



ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE (ACTAC)

MEETING NOTICE

Tuesday, May 3, 2011, 1:30 p.m.

1333 Broadway, Suite 300, Oakland, California 94612

(see map on last page of agenda)

Chairperson: Arthur L. Dao

Staff Liaison: Matt Todd

Secretary: Claudia Leyva

AGENDA

***Copies of individual Agenda Items are available on the
Alameda CTC's Website at: www.alamedactc.com***

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

3.0 CONSENT CALENDAR

A/I

- 3.1 Approval of Minutes of April 1, 2011 – **Page 1**
- 3.2 Review of CTC Meeting Summary
(No CTC meeting scheduled for April - no meeting summary this month)
- 3.3 Review Local Streets and Roads Meeting Summary – **Page 7**
- 3.4 Review Disadvantaged Business Enterprise (DBE)
Good Faith Effort Training – **Page 9**
- 3.5 Review Funding Opportunities
 - 3.5.1 Cycle 3 Safe Routes to School – **Page 11**
- 3.6 Review Alameda CTC New Phone Numbers and Email Addresses – **Page 13**

4.0 ACTION ITEMS A/D/I

- 4.1 Approval of Vehicle Registration Fee Program Guidelines *
- 4.2 Approval of Guaranteed Ride Home Program Annual Evaluation – **Page 15**
- 4.3 Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Project and Program Submittal List – **Page 45**
- 4.4 Approval of 2012 State Transportation Improvement Program (STIP): Development Process – **Page 105**
- 4.5 Approval of Final FY 2011/12 TFCA Program – **Page 117**
- 4.6 Monitoring Reports
 - 4.6.1 Approval of STIP Program At Risk Report – **Page 121**
 - 4.6.2 Approval of Federal STP/CMAQ Program At Risk Report – **Page 127**
 - 4.6.3 Approval of CMA Exchange Program Quarterly Status Report – **Page 147**
 - 4.6.4 Approval of TFCA Program At Risk Report – **Page 149**

5.0 NON-ACTION ITEMS D/I

- 5.1 2011 Congestion Management Program (CMP) Update:
 - 5.1.1 Presentation on Community Design and Transportation (CDT) program by Santa Clara Valley Transportation Authority*
 - 5.1.2 Presentation on Automobile Trip Generated (ATG) measure for assessing transportation impacts by San Francisco County Transportation Authority*
- 5.2 Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information – **Page 153**
- 5.3 Review Project Eligibility Categories for Transportation Fund for Clean Air (TFCA) Program – **Page 163**
- 5.4 Nominate ACTAC Representative for MTC's Local Streets and Roads Working Group*
- 5.5 Review Caltrans Quarterly Federal Inactive Projects Report – **Page 167**
- 5.6 Review Caltrans' Interim Guidance for Development of Project Initiation Documents (PID) – **Page 173**

6.0 LEGISLATIVE PROGRAM UPDATE

- 6.1 Review Legislative Program Update*

7.0 STAFF AND COMMITTEE MEMBER REPORTS

8.0 OTHER/ADJOURNMENT

NEXT MEETING: June 7, 2011.

Location: ACTIA Office, 1333 Broadway, Suite 300, Oakland, CA 94612.

Key: A – Action Item; I – Information Item; D - Discussion Item
* – Material will be available at the meeting

(#) All items on the agenda are subject to action and/or change by the Committee.

*PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH
ENVIRONMENTAL SENSITIVITIES MAY ATTEND*



1333 Broadway, Suites 220 & 300

Oakland, CA 94612

PH: (510) 208-7400

www.AlamedaCTC.org

Alameda County Technical Advisory Committee (ACTAC)

Member Agency Roster **Fiscal Year 2010/11**

Chair, ACTC

City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda
ACE
AC Transit
BAAQMD
BART
Caltrans
LAVTA
MTC
Union City Transit
WETA

Glossary of Acronyms

ABAG	Association of Bay Area Governments	MTC	Metropolitan Transportation Commission
ACCMA	Alameda County Congestion Management Agency	MTS	Metropolitan Transportation System
ACE	Altamont Commuter Express	NEPA	National Environmental Policy Act
ACTA	Alameda County Transportation Authority (1986 Measure B authority)	NOP	Notice of Preparation
ACTAC	Alameda County Technical Advisory Committee	PCI	Pavement Condition Index
ACTC	Alameda County Transportation Commission	PSR	Project Study Report
ACTIA	Alameda County Transportation Improvement Authority (2000 Measure B authority)	RM 2	Regional Measure 2 (Bridge toll)
ADA	Americans with Disabilities Act	RTIP	Regional Transportation Improvement Program
BAAQMD	Bay Area Air Quality Management District	RTP	Regional Transportation Plan (MTC's Transportation 2035)
BART	Bay Area Rapid Transit District	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act
BRT	Bus Rapid Transit	SCS	Sustainable Community Strategy
Caltrans	California Department of Transportation	SR	State Route
CEQA	California Environmental Quality Act	SRS	Safe Routes to Schools
CIP	Capital Investment Program	STA	State Transit Assistance
CMAQ	Federal Congestion Mitigation and Air Quality	STIP	State Transportation Improvement Program
CMP	Congestion Management Program	STP	Federal Surface Transportation Program
CTC	California Transportation Commission	TCM	Transportation Control Measures
CWTP	Countywide Transportation Plan	TCRP	Transportation Congestion Relief Program
EIR	Environmental Impact Report	TDA	Transportation Development Act
FHWA	Federal Highway Administration	TDM	Travel-Demand Management
FTA	Federal Transit Administration	TEP	Transportation Expenditure Plan
GHG	Greenhouse Gas	TFCA	Transportation Fund for Clean Air
HOT	High occupancy toll	TIP	Federal Transportation Improvement Program
HOV	High occupancy vehicle	TLC	Transportation for Livable Communities
ITIP	State Interregional Transportation Improvement Program	TMP	Traffic Management Plan
LATIP	Local Area Transportation Improvement Program	TMS	Transportation Management System
LAVTA	Livermore-Amador Valley Transportation Authority	TOD	Transit-Oriented Development
LOS	Level of service	TOS	Transportation Operations Systems
		TVTC	Tri Valley Transportation Committee
		VHD	Vehicle Hours of Delay
		VMT	Vehicle miles traveled



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Directions to the Offices of the Alameda County Transportation Commission:

**1333 Broadway, Suite 220
Oakland, CA 94612**

Public Transportation Access:

BART: City Center / 12th Street Station

AC Transit:

Lines 1,1R, 11, 12, 13, 14, 15, 18, 40, 51, 63, 72, 72M, 72R, 314, 800, 801, 802, 805, 840

Auto Access:

- Traveling South: Take 11th Street exit from I-980 to 11th Street
- Traveling North: Take 11th Street/Convention Center Exit from I-980 to 11th Street
- Parking:
City Center Garage –
Underground Parking,
(Parking entrances located on 11th or 14th Street)

**Alameda County
Transportation Commission
1333 Broadway, Suite 220
Oakland, CA 94612**





ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF APRIL 5, 2011

1.0 INTRODUCTIONS

2.0 PUBLIC COMMENT

3.0 CONSENT CALENDAR

3.1 Approval of the Minutes of March 1, 2011

3.2 Review March CTC Meeting Summary

A motion was made by Frascinella to approve the consent calendar; Odumade made a second. The motion passed unanimously.

4.0 ACTION ITEMS

4.1 Approval of Vehicle Registration Fee Program Principles

Todd requested ACTAC to recommend Board approval of the Vehicle Registration Fee Program Principles.

ACTAC had a lengthy discussion regarding the Local Road Improvement and Repair Program category of the VRF. A motion was made by Rehm to recommend the Local Road Improvement and Repair category of the VRF Program use a 100% pass through formula, use population as criteria to sub-divide planning area funds and create criteria that allows eligibility of both regional and non-regional facilities; Odumade made a second. The motion passed unanimously.

ACTAC also had a lengthy discussion regarding the Transit for Congestion Relief Program category of the VRF. Vuicich made a recommendation to add in the language for the approach with "efficiency and effectiveness" to call out "reliability and frequency". It was also discussed that the pass programs should be a lower priority than capital or operating projects.

Todd went over the approach for the Local Transportation Technology Program and the Pedestrian and Bicyclist Access and safety Program. Cooke made a recommendation that the Bike/Ped funds be done as a programmatic pass through program as opposed to a project oriented program; Vuicich made a second. The motion passes unanimously.

4.2 Approval of Draft FY 2011/12 TFCA Program

Taylor requested ACTAC to recommend Board approval of the Draft FY 2011/12 TFCA Program. A motion was made by Odumade to recommend Board approval of the Draft FY 2011/12 TFCA Program; Frascinella made a second. The motion passed unanimously.

4.3 Approval of 2011 Congestion Management Program (CMP) Update: Recommendations for the CMP Level of Service Standards regarding Roadway Network and Multimodal Level of Service

Suthanthira requested ACTAC to recommend that the Commission provide input on two options for revising and re-evaluating the threshold for including roadways as principal arterials on the CMP network and a process for using multi-modal level of service standards for CMP purposes. A motion was made by Odumade to recommend Option 2 and approval of the Approach for the Multi-modal level of service standards for CMP purposes; Frascinella made a second. The motion passed unanimously.

Staff requested that items 4.4 and 5.4 be taken together. The Committee agreed.

5.4 Review Project Initiation Document (PID) Statewide Streamlining Plan

Bhat reviewed the Project Document (PID) Statewide Streamlining Program. This item was presented for information only.

4.4 Approval of Three-Year Project Initiation Document Strategic Plan for Alameda County

Bhat requested ACTAC to recommend that the Commission approve the Three-Year Project Initiation Document (PID) Strategic Plan for Alameda County (FY 2011/12, 2012/13 and 2013/14). A motion was made by Rosevear to recommend that the Commission approve the Three-Year Project Initiation Document (PID) Strategic Plan for Alameda County; Frascinella made a second. The motion passed unanimously.

5.0 NON-ACTION ITEMS

5.1 Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/Transportation Expenditure Plan Information

Walukas provided ACTAC with an update on the Sustainable Community Strategy, Regional Transportation Plan and Countywide Transportation Plan and Transportation Expenditure Plan Information. Walukas informed ACTAC that the Project/Program applications are due to Alameda CTC by April 12, 2011. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by April 29, 2011. The Draft list of projects and programs will be presented to Alameda CTC committees in May culminating in a public hearing at the May 26, 2011 CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. For comments on Projects, contact Saravana Suthanthira. For comments on Programs, contact Diane Stark. This item was presented for information only.

5.2 Review of the Congestion Management Program: Quarterly Update of the Land Use Analysis Program Element (3rd Quarter)

Poeton requested ACTAC to review the list of projects and verify all projects are included and inform staff if projects are complete and confirm that the information presented is accurate. Poeton informed the committee that the deadline for responses is April 29, 2011. This item was presented for information only.

5.3 Monitoring Reports

5.3.1 Review State Transportation Improvement (STIP) Program Timely Use of Funds Report

James O'Brien of Advance Project Delivery requested ACTAC to review the project specific information included in the STIP Timely Use of Funds Report, dated April 30, 2011. This item was presented for information only.

5.3.2 Review Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program Timely Use of Funds Report

James O'Brien of Advance Project Delivery requested ACTAC to review the project specific information included in the Federal STP/CMAQ Program Timely Use of Funds Report, dated April 30, 2011. This item was presented for information only.

5.3.3 Review CMA Exchange Program Preliminary Quarterly Status Report

James O'Brien of Advance Project Delivery requested ACTAC to review the project specific information included in the Preliminary Quarterly Status Report for CMA Exchange Projects, dated April 30, 2011. This item was presented for information only.

