Report			
		5K	Dumbarton Rail Corridor Project (ACTIA No. 25) - Approval to Issue a Request for Proposals for Preliminary Right of Way Services and to Negotiate and Execute a Professional Services Agreement			
		5L	Approval of Consolidated FY11-12 First Quarter Investment Report			
		5M	Approval of Consolidated FY11-12 First Quarter Financial Report			
		5N	Approval of the Issuance of a Request for Proposals (RFP) for Financial Audit Services and Authorization to Negotiate and Execute a Contract			
		7B	Approval of the Final Conformity Findings for the 2011 Congestion Management Program	Kaplan	Blalock	20-0
		8A	Acceptance of Semi-Annual Alameda CTC Program Status Update on Pass-through Fund Program and Grant Programs	Worthington	Kaplan	20-0

Approval of Finance and Administration Committee Action Items	16-Dec-11 Board Retreat	9A Adoption of a Resolution Authorizing a Contract with CalPERS, a Resolution Authorizing Employer Paid Member Contributions, and a Resolution Electing to be Subject to Public Employee's Medical and Hospital Care Act and Fixing the Employers Contribution at an Amount Equal to or Greater than that Prescribed by Government Code Section 22892(b). Zack Wasserman recommended that the motion included the allowance for staff and legal counsel to continue to work on possible modifications of the actuary study done by CalPERS.	Kaplan	Starosciak	20-0
16-Dec-11 Board Retreat		5A Master Program Funding Agreements and Implementation Guidelines	Freitas	Reid	17-0
26-Jan-12	Approval of Consent Calendar	5A Minutes of December 01, 2011	Blalock	Henson	27-0
		5B Minutes of December 16, 2011			
		5C Summary of the Alameda CTC's Review and Comments on Environmental Documents and General Plan Amendments Prepared by Local Jurisdictions			
		5D Review of Draft Bike to Work Day and Ride into Life/ Get Rolling Campaign Assessment Report			
		5E Approval of Bike to Work Day 2012 Funding Request			
		5F Review of Countywide Transportation Plan and Transportation Expenditure Plan and Update on Development of Sustainable Community Strategy/Regional Transportation Plan			
		5G Approval of Third Cycle Lifeline Program Structure	Sbranti	Haggerty	27-0
		5H Approval of the Reallocation of \$400,000 of Measure B Bicycle and Pedestrian Countywide Discretionary Fund from Grant Agreement A09-0018, Alamo Canal Regional Trail I-580 Undercrossing Project, to the East Bay Greenway Project and the Bicycle Safety Education Program A09-0025			
		5I Approval of City of Fremont's Request to Modify Scope Elements of the Irvington Area Pedestrian Improvement Project, Measure B Bicycle and Pedestrian Countywide Discretionary Fund Grant Agreement No. A09-0020	Blalock	Henson	27-0
		5J Approval of Transportation Fund for Clean Air Program Manager Funding for a Goods Movement Emission Reduction Program (Engine MY 2004 Port Truck Replacement Program	Miley	Haggerty	27-0
		5K Approval of STIP Award Deadline Time Extension Request for the Union City Intermodal Station Project, Phase II			
		5L Update on Second Draft of One Bay Area Grant Program			
		5M Southbound I-680 Express Lane Project - Approval of Amendments to Professional Services Agreements with Solem & Associates and Wilbur Smith Associates	Blalock	Henson	27-0
		5N Congestion Relief Emergency Funds Project (ACTIA No. 27) Approval to Reallocate Funds Between Sub-Projects and Amend the Project Title and Description of the I-880 Sub-Project			

50	I-880 Southbound HOV Lane Project (APN 730.0) Approval of Amendment No. 3 to Professional Services Agreement with WMH Corporation for Final Design Services				
5P	East 14th Street/Hesperian Blvd./150th Avenue Intersection Improvements Project (ACTIA No. 19) - Approval of Amendments to the Right of Way and PS&E Project Specific Funding Agreements to Extend Termination Dates				
5Q	Telegraph Avenue Corridor Transit Project (ACTIA No. 7A) - Approval of Allocation of Measure B Funding for the Preliminary Engineering/Environmental Studies Phase				
5R	Amendment of Alameda County Transportation Commission Administrative Code for Eminent Domain Process: Adoption of Resolution to Hear Necessity Resolutions for I-880 SB HOV Lane Project				
5S	I-80 Integrated Corridor Mobility (ICM) Project - Approval to Execute Cooperative Agreements with Caltrans for Construction Phase				
5T	Approval and Adoption of the Alameda County Transportation Commission Salaries and Benefits Resolution for the Remainder of the 2012 Calendar Year				
5U	Approval and Adoption of a Cafeteria Plan for Active Employees and a Health Reimbursement Arrangement for Retirees of the Alameda County Transportation Commission				
5V	Approval of Modification to the Organizational Structure Upgrading One Senior Accountant Position to an Accounting Manager Position				
5W	Approval of the Annually Renewed Contracts Plan for Administrative Services for Fiscal Year 2012-13				
5X	Approval of Appointments for the Community Advisory Committees				
5Y	FY2011-12 - 2nd Quarter Investment Report Handout Notification				
7A	Approval of Alameda County's 2012 Transportation Expenditure Plan	Atkin	Roll call took place	24-2 (1 absent)	
7B	Approval of Alameda CTC Title VI Assurances for MTC	Starosciak	Kaplan	27-0	
7C	Approval of 2012 Legislative Program	Hosterman	Blalock	27-0	
8A	Approval of Advance Programming of \$45,000 of Lifeline Cycle 3 funding to the Neighborhood Bike Centers Program	Kaplan	Starosciak	27-0	
9A	Acceptance of ACTIA Fiscal Year 2010 -2011 Draft Audited Basic Financial Statements	Chiang	Javendel	27-0	
9B	Acceptance of ACCMA FY2010-11 Draft Audited Basic Financial Statements	Chiang	Henson	27-0	

Approval of Planning, Policy and Legislation Committee

Action Items

Approval of Programs and Projects Committee Action Items

Approval of Finance and Administration Committee

Action Items

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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)

November 7, 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
- 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
- Mid Year Budget Update
- 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 2012 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: Final Budget Update for Fiscal Year 11-12
- Proposed Budget for the Next Fiscal Year
- Quarterly Alameda CTC Commission Action Items
- Project Sponsor Presentations – if requested

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

**CWC Meeting 3/12/12
Attachment 07E2**

	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	3
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	Alameda County Supervisor Nadia Lockyer, D-2	Oct-10		Oct-12	0
7	Mr. Geen	Arthur B.	Oakland	Alameda County Taxpayers Association	Jan-01		N/A	3
8	Mr. Haussener	James	Castro Valley	Alameda County Supervisor Nate Miley, D-4	Feb-10		Feb-12	0
9	Mr. Jensen	Erik	Oakland	East Bay Bicycle Coalition	May-10		May-12	3
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	Alameda County 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			Alameda County Supervisor Scott Haggerty, D-1				
17	Vacancy			Supervisor Wilma Chan, D-3				

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