5.3.4 Review Transportation for Clean Air (TFCA) Program Timely Use of Funds Report

Taylor requested ACTAC to review the project specific information included in the TFCA Timely Used of Funds report, dated April 30, 2011. This item was presented for information only.

5.5 Nominate ACTAC Representative for MTC's Local Streets and Roads Working Group

This item has been deferred until next month.

5.6 Review Project Eligibility Categories for Transportation Fund for Clean Air (TFCA) Program

This item has been deferred until next month.

5.7 Review Pavement Management Program (PMP) Certification Status

Taylor reviewed with ACTAC the Pavement Management Program (PMP) Certification Status. This item was presented for information only.

5.8 Review MTC's I-880 Incident Management Strategy

Bhat reviewed with ACTAC MTC's I-880 Incident Management Strategy. Radiah Victor and Paul Menaker of MTC gave a presentation on the overview of the I-880 ICM project. This item was presented for information only.

6.0 LEGISLATIVE PROGRAM UPDATE

6.1 Review Legislative Program Update

No Legislation to report this month.

7.0 STAFF AND COMMITTEE MEMBER REPORTS

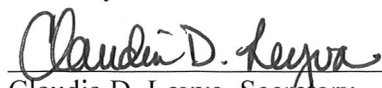
No Staff or Committee reports to report this month.

8.0 OTHER/ADJOURNMENT

NEXT MEETING: May 3, 2011.

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

Attest by:



Claudia D. Leyva, Secretary

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1333 Broadway, Suites 220 & 300

Oakland, CA 94612

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ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
APRIL 5, 2011
ROSTER OF MEETING ATTENDANCE
ACTC OFFICE, 3rd FLOOR, OAKLAND, CALIFORNIA

	NAME	JURISDICTION/ ORGANIZATION	PHONE #	E-MAIL
1.	Claudia Leyva	Alameda CTC	(510) 208-7408	Cleyva@alameda.ctc.org
2.	Soren Fajean	CITY OF NEWARK	510-578-4286	Soren.fajean@newark.org
3.	Nathan Landau	ACTTRANS	510-891-4792	nlandau@acttrans.org
4.	Donna Lee	BART	(510) 464-6282	dlee@bart.gov
5.	Kunle Odumade	City of Fremont	510-494-4746	Kodumade@fremont.gov
6.	David Wiley	BAAQMD	510 415-749-4622	dwiley@baaqmd.gov
7.	Ferd Del Rosario	DUBLIN	(925) 833-6637	ferd.delrosario@dublin.ca.gov
8.	Bob Rosevear	CALTRANS	510-286-5544	ROBERT.ROSEVEAR@DOT.CA.GOV
9.	Keith Cooke	San Leandro	510-577-3439	KCooke@sanleandro.org
10.	FAROOQ AZIM	UNION CITY	(510) 675-5368	FAZim@unioncity.org
11.	Paul J. Keener	Alameda Co. Public Works	(510) 670-6452	paulk@acpwa.org
12.	Zach Rehm	Piedmont	510-420-3050	zrehm@ci.piedmont.ca.us

13. Don Frascinella Hayward (510) 583-4781 don.frascinella@hayward-ca.gov
14. Obaid Khan Alameda 510-747-7938 okhan@ci.alameda.ca.us
15. Kara Vuicich Berkeley 510-981-7064 kvuicich@cityofberkeley.info
16. Bruce Williams Oakland 510-238-7229 bwilliams@oaklandnet.or
bwalukas@alamedactc.org
17. Beth Walukas Alameda CTC 510/208-7405 alamedactc.org
18. Saravana Luthanthira Alameda CTC
19. VIVIK BHAT ALA CTC 510 208 7430 vbhat@alamedactc.org
20. James O'Brien Project Monitoring Team (510) 208-7464 james@stakepion
21. Arun Goel Alameda CTC (510) 208-7404 agoel@alamedactc.org
22. Laurel Pothin Alameda CTC (510) 208-7415 lpothin@alamedactc.org
23. VASAVI PANNALA Stantec 510-393-6734 vasavi.pannala@stantec.com
24. Radiah T. Victor MTC 510.817.5719 rvictor@mtc.ca.gov
25. Sarah Burnworth MTC 510-817-5947 sburnworth@mtc.ca.gov
26. PAUL MENAKER STANTEC 415 281 5410 paul.menaker@stantec.com
27. Tam Nguyen ACPWA (510) 670-5758 tam@acpwa.org
28. Dave Stark Alameda CTC
29. M.H. Todd Ala. CTC
30. _____



METROPOLITAN
TRANSPORTATION
COMMISSION

PARTNERSHIP LOCAL STREETS AND ROADS
WORKING GROUP MEETING
101 - 8th St., 1st Floor, Room 171
Thursday, April 14, 2011
9:00 a.m. – 11:30 a.m. – WG
11:30 a.m. – 12:30 p.m. – S.O.S.

AGENDA

Topic	Estimated Time
1. Introductions (<i>Norm Hughes, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Local Streets and Roads Working Group – March 10, 2011 (<i>Norman Hughes, Chair</i>)	
3. Programming Updates:	
A. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	5 min
B. Federal Programs Monitoring Update* (<i>Marcella Aranda</i>)	15 min
4. Caltrans/FHWA/CalRTPA Update	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. Director McKim's Letter, RE: "Disadvantage Business Enterprise", dated March 30, 2011*	
ii. DLA OB-11-03 Federal-Aid Funds Inactive Obligation Management* (<i>Office Bulletin DLA-OB 11-03 – Federal-Aid Funds Inactive Obligation Management</i>) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm . <i>This DLA OB provides policy and procedural guidance to Caltrans and local agency staff for the management of Inactive Obligations.</i>	
iii. DLA-OB 11-04 - Evaluating and Submitting Good Faith Efforts* (<i>An Office Bulletin (DLA-OB 11-04 – Evaluating and Submitting Good Faith Efforts)</i> has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm)	
iv. DLA OB-11-05 Preliminary Engineering Phase Over 10 Years* (<i>An Office Bulletin (DLA-OB 11-05 – Preliminary Engineering Phase Over 10 Years)</i> has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm)	
v. [DLAWUA] Advancing HBP (Bridge) funded projects* (<i>Caltrans is now obligating federal HBP funds on a first come first serve basis until the funds run out, so it is important to submit the authorization packages now.</i>)	
B. Federal Programs Update (<i>Sylvia Fung, Caltrans D4</i>)	5 min
5. Standing Updates:	
A. Legislative Update* (<i>Memo Only</i>)	
B. P-TAP 12 Update* (<i>Amy Burch</i>)	5 min
6. Discussion Items:	
A. LSR Long-Range Needs/ Revenue Assessment* (<i>Sri Srinivasan</i>)	15 min
B. Regional Toll Credit Policy* (<i>Ross McKeown</i>)	15 min
7. Informational Items:	
A. FMS/ TIP Update* (<i>Sri Srinivasan/ Adam Crenshaw</i>) (<i>The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip</i>)	5 min

Chair: Norman Hughes, City of Fremont
Vice-Chair: Rick Marshall, Napa County

MTC Staff Liaison: Ross McKeown

B. PMP Certification Status

*(Recipients of PTAP-11 have **until April 30, 2011** to submit their final certification, otherwise risk having their certification lapse. Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)*

C. Plan Bay Area: Spring 2011 Public Workshops*

8. Recommended Agenda Items for Next Meeting: (All)

5 min

The next LSRWG meeting:

(NOTE: THE NEXT MEETING WILL BE A JOINT PARTNERSHIP LOCAL STREETS & ROADS/PROGRAMMING AND DELIVERY WG MEETING)

Monday, May 16, 2011

9:00a – 11:30a – Joint WG

11:30a- 12:30p – S.O.S.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607

* = Attachment in Packet

** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.

-----Original Message-----

From: Art Duffy [mailto:art_duffy@dot.ca.gov]
Sent: Friday, April 15, 2011 7:31 AM
To: DBELOs@dot.ca.gov; CMAs@dot.ca.gov; PWD@dot.ca.gov; LA
Subject: Good Faith Effort Training

This is being sent to you by Henry Wells, Process Review Engineer in HQ (916) 651-8911. Please direct any questions you have to Mr. Wells.
Thank you.
- Art

----- Forwarded by Art Duffy/D04/Caltrans/CAGov on 04/15/2011 07:20 AM

Henry Wells/D03/Caltrans/CAGov
To DLAE, DBE Coordinators
04/14/2011 02:02 PM
cc Mary Johnson/HQ/Caltrans/CAGov@DOT,
lance.yokota@dot.gov, Mohsen
Sultan/HQ/Caltrans/CAGov@DOT

Good afternoon - Could you please get the word out to the locals that we will be having a webinar for them on GFEs. See info below.

Course Title

Evaluating Disadvantaged Business Enterprise Good Faith Efforts of Bidders
May 4 or 5, 2011 (same course offered twice)
1:30 - 3:00 p.m.

Course Description

Caltrans Division of Local Assistance issued a new office bulletin, DLA-OB 11-04 - Evaluating and Submitting Good Faith Efforts. When a recipient sets a UDBE goal on a contract, bidders are required to meet the goal or make adequate good faith efforts (GFEs) to meet the goal. This session will cover the new requirement to document the GFE decision and the new contract special provision regarding GFEs. Also, you will learn about the various types of GFEs and methods for evaluating them.

Course Objectives

Understand the requirements of Caltrans' new office bulletin regarding evaluating and submitting good faith efforts.
Understand the DBE regulations regarding GFEs.
Provide helpful tips for evaluating good faith efforts of bidders.

Who should attend

Local public agency employees who evaluate GFEs of bidders on Federal-aid contracts.

Webinar contact info and phone number will be given out prior to the event.
Thank you.

Henry Wells
Local Assistance
Process Review Engineer
(916) 651-8911 office

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ANNOUNCEMENT: Call for Cycle 3 Federal Safe Routes to School Projects
Posted: April 15, 2011
Application Submittal Deadline: July 15, 2011

What is the Federal Safe Routes to School (SRTS) Program?

A reimbursement funding program for reducing injuries and fatalities through capital (engineering) projects that improve safety for children in grades K-8 who walk or bicycle to school and through non-infrastructure projects that incorporate education, encouragement, and enforcement activities that are intended to change community behavior, attitudes, and social norms to increase the numbers of children walking and bicycling to school. Evaluation is a key component of the program and is required for both infrastructure and non-infrastructure projects.

How much funding is available?

\$42 M in federal funds is the targeted funding projected for this call based upon the total amount of programming capacity available in the current Federal Transportation Improvement Program (FTIP) to be adjusted if necessary due to a pending federal transportation act.

How are projects selected?

Caltrans Districts are apportioned funds based upon student enrollment. District review committees will score and rate applications using standardized evaluation forms furnished by Caltrans Headquarters. Once projects are selected and prioritized, Districts will submit their list to Caltrans Headquarters who will validate District selections and compile a statewide list of selected projects for Director approval. Districts will notify all applicants of the results.

Who is eligible to apply?

Any local or regional agency is eligible to apply for SRTS funds. The local or regional agency is the City/County/Metropolitan Planning Organization (MPO)/Regional Transportation Planning Agency (RTPA) who serves as the responsible agency and partner to a Project Sponsor such as the School District, County Public Health Agencies and other non-profit organizations. Federally-recognized Native American Tribes in which schools on tribal lands are benefited may also apply for SRTS funds.

What types of projects are eligible?

Capital projects must fall under the broad categories of pedestrian facilities, traffic calming measures, installation of traffic control devices, construction of bicycle facilities, and public outreach/education/enforcement. See guidelines for examples. Up to 10% of the construction cost can fund an education/encouragement/enforcement element in an infrastructure project. Stand alone non-infrastructure projects may include: conducting SRTS workshops, walkability audits, conducting student assemblies for pedestrian and bicycle safety, and developing walking school bus or bicycle train programs to name a few.

Is there a local match required, and what is the maximum amount of funding that can be requested?

There is no local match required. \$1,000,000 is the maximum amount that can be requested for an infrastructure project and \$500,000 for a non-infrastructure project.

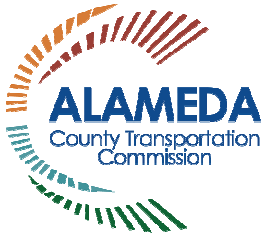
Where are the guidelines and applications posted, and how can I get more information?

www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

Where do I send my application(s)?

The application must be submitted by the on-line application process. In addition, two hard-copies(color preferred) must be sent to your Caltrans District Local Assistance Engineer (DLAE) by the deadline. Applications post marked on the deadline are acceptable. DLAE information is available at: www.dot.ca.gov/hq/LocalPrograms/dlae.htm

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Oakland, CA 94612

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www.AlamedaCTC.org

Name	E-mail Address	Phone
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Liz Brazil	lbrazil@alamedactc.org	(510) 208-7419
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Victoria Winn	vwinn@alamedactc.org	(510) 208-7429
Bijan Yarjani	byarjani@alamedactc.org	(510) 208-7406

The Alameda County Transportation Commission has new **PHONE NUMBERS** and **EMAIL ADDRESSES**:
Please update your records.



Alameda County
Transportation Commission
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Note: All old phone numbers and email addresses end June 30, 2011



Date: April 19, 2011
To: Alameda County Technical Advisory Committee (ACTAC)
From: Diane Stark, Sr. Transportation Planner
Subject: Approval of Guaranteed Ride Home Program Annual Evaluation

Recommendations:

It is recommended that the Board approve the 2010 Annual Evaluation Report for the Guaranteed Ride Home (GRH) Program including the recommendations for next year's program. The Executive Summary is attached and the draft Evaluation Report is available on the Alameda CTC website. It is recommended that next year, the program:

1. Continue operations and marketing, including maintaining website, monitoring car rental requirement, and conducting employee and employer surveys.
2. Continue to market the reduced minimum employee per employer requirement
3. Implement new program-wide marketing strategies, including co-marketing and social media marketing.
4. Rebrand the GRH Logo and Website to be consistent with the Alameda CTC.
5. Promote the GRH Program to School Districts by working with Alameda County Safe Routes to School (SR2S) Program.
6. Continue research/planning to expand the GRH Program in Alameda County into a comprehensive TDM Program as part of the Alameda Countywide Transportation Plan Update.

Summary:

The Guaranteed Ride Home Program is a Transportation Demand Management (TDM) strategy that encourages people to take alternative modes of transportation to work. It is one of the TDM strategies that Alameda CTC is currently undertaking to meet the State requirements in the Congestion Management Program (CMP). It also contributes towards the Alameda CTC's efforts to reduce greenhouse gas emissions, as required by recent state legislation, SB 375 and AB 32.

Goal of Program

The purpose of the program is to provide a ride home to registered employees in cases of emergency or unscheduled overtime on days the employee has used an alternative mode of transportation to go to work other than driving alone. Alternative modes include carpools, vanpools, transit, walking or bicycling. By encouraging use of alternative modes, it results in a reduction in the number of single occupancy vehicle trips taken. Based on this objective, the program can be considered a success, as discussed below.

Results of Annual Survey and Evaluation

The Draft Annual Evaluation Report presents the results of the 2010 evaluation of the program's administrative functions, statistics on employer and employee participation and trips taken, data from the annual survey of participating employees and employers, and recommendations for program enhancements.

Highlights from the 2010 program are presented below:

- The program reduced 3,330 drive alone roundtrips per week, or 173,150 roundtrips per year and saved 9.1 million miles driven over the year.
- Compared to last year, the program had nearly the same number of total employers and employees registered in the program. Thirty one new employers registered in the program, which is nearly three times the new employers registered in 2009. This may be due to the reduced number of employees per employer requirement that became effective in 2009 and was marketed in 2010.
- Additional marketing efforts were focused on employers with less than 75 employees—reflecting the elimination of the minimum number of employees per employer requirement—and on the South and Central County. Sixty four percent of the new employers who registered (20 of 31) were businesses with less than 75 employees. One new employer was from Union City, representing the only new employer in the South or Central County.
- Reducing the minimum number of employees per employer requirement did not add administrative costs, nor number of rides taken for the program.
- The number of rides taken (55) was the lowest since the program was initiated. This could be attributed to the downturn in the economy.
- Thirty percent of the 55 people who took rides with the program used rental cars instead of cabs (an increase from 18 percent last year), resulting in a \$1,778 savings in program costs.
- The Board's recommendation to explore charging employers is not being recommended now due to the likeliness to have a high attrition rate based on the survey results and the economy. Recommendations to investigate charging employers at a later date, and also to further investigate a regional GRH program or an expanded TDM program are under consideration as part of the update of the Countywide Transportation Plan.

Estimated Program Savings and Highlights

Category	2010 Savings
Program Enrollment at end of program year	4,253
Drive Alone Roundtrips Reduced Per Week	3,330
Drive Alone One-Way Trips Reduced Per Week	6,660
Drive Alone Roundtrips Reduced per Weekday	666
Drive Alone One-Way Trips Reduced per Weekday	1,332
Total drive-alone roundtrips reduced per year	173,160
Total drive-alone one-way trips reduced per year	346,320
Guaranteed Ride Home rides taken in 2010	55
Average commute distance of GRH participants in 2010	27.6
Average miles saved per workday	36,763
Annual miles saved per work year (250 days)	9,190,800
Average US vehicle fuel economy (MPG)	22.6
Average gallons of gas saved per workday	1,626.7
Annual gallons of gas saved per work year (250 days)	406,670
Average gas price in 2010	\$3.09
Average dollars not spent on gas per workday	\$5,027
Annual dollars not spent on gas per work year (250 days)	\$1,256,626

Program Recommendations

The status of recommendations for Program enhancements made by the Board in 2010 are found on page ES-12, Figure ES-4, in the attached Executive Summary. Recommendations for 2011 are summarized in the Executive Summary.

Attachments:

Attachment A: Executive Summary

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EXECUTIVE SUMMARY PROGRAM UPDATE AND RECOMMENDATIONS

INTRODUCTION

The Alameda County Transportation Commission (CTC) Guaranteed Ride Home (GRH) Program has been in operation since April 9, 1998. This report presents the results of the 2010 Program Evaluation and covers program operations during the 2010 calendar year including a comparison with previous years. The evaluation provides information about:

1. The effectiveness of the program's administration;
2. Statistics on employer and employee participation and rides taken;
3. The program's success in causing an increase in the use of alternative modes; and
4. The status of Board recommendations made for 2010 and proposed recommendations for 2011.

PROGRAM DESCRIPTION

The Alameda County Guaranteed Ride Home (GRH) Program is administered by the Alameda County Transportation Commission (CTC). The Alameda CTC is a newly-formed countywide transportation agency, resulting from a merger of the Alameda County Congestion Management Agency (ACCM) and the Alameda County Transportation Improvement Authority (ACTIA).¹ Their mission is to plan, fund and deliver a broad spectrum of transportation projects and programs to enhance mobility throughout Alameda County.

The Alameda County GRH Program is funded with Transportation Funds for Clean Air (TFCA) from the Bay Area Air Quality Management District (BAAQMD). The objective of the GRH Program is to maximize modal shift from driving alone to using commute alternatives including transit, carpools, vanpools, bicycling and walking. The goal of changing travel modes is to reduce the number of vehicle trips, decrease traffic congestion, and improve air quality in Alameda County. The GRH Program meets these goals by providing incentives for Alameda County employees to travel to work using alternative modes rather than driving alone. The GRH

¹ This merger was completed in 2010.

Program provides a “guaranteed ride home” to any registered employee working for a participating employer in cases of emergency on days the employee has used an alternative mode of transportation to get to work.

All businesses in Alameda County are eligible to participate in the GRH Program. Since it began in 1998, the GRH Program has grown into a smoothly operating program with 206 registered employers and 4,253 registered employees making a commitment to travel to work taking alternative modes to driving alone. This has resulted in a reduction of 3,330 drive alone trips per week. (See Figure ES-1 for highlights over the 12-year course of the Program.) Additionally, in 2010, 38% of participants stated they would not use an alternative travel mode or would use one less frequently without the GRH Program. Furthermore, 33% of participants stated that, with the program, they use alternative modes four or more times a week. The GRH Program provides incentives for commuters to travel using sustainable transportation modes as compared to driving alone.

Figure ES-1 Guaranteed Ride Home Program Historical Trends

Trend	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Program Participants													
Total Number of Employers	72	100	119	132	127	110	120	131	142	155	188	189	206
New Employers Registered	72	28	19	13	12	14	16	22	12	18	56	12	31
Total Number of Employees	880	1,674	2,265	2,759	2,664	2,785	3,268	3,638	4,107	4,437	4,327	4,249	4,253
New Employees Registered	880	794	591	494	525	710	543	603	550	514	722	406	414
Trip Statistics													
Total Number of Trips Taken	57	156	168	149	145	151	143	87	107	98	119	72	55
Total Number of Rental Car Trips	N/A	N/A	N/A	N/A	8	10	18	9	18	18	23	13	17
Total Number of Taxi Trips	N/A	N/A	N/A	N/A	137	141	125	78	89	80	96	59	38
Average Trips per Month	6.3	13	14	12.3	12	12.4	11.8	6.8	8.9	8.2	9.9	6.0	4.6
Average Trip Distance (miles)	28.7	34.96	36.9	42.1	42.02	42.9	39.8	42.6	41.8	41.6	39.4	31.5	34.2
Average Trip Cost ²	\$54.51	\$65.25	\$70.45	\$84.02	\$88.18	\$93.64	\$80.92	\$87.78	\$89.48	\$86.13	\$90.49	\$69.47	\$54.85
Rental Car Savings	N/A	N/A	N/A	N/A	\$421	\$759	\$1,015	\$442	\$1,221	\$1,316	\$1,446	\$998	\$1,778

²A combined average of car rental and taxi costs.

Trend	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Number of potential trips per year	5,280	10,044	13,590	16,554	15,984	16,710	19,608	21,828	24,642	26,622	25,962	25,494	25,518
Percent of potential trips taken each year	1.08 %	1.55 %	1.24 %	0.90 %	0.91 %	0.90 %	0.73 %	0.40 %	0.43 %	0.37 %	0.46 %	0.28 %	0.22 %
Survey Results													
Number of Surveys Collected	215	350	270	346	517	619	658	716	732	728	822	990	590
Survey Response Rate	N/A	21%	12%	13%	19%	22%	20%	20%	18%	16%	19%	23%	14%
Percent Who Would Not Use an Alternative Mode or Would Use Less Frequently without GRH	15%	16%	19%	19%	34%	41%	47%	46%	40%	41%	35%	35%	38%
Increase in the Percent of Those Using Alternative Modes Four or More Times a Week	N/A	10%	15%	8%	15%	17%	14%	21%	19%	18%	28%	28%	28%
Number of Single Occupancy Vehicle Trips Reduced per Week	N/A	N/A	N/A	N/A	3,768	3,946	3,774	3,318	3,709	3,499	3,635	3,102	3,330

ANNUAL PROGRAM HIGHLIGHTS

Registration of employers in the GRH Program in 2010 was affected by two opposing influences—the CMA Board’s decision to change the program requirements to allow all Alameda County businesses to enroll, regardless of size, and the downturn in the economy with businesses closing and employers leaving the county. Prior to 2009, employers were required to have at least 75 employees to enroll in the GRH Program. Figure ES-2 shows the new employers that registered along with those who left the program in 2010.

In 2010, 31 new employers enrolled in the program, bringing the number of registered employers to 206. Of the 31 new employers, 20 were in companies with less than 75 employees. Enrollment of new employers had peaked in 2008, when 56 new employers registered due to the program’s partnership with the Emeryville Transportation Management Association (TMA) and the Downtown Berkeley Association (DBA) as well as record high gas prices, leading to more commuters seeking alternative transportation modes.

The 2010 calendar year experienced a slight increase in the number of new registrants compared to 2009, with 414 new employees enrolling in the program (as shown in Figure ES-1). Enrollment continued to increase but not at the high levels in previous years due to hiring freezes and the increase in unemployment associated with the recent economic downturn. Total actively registered participants increased slightly in 2010; from 4,249 in 2009 to 4,253 in 2010.

A number of GRH employers have either gone out of business or decided not to participate in the program because their registered employees no longer work for the company or because of limited staff resources to administer the program. Participant losses were concentrated at employers that either went out of business or relocated to another county. Agilent Technologies Inc. closed their Pleasanton branch in 2010 and relocated to Santa Clara County. NUMMI in Fremont and Cholestech Corporation in Hayward both closed their doors on March 31, 2010. Robert Half International moved their office location on May 22, 2010 from Pleasanton to Bishop Ranch in Contra Costa County. After these businesses were shut down or relocated, 293 employees were removed from the database of actively registered employees in the program (268 employees from NUMMI, 21 employees from Robert Half International, and 4 from Cholestech Corporation). In addition, three employers were removed from the database because no employer contact could be established.

See Figure ES-2 for a summary of new employers and participant losses in 2010.

GUARANTEED RIDE HOME PROGRAM EVALUATION | 2010 | DRAFT
Alameda County Transportation Commission

Figure ES-2 New Employers and Participant Losses (2010)

Employer Name	City	# of Employees
New Employers - 2010		
Financial Benefits Credit Union	Alameda	6
Lockheed Martin	Alameda	7
Center for Accessible Technology	Berkeley	7
Experience in Software Inc.	Berkeley	10
Americans For Safe Access	Oakland	12
Elder Care Alliance	Alameda	15
Disability Rights Education and Defense Fund	Berkeley	20
State of California, Department of Fair Employment & Housing	Oakland	25
Avanguest North American Inc.	Pleasanton	25
Broadlane	Oakland	32
Wiss, Janney, Elstner Associates	Emeryville	40
Newfield Wireless, Inc.	Berkeley	40
First Solar	Oakland	50
Donahue Gallagher Woods LLP	Oakland	50
Hub-Data911	Alameda	50
The College Preparatory School	Oakland	50
Ironplanet, Inc.	Pleasanton	52
S & C Electric Company	Alameda	60
Ratcliff Architects	Emeryville	70
511 Rideshare Program	Oakland	75
Taylor Engineering	Alameda	80
Senela Center	Oakland	80
US Treasury - FMS	Emeryville	80
E&E Co. LTD	Fremont	85
Tri-City Health Center	Fremont	185
Doric Group of Companies	Alameda	200
Kaiser Permanente Union City	Union City	251

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Employer Name	City	# of Employees
Workday	Pleasanton	400
Abbott Diabetes Care	Alameda	700
Carl Zeiss Meditec Inc.	Dublin	720
Lam Research Corporation	Fremont	1000
Employers Who Left GRH Program - 2010		
NUMMI	Fremont	-268
Cholestech Corporation	Hayward	-4
Robert Half International (moved to Contra Costa County)	Pleasanton	-21
Hunter Travel Managers	Pleasanton	-5
State Street California	Alameda	-3
Agilent Technologies Inc. (moved to Santa Clara County)	Pleasanton	-3

Based on the fact that each registered participant may take up to six rides in a one-year period, the rate that guaranteed rides are taken is very low. Most program participants take a guaranteed ride home very infrequently or not at all. For example, at the end of 2010, there were a total of 25,518 potential rides based on a total enrollment of 4,253 employees and a maximum of six rides allowed per employee per year. However, only 55 rides were actually taken (approximately 0.22% of potential rides).

As shown in Figure ES-1, the total number of rides taken per year can fluctuate significantly. Despite the availability of the program to all employees in Alameda County, the number of rides taken declined in 2010. It is unknown why the number of rides taken in 2010 decreased by 24%. It could be attributed to the economic downturn and high rates of unemployment in 2009/10.

Of the 7,816 employees who have ever registered for the program at the end of 2010, 7,080 (91%) had never taken a ride. The vast majority of those who have used the program (80%) have only taken one or two rides. This demonstrates that participants see the GRH Program as an "insurance" policy and do not abuse the program or take more rides per year than they need. The program is available if and when an emergency or unscheduled overtime arises and provides participants with peace of mind knowing that even when they do not drive alone, they can get home under unexpected circumstances.

MAJOR FINDINGS OF THE EVALUATION

The program evaluation consisted of an examination of the program's administrative functions, statistics on employer and employee participation and use, data from the surveys of participating employees, and recommendations for program changes and enhancements. The following sections present the major findings from the evaluation.

Program Administration

Program Operating Principles

- The use limitation of six rides per year continues to be appropriate. Very few program participants have reached the limit since the program's inception. The highest number of trips taken in 2010 by a single participant was three.
- The rental car demonstration program was successfully implemented in October 2002 in the Tri-Valley area (Dublin, Livermore and Pleasanton), and countywide in April 2004 to reduce program costs by encouraging use of rental cars with a fixed rate regardless of the number of miles traveled. A new policy went into effect in 2006 requiring participants to use a rental car for any non-emergency trip over 50 miles³. Rental car use accounted for 31% of all 2010 rides. The program realized an estimated savings of approximately \$1,700 on ride costs in 2010. Despite the low number of rides taken in 2010, the program had the largest cost savings in rides since the majority of trips over 20 miles were taken by a rental car instead of by taxi. Rental car savings increased from \$998 in 2009 to \$1,778 in 2010.

Marketing and Promotions

- Approximately 20% of program resources are dedicated to marketing and promotion. This time is spent marketing both to employers and their employees in the form of making calls, distributing flyers, and giving presentations and attending events. The program has sought to leverage these resources by relying on participating employers to promote the GRH Program internally, and by seeking co-marketing opportunities with local transit agencies and with organizations that promote commute alternatives such as MTC and local business districts like the Hacienda Business Park.
- In 2009, the program eliminated the eligibility requirement that only employers with 75 or more employees could participate. All Alameda County employers and employees are now eligible for the program. Marketing materials and the website have been updated to reflect this new requirement. The Program Administrator also sent press releases to the Chamber

³ The requirement to use rental cars for non-emergency trips over 50 miles also takes into consideration that for those who do shift work, the rental car companies close at 6:00 p.m.

of Commerce and attended transportation fairs to inform employers about the new program changes in 2010. Furthermore, program staff continued to form partnerships with TMAs and business associations to more effectively market the program to all employers regardless of size. This change in eligibility requirement resulted in the enrollment of 20 new employers with less than 75 employees in 2010.

- To help increase countywide awareness about the GRH Program, GRH staff developed a Marketing Plan in 2010 that had three focus areas: Companies, Communities and Creative Outlets (see Appendix B). As part of this initiative, staff reached out to various businesses (identified through the East Bay Economic Development Alliance), various Alameda County city staff, as well as other advocacy and non-profit groups that are supportive of alternative modes of transportation.
- GRH has ramped up its efforts for co-marketing with other agencies and groups with similar missions and goals. GRH staff has had correspondence with individuals from AC Transit and Alameda CTC bicycle and pedestrian program. Co-marketing efforts not only expand the reach of GRH marketing efforts in a cost-effective manner, it helps present GRH as a complimentary service to alternative modes of transportation.
- Although the GRH program has been marketed throughout Alameda County, 85% of registered employers are located in North and East County. In order to encourage increased participation in South and Central Alameda County, the GRH Program focused marketing efforts on employers in these areas in 2010. In 2010, the Program Administrator sent letters to the Chamber of Commerce of Newark, San Leandro, Union City, Hayward, and Fremont and has been in contact with city staff from Union City and San Leandro. The Program Administrator also attended a Clean Commute Transportation Fair in San Leandro on April 19, 2010. Despite the targeted marketing efforts, Union City was the only city in South or Central Alameda County to increase GRH enrollment in 2010. Registered businesses in Union City increased from two to three in 2010 (50% increase). Although no new employers in San Leandro enrolled in the GRH program in 2010, several have enrolled in 2011 as a result of increased marketing efforts. This increase will be reported in the 2011 annual report. Overall, there was a decrease in registered businesses in South and Central Alameda County in 2010, likely due to the downturn in the economy.
- The availability of the marketing materials in electronic format via the internet or email continues to be a useful and inexpensive tool for promoting the program.

- The website is updated to include changes in the program, such as the rental car program, new eligibility requirements, online registration, and to clarify the program, as necessary, such as providing a clear description of the instant enrollment program.

Employer and Employee Participation

Employer and Employee Registrations

- A total of 31 new businesses and 414 employees registered for the program in 2010. Twenty of the newly registered businesses in 2010 had fewer than 75 employees.
- Despite the enrollment activity, the total number of registered participants in the program increased by only 1% since the previous year. According to employer contacts, this is due to the downturn in the economy and company downsizing.
- Even with following the CMA Board's direction to focus a new marketing effort on south and central Alameda County in 2010, north and east Alameda County continue to be the areas with the most employers enrolled in the program. These areas account for over 85% of all registered businesses. This can be attributed to the large concentration of employers in Downtown Oakland and our partnerships with the Hacienda Business Park in Pleasanton, the Emeryville Transportation Management Association (TMA) in Emeryville, and the Downtown Berkeley Association (DBA) in Berkeley.

Rides Taken

- From the program's inception in 1998 through 2010, a total of 1,516 rides (1,379 taxi rides and 137 rental car rides) have been taken. A total of 55 rides were taken during the 2010 calendar year for an average of approximately 5 rides per month. 2010 had the lowest number of rides were taken since the program inception in 1998. This could be due to the economy and job losses.
- Ninety-one percent of the employees enrolled have never taken a trip. This demonstrates the "insurance" nature of the program and shows that participants do not abuse the program. Of the employees who have taken a trip since the program inception (1998), 80% have taken only one or two rides.
- The two most common reasons to take a guaranteed ride home in 2010 were "personal illness" (33% of rides) and "unscheduled overtime" (16% of trips).
- Those who carpool or vanpool are more likely to use a guaranteed ride home trip than those who use other alternative commute modes. Sixty-one percent of guaranteed rides home were used by car- and vanpoolers.

- The average trip distance increased by 9% in 2010 compared to 2009. The average trip distance for all trips in 2010 was 34.2 miles.
- The average taxi trip distance declined 27% to 20.1 miles and the average rental car trip distance increased 25% to approximately 65.9 miles. Since car rental trips are a flat fee, their increase in mileage helped to contribute towards cost savings for the program.
- The average taxi trip cost decreased 23% in 2010; from \$71.44 in 2009 to \$55.01 in 2010 due to shorter taxi trip distances. When factoring in rental car trips, the average trip cost was \$54.85. This large decrease in cost was due to an increase in rental car usage for longer trips. Friendly Cab, serving Oakland, Berkeley, and Emeryville, provides a majority of the GRH rides.
- The cost of a rental car trip is \$55.00. It is estimated that the use of rental cars in 2010 saved \$1,778 in trip costs. Nearly one out of three trips taken was with a rental car.

Employee Commute Patterns

- The most common trip-origin cities are Oakland, Pleasanton, and Fremont. The most common trip-destination cities are Oakland, Manteca, and Modesto.
- The most common trip destination county is Alameda County, followed by Contra Costa County and San Joaquin County.

Employee Survey

The 2010 survey was distributed and completed primarily online. GRH staff attempted to contact all employer representatives (some were non-responsive despite repeated attempts) to request their assistance with the distribution of the survey. When employers were not available to distribute the survey, GRH staff contacted employees directly with the survey. Of the 4,253 employees currently enrolled in the program, 590 completed the survey, a 14% response rate – similar to previous years, but lower than 2009. Of the surveys, 98.6% were completed online. Survey respondents represent 105 (out of 206) different participating employers. The results of the survey follow.

Use of Alternative Modes

The Guaranteed Ride Home Program continues to be successful in encouraging the use of alternative modes. According to 2010 survey responses:

- When asked how important GRH was in their decision to stop driving alone, 63% of respondents who used to drive alone said that it was at least somewhat important.

- Ninety percent of respondents stated that they think that the GRH Program encourages people to use alternative modes more often. Only 55% of respondents, however, stated that the program encourages them personally to use alternative modes more often.
- If the GRH Program were not available, the majority (64%) reported that they would continue to use an alternative mode at the same frequency that they currently do.
- Survey results suggest that the program may have helped encourage participants to try alternative modes and now that they are in the habit of using alternative modes, they would continue using them even if the program became unavailable.
- The survey asked respondents how they traveled to work at present and before they registered for the GRH Program. Both before and after the program, the most common modes were driving alone, BART and bus. Drive alone rides, however, declined by nearly 50% after registering with the GRH Program, while alternative mode use increased.
- Using these survey findings, we were able to extrapolate the impact of the program on travel behavior of all participants. The program reduces an estimated 3,330 single-occupancy vehicle (SOV) trips per week.

Other Commute Characteristics

- Commute distances of program participants are generally 50 miles or less (90%).
- Most program participants travel to work during the peak commute hours of 7-9 AM in the mornings (64%) and 4-6 PM in the evenings (75%).

Customer Service Ratings

The annual evaluation survey includes two questions to evaluate participant's level of satisfaction with the customer service provided in the program. Additional information on service satisfaction is collected in the survey that participants return after they have taken a ride.

- The administrative functions of the GRH Program continue to receive very high ratings for the quality of customer service, consistent with previous years' evaluations.
- In 2010, 31% of respondents rated Clarity of Information as Excellent and 44% as Good. These numbers were very similar to 2009 results.
- Passengers were very positive in their evaluation of the transportation services provided through GRH with 90% of users rating the services as "excellent" or "good".

Program Value

This year's survey asked participants how much they value the GRH Program compared to other transportation benefits they receive.

- Sixty-three percent reported that the program was as valuable as or more valuable than other transportation benefits they receive at work. Thirteen percent reported that they receive no other transportation benefits at work. Participants may value the program highly because it is a free commuter benefit offered by the County during an economic downturn.

Employer Survey

In addition to employee participants, employer representatives are also surveyed annually. Of the 206 employers currently enrolled in the program, 63 surveys were completed, resulting in a 31% response rate. New questions were added to the employer survey this year asking how much employers would be willing to pay towards the program and their attitudes toward Transportation Demand Management (TDM) benefits. The results are summarized under "Program Value," below.

Use of Alternative Modes

- The survey asked the employer representatives how important the program is in encouraging employees to use alternative commute modes more often. A large majority (87%) reported that they feel participation in the program at least somewhat encourages more alternative mode use.⁴
- The survey asked respondents if their companies offered additional commuter benefits to employees. Most employers (84%) reported that they provide other transportation subsidy programs besides the GRH Program. The most popular benefits were bicycle parking and Commuter Checks.

Program Management

- The survey asked respondents how long they have managed the program for their company. In 2010, 77% of respondents have been with GRH for one or more years, compared to 74% in 2009 and only 57% in 2008. When GRH staff contacted the employer representatives this year, GRH staff did not encounter a large number of employers who had experienced employer representative turnover.

⁴ Employers were asked for their opinion regarding if the GRH Program encourages employees to use alternative commute modes more often. Employers did not take a poll or individual survey of their registered employees.

- When asked about the workload that GRH presents, all employers reported that their workload was “manageable” or the program is “not much work”.
- One of the important features of the program is the instant enrollment voucher which allows persons not registered in the program to become instantly enrolled and receive a guaranteed ride home in case of emergencies. Eighty-two percent of employer representatives stated that they have never issued an instant enrollment voucher, a lower number than 2009 when 91% of respondents stated that they had not issued an instant enrollment voucher. This shows an increase in employer awareness about the instant enrollment vouchers.

Customer Service Ratings

The survey includes two questions to evaluate the employer representatives’ level of satisfaction with the customer service provided in the program in 2010.

- “Clarity of information” provided by program staff received very high ratings, with 81% of respondents stating that information was “excellent” or “good”. This is a slight decrease from 2009 when 88% of employers stated that clarity of information was either excellent or good. The decrease in perceived clarity of information in 2010 could be attributed to the changes in program eligibility requirements to allow all Alameda County employees to register in the program and new online registration.

Rental Car Awareness

Starting in 2007, the annual survey started asking employer representatives about their awareness of the rental car requirement for rides over 50 miles.

- Over three fourths (79%) of employer representatives stated that they were aware of the requirement. In 2007, less than half of employer representatives knew about the rental car requirement, in 2008, 69% of employers knew about the requirement, and in 2009, 72% of employers knew about the requirement. This shows that the marketing outreach for the rental car requirement has worked to increase its awareness.

Program Value

The employer survey asked questions specifically about the perceived value of the GRH program compared to other transportation benefits offered at their workplace.

- Sixty percent of respondents stated that they thought that their employees value the GRH Program as much as or more than other transportation benefits offered by their employer. A quarter of respondents stated that their employer does not offer any other transportation benefits.

Transportation Demand Management (TDM)

Employer representatives were asked if they were interested in offering Transportation Demand Management (TDM) benefits to their employees. A follow up question also specifically asked about willingness to pay to participate in a comprehensive TDM program.

- The majority of employer representatives (77%) stated they would be interested in offering their employees additional TDM benefits. Most employers reported that they provide some type of commuter benefits in addition to GRH. The most popular programs were bicycle parking and Commuter Checks.
- Employer representatives were asked to rank the top three TDM benefits that they would be interested in offering their employees, other than the GRH Program. As their first choice, the majority of employer representatives would like to offer their employees free or discounted transit passes (30%) or Commuter Checks (25%). As their second choice, the majority of employers listed telecommuting/flextime (22%) and again Commuter Checks (19%) and free or discounted transit passes (19%). As their third choice, employers would like to offer preferential carpool/vanpool parking (19%) and telecommuting (19%). Twenty-three percent of participants stated they are not interested in offering TDM benefits to their employee.
- Respondents were asked a set of questions that focused on their company's willingness to pay to participate in the GRH Program if it were incorporated into a countywide TDM Program. Sixty-five percent of respondents stated that their continued participation would be "very unlikely" or "unlikely" if the program charged an annual fee to be part of a TDM Program. Thirty-five percent of employers thought that their participation would either be "very likely" or "likely." This is a five percent increase in willingness to pay from last year, when 30% stated that their participation would either be "very likely" or "likely." This could be a sign that employers may be warming up to the idea of financially contributing to be a part of a comprehensive TDM program.
- Employers were asked if their company paid a fee, would they be more likely to pay a flat annual fee or per registered employer to be part of a countywide TDM program. Twenty percent stated they would rather pay a fee per registered employee and only 3% said they would rather pay a flat annual fee. Larger employers may be more willing to pay a set annual fee, while smaller employers were more willing to pay per registered employee, since it is probable that larger companies would use more trips on an annual basis as compared to smaller ones. Last year, 13% of employers said they would be willing to pay a flat annual fee and 17% said they would be willing to pay a fee per registered employee.

- The lack of willingness to pay an annual fee was mostly attributed by employer representatives to the current state of the economy.

Program Savings

The Guaranteed Ride Home Program's goal is to reduce single occupancy vehicle commute trips through encouraging alternative transportation use. Based on the annual employee survey results, the program eliminated approximately 3,330 single-occupancy vehicle roundtrips per week or 1,332 one-way trips per weekday. Based on the average reported commute distance by GRH participants and the number of registered participants, the GRH Program eliminates approximately 9.2 million vehicle miles from roadways annually.⁵ It is estimated that the program saved participants approximately \$1.2 million annually on fuel expenses in 2010.⁶

⁵ Based on 1,332 reported reduced weekday one-way trips by participants from the annual survey, 250 days in a work year, and the average reported commute distance of 27.6 miles

⁶ Based on the calculated number of annual miles reduced, the annual US vehicle fuel economy reported by the US Bureau of Transportation Statistics (22.6 MPG), and the average Bay Area fuel price per gallon reported by MTC in 2010 (\$3.09)

GUARANTEED RIDE HOME PROGRAM EVALUATION | 2010 | DRAFT
Alameda County Transportation Commission

Figure ES-2 Estimated Program Savings and Highlights in
2010

Category	2010 Savings
Program Enrollment at end of program year	4,253
Drive Alone Roundtrips Reduced per Week	3,330
Drive Alone One-Way Trips Reduced per Week	6,660
Drive Alone Roundtrips Reduced per Weekday	666
Drive Alone One-Way Trips Reduced per Weekday	1,332
Total drive-alone roundtrips reduced per Year	173,160
Total drive-alone one-way trips reduced per Year	346,320
Guaranteed Ride Home rides taken in 2010	55
Average commute distance of GRH participants in 2010	27.6
Average miles saved per workday	36,763
Annual miles saved per work year (250 days)	9,190,800
Average US vehicle fuel economy (MPG)	22.6
Average gallons of gas saved per workday	1,626.7
Annual gallons of gas saved per work year (250 days)	406,670
Average gas price in 2010	\$3.09
Average dollars not spent on gas per workday	\$5,027
Annual dollars not spent on gas per work year (250 days)	\$1,256,626

PROGRAM UPDATE AND RECOMMENDATIONS

The Alameda County Transportation Commission (CTC), formerly including Alameda County CMA Guaranteed Ride Home Program, has been successful in bringing about a modal shift from driving alone to alternative transportation modes. Data from this year's participant survey indicate that the program is continuing to reduce the number of drive-alone trips made within the county by eliminating one of the significant barriers to alternative mode use – namely, the fear of being unable to return home in the event of an emergency.

Summary of 2010 Evaluation Report Recommendations

Last year, the CMA Board made recommendations (shown in Figure ES-3) for the 2010 GRH Program. The recommendations for the 2010 GRH Program and their outcomes are presented below. A more detailed description of the 2010 recommendation outcomes is presented in Chapter 6.

Figure ES-3 Summary of 2010 Evaluation Report
Recommendations

Recommendation	Outcome/Status
1. Continue operations and marketing, including maintaining website and conducting employee and employer surveys	GRH staff continually markets the program and updates the website. The employee and employer surveys for the 2010 program evaluation were completed in March 2011. Results are included in Chapters 4 and 5 of this report.
2. Continue monitoring and marketing the 50+ mile car rental requirement	GRH staff continued monitoring and marketing the requirement to take non-emergency rides greater than 50 miles with rental cars. Marketing was focused on informing new employers and employees about the requirement. This included continuing to telephone and e-mail participants who use the program and live over 50 miles from their workplace to remind them of the program requirement and attach reminders to all vouchers about the requirement. In 2010, 17 of the 55 trips taken were by rental car. This represents 31% of all trips taken in 2010. Both the employee and the employer surveys included information and questions about the rental car requirement. As a result of these efforts, rental car requirement awareness among employer representatives increased from 49% in 2007, to 69% in 2008, to 72% in 2009, to 79% in 2010.

Recommendation	Outcome/Status
3. Continue to focus on registering businesses in South and Central Alameda County.	By working with Chambers of Commerce, business associations and city staff in South and Central County cities, the GRH Program attempted to increase awareness and participation in these areas. GRH staff conducted targeted outreach to several cities and businesses that fall in this area. The Program Administrator worked with the City of San Leandro Office of Business Development to contact all businesses near the Links Shuttle route. Every employer was sent a personalized letter and GRH brochure to encourage them to enroll in the program. Since the mailing, several new employers in San Leandro have signed up for the GRH program in 2011, which will be shown in the 2011 report. GRH staff also established a point of contact in cities that are currently not enrolled in the program (such as Newark and Union City). Despite the targeted marketing efforts, Union City was the only city in South or Central Alameda County to increase GRH enrollment in 2010. Registered businesses in Union City increased from two to three in 2010 (50% increase). Overall, there was a decrease in registered businesses in South and Central Alameda County, likely due to the downturn in the economy. For example, the closing of Nummi resulted in a decrease of 268 employees registered in the program. As described in Chapter 3, South and Central County are more suburban than other parts of Alameda County and most businesses have extensive free parking available for employees. Thus it is more challenging to convince businesses in South and Central County to register for the GRH Program.
4. Continue to market the reduced minimum employee per employer requirement.	Based on the results of the comprehensive program evaluation (Eisen/Letunic, 2009), which found that the GRH Program was the only one of 12 nationwide programs that had a minimum number of employees per employer requirement, the CMA Board recommended eliminating the employer size requirement and opening the program to any employer in the county, regardless of size. In 2010, 20 out of the 31 new employers who registered had 75 or fewer employees. In 2009, 6 out of the 12 new employers who registered had fewer than 75 employees. With increased marketing efforts in 2010, the number of new employers, especially smaller employers, grew substantially. As with most programmatic changes, even with marketing, there is often a lag time between initiating a new program change and its increased use. GRH staff worked with Chambers of Commerce and created press releases to advertise the change in the program and continue to form partnerships with business associations throughout the county to more effectively market the program to all employers regardless of size. The GRH website was also updated to reflect this programmatic change.

Recommendation	Outcome/Status
5. Implement new program-wide marketing strategies.	To help increase countywide awareness about the GRH Program, GRH staff developed a Marketing Plan in 2010 that had three focus areas: Companies, Communities and Creative Outlets (see Appendix B). As part of this initiative, staff reached out to various businesses (identified through the East Bay Economic Development Alliance), various Alameda County city staff, as well as other advocacy and non-profit groups that are supportive of alternative modes of transportation. GRH staff reached out to Chambers of Commerce in Alameda County cities and requested to have our marketing text added to their e-blasts. Some of the various chambers produce print newsletters. After investigating the cost-effectiveness of print media ads, it was decided that GRH would not pursue print ads at this time. In addition, staff reached out to several departments of education as a way to reach out to educational staff in Alameda County schools and higher education institutions. With regard to other creative marketing efforts, GRH has ramped up its efforts for co-marketing with other agencies and groups with similar missions and goals. GRH staff has had correspondence with individuals from AC Transit and Alameda CTC. Co-marketing efforts not only expand the reach of GRH marketing efforts in a cost-effective manner, it helps present GRH as a complimentary service to alternative modes of transportation. In addition to these activities, GRH staff attended several marketing fairs and promoted GRH's mission to numerous individuals in the cities of Berkeley, San Leandro, Emeryville, Oakland and Pleasanton.

Recommendation	Outcome/Status
6. Create a new GRH database with information stored on-line instead of in Access Database.	This recommendation was made to help reduce the administrative time associated with running the GRH Program and to make it easier for employers and employees to enroll in the program. In 2010 the database was updated to interface the online registration form with an online database. Once an employee or employer fills out the registration form online, it is automatically entered into the GRH database in real time – eliminating the need for GRH staff to re-enter the same information. This change not only saves staff time, but it also allowed new registrants to be enrolled in the system more easily and efficiently. An automatic e-mail is sent to each new applicant when they register, directing them to the liability waiver form. Time saved from data entry can then be spent on marketing and customer service. The database update was completed in two phases. The first phase of the update allowed the database to be synced up with the website and also included e-mail authentication and an electronic signature for the liability waiver. This facilitates the ease of registration and reduces paper waste. The second phase of the project allowed online registration for employers, similar to the new employee registration. Employers can also log-in and access a list of the employees from their company who are enrolled in the GRH program. This allows the employer representative the ability to update employee contact information and indicate which employees have left the company. It also provides valuable information to employers about the commute behavior of their employees.
7. Continue to investigate implementing a regional GRH Program with MTC and all nine counties in the region.	In 2009 and 2010, the CMA Board recommended that the CMA work with MTC to investigate initiating a regionwide GRH program. This has the potential of reducing total indirect costs--such as administration, marketing and overhead--across the merged programs. CMA staff presented this concept to MTC and the Bay Area counties at the Regional Rideshare Committee in 2009 to discuss the regions' interest in this option. At that time, the counties were receptive to the concept of joint efficiencies while expressing concerns about how this could be accomplished while maintaining the current, well established programs with their different eligibility requirements and funding. As part of the current update to the Countywide Transportation Plan, Alameda CTC is reviewing options to enhance our Transportation Demand Management (TDM) program to be responsive to Climate Action legislation (SB 375 and AB 32). The Countywide Transportation Plan will be adopted in 2012 with a draft available fall 2011. The updated Plan will include a range of TDM alternatives, including Alameda CTC's current GRH Program and bicycle and pedestrian programs, and other TDM options that could be undertaken at a countywide or regional level. The Board will review these options as part of the Countywide Transportation Plan.

Recommendation	Outcome/Status
8. Continue research/planning to expand the GRH Program in Alameda County into a comprehensive TDM Program.	Unlike other GRH programs throughout the Bay Area and the U.S., the CMA GRH Program was the only one that does not include other transportation demand management (TDM) programs. However, since merging with ACTIA as Alameda CTC, the new agency also has bicycle and pedestrian TDM programs and has been co-marketing them with the GRH program. Including the GRH program as part of an even more comprehensive TDM program would result in further economies of scale for marketing and administration. As part of the Climate Action efforts the CMA is pursuing to address greenhouse gas emissions requirements through AB 32 and SB 375,) the CMA is including a range of TDM alternatives in the update of the Countywide Transportation Plan (see above). The GRH Program, whether in Alameda County or regionwide, is being considered as part of these efforts. Additional TDM measures to be considered could include: ridematching, financial incentives for carpooling and vanpooling, discounted transit passes, personalized transit itineraries, subsidized bicycle parking racks and lockers, bicycle commuting maps and promotions and other marketing strategies.
9. Investigate alternative funding sources for the GRH Program.	The GRH program has been funded by the Air District TFCA funds since 1998. To diversify program funding and address the CMA Board's concerns about having employers contribute towards the cost of the program to reduce congestion and air emissions, the CMA Board recommended investigating methods of introducing employer contributions into the program. For the past two years, as part of the GRH annual employer survey, employers were asked if their company would be willing to pay if the GRH program were part of a countywide TDM program. In 2010, 35% of employers stated that their participation would either be "very likely" or "likely" to continue if they contributed towards the program. This is a five percent increase in willingness to pay from the previous year, when 30% stated that their participation would either be "very likely" or "likely." Although this is an increase, the majority of employers would still not be willing to pay for the GRH program now, even if it were part of a countywide TDM program. This response may be attributed to the timing coinciding with layoffs and a downturn in the economy. The update to the Countywide Transportation Plan, which is in process, includes sections on alternative financing and on TDM alternatives. The Alameda CTC will be reviewing the draft Plan update fall 2011 and the final in 2012.

2011 RECOMMENDATIONS

Based on the results of this evaluation report and the comprehensive program evaluation completed in February 2009 (Eisen/Letunic), Alameda CTC staff recommends the following course of action for 2011:

Recommendations for 2011

1. Continue operations and marketing, including maintaining website, monitoring car rental requirement, and conducting employee and employer surveys.

Operations of the GRH program should continue in 2011 including database maintenance, general marketing, monitoring the car rental requirement, and maintaining the website. GRH staff should continue monitoring and marketing the requirement to take non-emergency rides greater than 50 miles with rental cars. Marketing should be focused on informing new employers and employees about the requirement. This effort should include continuing to telephone and e-mail participants who used the program for non-emergency rides and live over 50 miles from their workplace to remind the participant of the program requirement and attach reminders to all vouchers about the requirement.

Employee and employer surveys should be completed annually as part of the annual program evaluation report. The surveys for the 2011 evaluation should be scheduled for late January/early February 2012.

2. Continue to market the countywide employer eligibility.

In February 2009, the CMA Board recommended eliminating the employer size requirement and opening the program to any employer in the county, regardless of size. The recommendation was based on the results of the comprehensive program evaluation which found that of 12 GRH programs nationwide, only the Alameda County GRH program had a minimum number of employees per employer requirement. Eliminating the minimum number of employees per employer requirement enabled 20 new businesses to register in the GRH Program in 2010. Since this change was introduced in 2009, it is necessary to continue to increase program awareness among smaller businesses in Alameda County in order to further encourage mode shifts from driving alone to alternative forms of transportation.

3. Implement new program-wide marketing strategies, including co-marketing and social media marketing.

GRH staff should continue to work with Chambers of Commerce and create press releases to advertise the program to all employers in Alameda County and continue to form partnerships with TMAs and business associations to more effectively market the program to all employers regardless of size or location. In addition to partnership and press releases, new marketing strategies such as co-marketing and social media marketing, can be used to reach out to new potential employers throughout Alameda County.

A co-marketing strategy can be used to work with other agencies and groups who have similar missions and goals, such as AC Transit and Alameda CTC bicycle and pedestrian program. Co-marketing efforts will not only expand the reach of GRH marketing efforts in a cost-effective manner, it will help present GRH as a complimentary service to alternative modes of transportation, which is very effective in offering a packing of alternative modes of travel. Co-marketing involves co-promoting organizational missions at marketing events and in press releases.

A second strategy is to use social media tools to help the GRH Program stay in touch with businesses and reach out to new users. Social media tools, such as Facebook and Twitter, are commonly used by other programs and services in Alameda County, including Safe Routes to School Alameda County, Oakland Broadway Shuttle, BART, and Alameda Harbor Bay Ferry. In addition, many large and small employers use social media to make announcements to their employees and to announce community events, such as Transportation and Health Fairs. Social media tools would help marketing and co-marketing efforts become more effective, allowing GRH to promote events in Alameda County and stay in communication with major employers and other program partners.

4. Rebrand the GRH Logo and Website to be consistent with the Alameda CTC.

The Alameda CTC was formed in 2010 as a result of a merger of the Alameda County Congestion Management Agency (ACCMA) and the Alameda County Transportation Improvement Authority (ACTIA). The GRH Program was previously administered by the Alameda County CMA. All of the printed program materials, logo, and website contain the words "Alameda County CMA Guaranteed Ride Home." Since all program materials have to be updated to reflect the new organizational change, it is recommended that GRH rebrand the logo and website to be more consistent with the look and feel of Alameda CTC website. A consistent look and feel will better integrate the GRH Program with Alameda CTC and will show users that GRH is part of a larger countywide transportation agency.

5. Promote the GRH Program to School Districts by working with Alameda County Safe Routes to School (SR2S) Program.

The Alameda County Safe Routes to Schools (SR2S) provider, TransForm, has worked with over 150 schools in the county and has recently started to promote SchoolPool (a 511.org resource) to local schools. The GRH Program compliments these programs and can be used to encourage teachers and staff to use alternative forms of transportation to commute to work (transit, carpool, vanpool, bike, or walk). In 2011, efforts should be made to coordinate outreach activities to promote awareness of the GRH Program to teachers and staff through

the SR2S Program. Since Transform has already established contacts in schools throughout the county, GRH Staff can work with Transform to contact an employer representative for each school.

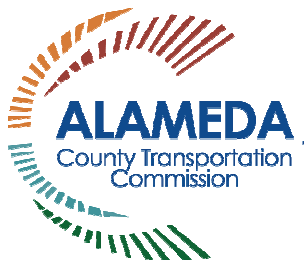
6. Continue research/planning to expand the GRH Program in Alameda County into a comprehensive TDM Program as part of the Alameda Countywide Transportation Plan Update.

Including the GRH program as part of a comprehensive TDM program would result in economies of scale for marketing and administration. A comprehensive TDM package that includes the GRH program is being included in the update of the Countywide Transportation Plan. These efforts are part of Alameda CTC's goals to contribute towards reducing greenhouse gas emissions in compliance with state legislation (AB 32 and SB 375).

The GRH Program, whether in Alameda County or regionwide, is being considered part of these efforts. TDM measures could include: ridematching, financial incentives for carpooling and vanpooling, discounted transit passes, personalized transit itineraries, subsidized bicycle parking racks and lockers, bicycle commuting maps and promotions and other marketing strategies.

Continuation of this discussion is timely and coincides with the upcoming updates of the Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP). To inform the CWTP, CTC is updating the Countywide Transportation Plan with a discussion of a range of Transportation Demand Management (TDM) alternatives, including the GRH Program, which could be undertaken at a countywide or regional level.

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DATE: April 27, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

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

SUBJECT: **Approval of Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Project and Program Submittal List**

Recommendations

ACTAC is requested to recommend that the Board:

- (1) Approve the attached list of programmatic categories with example projects and programs identified (Tables 1 and 2) and the draft list of projects (Table 3) as those to be evaluated in the CWTP transportation plan investment packages and in the RTP performance assessment; and
- (2) Direct staff to forward both the programmatic and project lists to MTC by the May 27, 2011 deadline.

These programs and projects will be used by Alameda CTC and MTC staff respectively in the first round of evaluating transportation investments in the CWTP and the RTP to determine how they perform against adopted performance measures and targets including greenhouse gas reduction targets and a sustainable communities strategy target.

Summary

Since summer 2010, staff has been working through the Steering Committee and the Technical and Community Advisory Working Groups to update the Countywide Transportation Plan from which a potential Sales Tax Transportation Expenditure Plan will be developed. The results of the CWTP will be used to inform the Regional Transportation Plan (RTP) update that includes the development of the Sustainable Community Strategy (SCS) as mandated by AB 32 and SB 375. This item summarizes the concurrent RTP and CWTP Call for Projects and Programs process and outcomes and asks the Commission for several actions as summarized above.

DiscussionCall for Project Process

In support of the development of the RTP, MTC released a Call for Projects and Programs on February 14, 2011. As part of the Call, each Congestion Management Agency was requested to coordinate project submittals from its county and assist with public outreach. Because Alameda CTC is in the process of updating its CWTP and is developing a New Sales Tax Transportation Expenditure Plan, the same Call is also being used for these countywide planning purposes.

The CWTP update effort is concurrent with the RTP and will be used to inform the RTP. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by April 29, 2011. The CWTP-TEP Steering Committee is being requested to review the draft list at its meeting on April 28, 2011 and recommend that it be forwarded to MTC by the deadline. The Draft list of projects and programs will be presented to Alameda CTC committees and advisory groups in May culminating in a public hearing at the May 26, 2011 CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list, with any modifications, is due to MTC on May 27, 2011.

Public Outreach

Staff has received input on transportation needs from the public in February and March at five public meetings held throughout the County, through the Alameda CTC administrative and advisory committee meetings, and through an on-line and in-person toolkit questionnaire. Over 1,600 people in Alameda County provided input on the CWTP-TEP either by participating in a workshop (188), receiving a presentation through the Outreach Toolkit (724), or participating online (693). Additionally, a telephone survey of Alameda County voters was done in March. A summary of the public participation and survey findings is found on the Alameda CTC website. The input received through the public outreach process was used in developing the draft lists of programs and projects recommended for evaluation in the CWTP and RTP.

Program and Project Screening

All programs and projects received from the public outreach process and applications submitted by public agency sponsors were divided into two groups:

- a) Programmatic: capital projects and programs that are not capacity increasing, are not subject to an air quality conformity analysis, and cannot be modeled
- b) Projects: capital projects that are capacity increasing, are subject to an air quality conformity analysis, and need to be modeled

This distinction is important because projects that can be modeled need to provide much more detailed information in the application process than programmatic projects that will be quantitatively and qualitatively assessed using other methods.

The programs and projects were further divided in to two additional groups: (a) those with project sponsors and (b) those without project sponsors. Approximately, 300 project/program applications were received from project sponsors by the April 12, 2011 Alameda CTC due date. The programmatic categories (not the individual projects within them) and projects, shown in Tables 1, 2 and 3 and discussed in more detail below, were then screened to ensure they met the goals of CWTP and were of region wide or area wide significance. Programs and projects that do not have project sponsors at this time are shown in Tables 4 (projects) and 5 (programs). The combined list of

programs and projects shown in all five tables were circulated to Alameda CTC Committees and advisory groups in April in an effort to identify project sponsors. Many of the projects and programs without sponsors identified in Tables 4 and 5 are suggestions that could potentially be included in on-going or future studies or are already included in existing plans (e.g., bicycle and pedestrian plans). These lists will be kept for reference throughout the development of the CWTP and staff will provide comments on which ones should be considered for future study at the May meeting. Note Table 5 also includes projects listed in the 2008 CWTP that are being dropped.

Screening Outcomes

Applications for a total of \$25.3 billion in programs and projects were received as follows: \$9.4 billion in programs, \$7.6 billion in countywide/local projects, and \$8.3 billion in regional projects. These amounts represent total cost of a project or program. As part of the Call, MTC assigned Alameda County an initial funding target of \$11.76 billion. This amount is combined with other sources to fund programs and projects in Alameda County. MTC is currently developing more refined financial forecasts, which are anticipated to be available in late summer and are expected to be much less than the \$11.76 billion.

This means that for this first round of evaluation, there is flexibility to include Alameda County programs and projects in the performance assessment to determine how they perform and to identify the top performing programs and projects. For the initial evaluation, staff intends to evaluate all projects and programs in Tables 1, 2, and 3 in the CWTP-TEP analysis during the months May and June with results available for discussion in July. This process will be accomplished through the CWTP-TEP CAWG, TAWG and Steering Committee.

Concurrently, MTC will also be conducting a performance assessment of programs and projects for the RTP and has requested a list of projects and programs from Alameda County that fit within the \$11.76 billion funding budget. A draft RTP submittal, accepted by the CWTP-TEP Steering Committee, will be forwarded to MTC by the due date April 29, 2011 with the following components:

- For programmatic categories: As stated above, applications received for programmatic projects totaled \$9.4 billion and represented over 160 applications (Table 2). In the 2008 CWTP, approximately \$3.5 billion in funding was identified for programs. Staff estimated projected total need for each of the categories for informational purposes, which is approximately \$50.8 billion. Because programs support the development of the SCS, it was recommended that the amount of funding assigned to programs be doubled from \$3.5 billion to \$7.0 billion. This represents 60% of the \$11.76 discretionary funding target being assigned to the 15 program categories shown in Table 1 and the sample programmatic projects shown in Table 2. The distribution of the funding among the categories and which projects in programs should be funded will be determined as part of the evaluation of programs and projects being done for the CWTP and RTP in May and June.
- For countywide local projects: The total discretionary and vision funding request for the 84 projects is \$1.5 billion and \$4.0 billion respectively for a total request of \$5.5 billion. It was recommended that the remaining 40% or \$4.76 billion of the \$11.76 discretionary funding target be assigned to the countywide local projects shown in Table 3.

- For regional projects: It is recommended that these Bay Area Region/Multi-county projects be submitted to MTC separately. These 11 projects, submitted by regional agencies (e.g., BART, AC Transit, Caltrans), are shown in Table 3 and total \$8.2 billion of which \$765 million is discretionary and is assumed to be from the regional discretionary budget. These projects serve a regional need.

Schedule and Next Steps

- April 29, 2011: Forward draft lists to MTC.
- May 27, 2011: After committee and advisory group review, forward final lists to MTC.
- May/June 2011: Using the projects and programs identified in this Call, conduct the first round CWTP evaluation of transportation investment packages with a land use scenario that is representative of an SCS. Concurrently, MTC will be conducting its performance assessment.
- July 2011: Present CWTP evaluation results.
- August 2011: Conduct second evaluation using a constrained land use and transportation network/policy scenario.
- September 2011: First draft of the CWTP and first preliminary Transportation Expenditure Plan list.
- Fall 2011: Public outreach and second draft CWTP and first draft TEP

Attachments

Attachment A:	Table 1. Draft Programmatic Category Estimate for Alameda County
Attachment B:	Table 2. Draft Public Agency Program Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
Attachment C:	Table 3. Draft Public Agency Project Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
Attachment D:	Table 4. Public Outreach Project Listings for which sponsors have not been identified and 2008 CWTP projects that have been dropped
Attachment E:	Table 5. Program Listings from Outreach Activities for which sponsors have not been identified

Table 1: DRAFT Programmatic Category Estimates
ALAMEDA COUNTY

Program Categories	Historical distribution*	2011 RTP/ CWTP Call for projects - Estimated Costs	Current Projection of need**
1. Bicycle and Pedestrian Program (RT ID# 240381) Includes county- and local-level bike and pedestrian improvements	\$397	\$599	\$2,600
2. Transit Enhancements, Expansion and Safety Program (RTP ID# 240382) Includes Alameda County share of systemwide improvements. Excludes elements of regional significance, i.e. ferry expansion	\$979	\$2,187	\$7,700
3. Transit and Paratransit Operations and Education Program (RTP ID# 240383) Includes estimates for operating shortfalls	\$665	\$1,650	\$23,000
4. Community Based Transportation Plan (CBTP) Implementation Program (RTP ID# 240384) Overlaps with bike, pedestrian, transit, TDM, local streets, and PDA program elements	\$25	\$1,286	\$500
5. Local Road Improvements Program (RTP ID# 240386) Overlaps with bike, pedestrian, transit, and PDA program elements	\$423	\$1,260	\$6,700
6. Local Streets and Roads Operations & Maintenance (O&M) Program (RTP ID# 240387) Based on MTC estimate of LSR O & M needs	\$0	\$828	\$2,800
7. Highway, Freeway, Safety and Non-Capacity Improvements Program (RTP ID# 240388) Based on Caltrans estimate of state highway needs	\$468	\$127	\$4,700
8. Bridge Improvements Program (RTP ID# 240389)	\$0	\$286	\$300
9. Transportation and Land Use Program (or PDA Program) (RTP ID# 240391)	\$138	\$823	\$1,000
10. Planning and Outreach Program (RTP ID# 240392) Includes potential planning studies for other categories, i.e. PDA, freight, TDM, etc	\$16	\$27	\$100
11. Transportation Demand Management (TDM) and Parking Management Program (RTP ID# 240393)	\$0	\$103	\$500
12. Goods Movement Program (RTP ID# 240394)	\$445	\$147	\$500
13. Priority Development Area (PDA) Support - Non-Transportation Program (RTP ID# 240395)	\$0	\$0	\$50
14. Environmental Mitigation Program (RTP ID# 240396)	\$0	\$0	\$50
15. Transportation Technology and Revenue Enhancement Program (RTP ID# 240397)	\$0	\$75	\$300
PROGRAMS SUBTOTALS	\$3,555	\$9,397	\$50,800

* Includes Measure B Expenditure Program, 2008 CWTP Committed Projects (Table 6.1) and Investments by Category (Table 6.8)

** All figures rounded to nearest \$100Ms

RTP ID	Program Categories	Previous*	2011 RTP/CWTP Call for projects - Cost estimate	Current Estimate of need*	Proposed*	Notes on need estimate
240381	1. Bicycle and Pedestrian Program (RT ID# 240381)	\$396.5	\$599.0 \$	2,600.0		Notes on need estimate = (\$275+\$903) 2006 Co Bike/ped plan cost estimate * 1.30 for escalation estimate
	1A. Countywide Bike Plan Capital Projects network		\$75.0			1128.15
	1B. Countywide Pedestrian Plan Capital Projects network		\$2.0			1531.4
	1C. Local Bike & Pedestrian Plan Implementation		\$491.6			2659.55
	1D. Bike Support Facilities - Capital & Operations					
	1E. Infrastructure Maintenance					
	1F. Education and Promotion Program					
	1G. Crossing Guard Program		\$30.4			
	<i>Includes county- and local-level bike and pedestrian improvements</i>					
240382	2. Transit Enhancements, Expansion and Safety Program (RTP ID# 240382)	\$978.8	\$2,107.1 \$	7,700.0		= AC Transit 88% of \$1,726.8 + BART 39% of \$35,119 + LAYTA \$127.4 + UC Transit \$43.8 + ACE 33% of \$463
	2A. Transit Capital Rehabilitation		\$63.9			7753.404
	2B. Transit Capital Replacement		\$163.2			MTC Transit capital needs projections
	2C. Vehicle Expansion		\$518.9			
	2D. Safety and Security for Passengers and System (including seismic retrofit)		\$112.9			
	2E. Station and Stops Improvements (access, expansion and amenities)		\$591.5			
	2F. System Capacity (to allow increased use of systems)		\$449.7			
	2G. Maintenance Facilities Expansion		\$180.4			
	2H. Environmental Program		\$106.6			
	<i>Includes Alameda County share of systemwide improvements. Excludes elements of regional significance, i.e. ferry expansion</i>					
240383	3. Transit and Paratransit Operations and Education Program (RTP ID# 240383)	\$664.7	\$1,649.5 \$	23,000.0		= AC Transit 88% of \$1,124.0 + BART 39% of \$26,347 + LAYTA \$663 + UC Transit \$154 + ACE 33% of \$632
	3A. Transit and Paratransit Operations and Expansion (Including TPM and TSM)		\$1,273.0			21456.09
	3B. Transit Fare Incentives		\$376.5			MTC Transit operating needs projections
	3C. Travel Training, Education and Promotion Programs					Placeholder paratransit \$1,500
	<i>Includes estimates for operating shortfalls</i>					Subtotal: 22956.1
240384	4. Community Based Transportation Plan (CBTP) Implementation Program (RTP ID# 240384)	\$24.9	\$1,386.2 \$	500.0		placeholder
	Implement projects and programs identified in "communities of concern" in CBTPs					
	4A. Alameda Community Based Transportation Plan - June 2009					
	4B. Central Alameda County CBTP - Cherryland, Ashland and South Hayward - June 2004					
	4C. West Oakland Community Based Transportation Plan - May 2006					
	4D. Central and East Oakland CBTP - December 2007					
	4E. South and West Berkeley CBTP - June 2007					
	4F. Implementation of updated and new adopted CBTPs					
	<i>Overlaps with bike, pedestrian, transit, IDM, local streets, and PDA program elements</i>					
240386	5. Local Road Improvements Program (RTP ID# 240386)	\$423.2	\$1,259.5 \$	6,700.0		MTC System preservation est \$6,674
	5A. Major Arterial Performance Initiative Program		\$0.0			
	5B. Safety Improvements		\$868.0			
	5C. Streetscape Improvements		\$116.7			
	5D. Coordination with Freeways		\$33.1			
	5E. Complete Streets		\$221.5			
	5F. Traffic Calming		\$17.4			
	5G. ITS/Signals		\$2.8			
	5H. Signage		\$0.0			
	<i>Overlaps with bike, pedestrian, transit, and PDA program elements</i>					
240387	6. Local Streets and Roads Operations & Maintenance (O&M) Program (RTP ID# 240387)	\$0.3	\$828.0 \$	2,800.0		MTC LSR Ops and Routine Maint est \$2822
	6A. Pavement Rehab		\$95.9			
	6B. Maintenance / Operations		\$728.1			
	6C. ITS		\$4.0			
	<i>Based on MTC estimate of LSR O & M needs</i>					
240388	7. Highway, Freeway, Safety and Non-Capacity Improvements Program (RTP ID# 240388)	\$467.6	\$127.0 \$	4,700.0		22.4 B regional state hwy needs + Ala Co share of 210% MTC PTAC memo 4704
	7A. Interchange Improvements		\$54.0			
	7B. Operations incl. Ramp Metering		\$45.7			
	7C. Maintenance		\$0.0			
	7D. Soundwalls		\$27.3			
	7E. Freeway Service Patrol		\$0.0			
	7F. ITS					
	<i>Based on Caltrans estimate of state highway needs</i>					
240389	8. Bridge Improvements Program (RTP ID# 240389)	\$0.0	\$286.4 \$	300.0		placeholder

RTP ID	Program Categories	Previous*	2011 RTP/CWTP Call for projects - Cost estimate	Current Estimate of need*	Proposed*	Notes on need estimate
	8A. Bridge Replacement		\$127.4			
	8B. Bridge Expansion and Maintenance		\$5.0			
	8C. Bridge Retrofit and Repair		\$94.0			
	8D. Bridge Operations		\$60.0			
240391	9. Transportation and Land Use Program (or PDA Program) (RTP ID# 240391)	\$137.9	\$822.7	\$ 1,000.0		placeholder
	Transportation Improvements at transit hubs (PDAs) in CWTP, including multi-modal access (transit, pedestrian and bike)					
240392	10. Planning and Outreach Program (RTP ID# 240392)	\$16.0	\$26.9	\$ 100.0		placeholder
	10A. Planning Studies and Implementation		\$26.9			
	10B. Promotion/Outreach and Education about Transit, Bike, Walk, Multimodal Access (and SR2T)					
	10C. Multi-Lingual Educational Materials					
	10D. School Promotion					
240393	11. Transportation Demand Management (TDM) and Parking Management Program (RTP ID# 240393)	\$0.0	\$103.4	\$ 500.0		placeholder
	<i>Includes potential planning studies for other categories, i.e. PDA, freight, TDM, etc</i>					
	11A. Parking Programs		\$44.9			
	11B. Transit Cards		\$0.0			
	11C. School Programs		\$32.5			
	11D. GHG Reduction		\$0.0			
	11E. TDM (i.e. GRH, 511)		\$21.4			
	11F. Pricing Programs		\$0.0			
	11G. Shuttles, Streetcars - Alternatives to Fixed Transit		\$4.4			
	11H. Carsharing		\$0.2			
	11I. Education and Marketing		\$0.0			
	11J. Travel Training		\$0.0			
240394	12. Goods Movement Program (RTP ID# 240394)	\$445.0	\$146.5	\$ 500.0		placeholder
	Improvements for goods movement by truck and coordinated with rail (and air)		\$5.0			
	12A. Truck Parking		\$90.0			
	12B. Port Operations Improvements		\$11.5			
	12C. Truck Impacts to Local Streets - Improvements For		\$20.0			
	12D. Truck Routing		\$20.0			
	12E. Freight Operations Improvements (rail, roads, port)					
240395	13. Priority Development Area (PDA) Support - Non-Transportation Program (RTP ID# 240395)	\$0.0	\$0.0	\$50.0		placeholder
	Improvements at PDAs that are not transportation, such as sewer and storm water upgrades		\$0.0			
	13A. Non-transportation infrastructure improvements (e.g., sewers, storm water)		\$0.0			
240396	14. Environmental Mitigation Program (RTP ID# 240396)	\$0.0	\$0.0	\$50.0		placeholder
	Methods and Strategies to provide off-site mitigation to support projects moving to construction					
	14A. Mitigation banking					
240397	15. Transportation Technology and Revenue Enhancement Program (RTP ID# 240397)	\$0.0	\$75.0	\$ 300.0		placeholder
	15A. New technological advancement implementation (including fueling/charging stations, other communications and technological advancements that support road, highway and transit improvements and efficiencies)		\$75.0			
	15B. Revenue Enhancing Projects and Programs Using Technology (including High Occupancy Toll facilities, Express Lanes, Vehicle Miles Traveled programs, Parking Programs that increase revenues, etc)					
	PROGRAMS SUBTOTALS	\$3,554.9	\$9,397.2	\$50,800.0		

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Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
 * Specific suggestions from members of the public through Outreach Activities

<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
1. Alameda Countywide Bicycle and Pedestrian Program - RTP ID # 240381				
1A. Countywide Bike Plan Capital Projects network				
1	Countywide Bicycle Plan implementation			Implementation of projects and programs included in the updated Countywide Bicycle Plan
	Gap Closure and Development of Three Major Trails in Alameda County (Iron Horse, Bay Trail, East Bay Greenway Project / UPRR Corridor Improvements Project)*			Construct new segments and close existing gaps along three major trails within Alameda County: 1) Iron Horse Trail; 2) East Bay Greenway; and 3) Bay Trail. East Bay Greenway project includes acquisition of UPRR Right of Way north of Industrial Parkway in Hayward.
2			240347	Complete the Bay Trail Extension to provide an accessible 1.3 mile loop trail for bicycles and pedestrians from the main spine of the Bay Trail at West Frontage Road to the Eastshore State Park, Berkeley Marina, Bay shoreline, and the proposed Berkeley Ferry Terminal.
3 City of Berkeley	Bay Trail Extension - Berkeley Marina	1	240207	
	Iron Horse Trail Overcrossing at Dublin Boulevard near Dublin Transit Center (Bicycle/Pedestrian Enhancements)	4	240292	This project proposes to enhance the Iron Horse Trail located in the City of Dublin by constructing a pedestrian/bicycle bridge overcrossing at Dublin Boulevard
4 City of Dublin				
5 City of Dublin	Iron Horse Trail Overcrossing at Dougherty Road (Bicycle/Pedestrian Enhancements)	4	240294	This project will enhance the Iron Horse Trail by constructing a pedestrian/bicycle bridge overcrossing at Dougherty Road located in the City of Dublin.
6 City of Fremont	Bicycle/Pedestrian Expansion: Pedestrian and Bicycle Access Way from Downtown to Fremont BART	3	240281	Construct bicycle and pedestrian facilities from Fremont BART Station to Fremont Mitown in the Central Fremont PDA.
City of San Leandro	East Bay Greenway/UPRR Rail to Trail*	2	240322	4.7 miles of Bicycle and Pedestrian multi-use pathway following the existing Union Pacific Railroad Oakland Subdivision building upon the Eastbay Greenway
8 City of Hayward	Tennyson Road Pedestrian/bike bridge*	2		Tennyson Road Pedestrian/bike bridge from Nuestro Parqueito to South Hayward BART station - Included in Bicycle Master Plan
9 1B. Countywide Pedestrian Plan Capital Projects network				
10	Countywide Pedestrian Plan implementation			Implementation of projects and programs included in the updated Countywide Pedestrian Plan
	Pedestrian Gap Closure Projects over 580 and 680 - program	4	240189	580 pedestrian and bicycle Gap Closure project
1C. Local Bike & Pedestrian Plan Implementation				
12	Implementation of Local Bicycle and Pedestrian Plan projects and programs			Implementation of projects and programs included in local bicycle and pedestrian plans
13 Alameda County	Sidewalk Improvements		240107	Sidewalk Projects at various locations in Alameda County unincorporated areas
14 City of Alameda	Bike and Ped Infrastructure	1		Enhancing and maintaining bicycle and pedestrian infrastructure in the City
15 City of Albany	Bike/ped expansion - Cleveland Avenue Improvements	1	240352	The project entails continuing the Class I bikeway from the 500 block of Pierce St. through the surplus parcel of land and connect it to the bike lanes planned for Cleveland Avenue. Included in this phase is the extension of the sound wall along the 500 block of Pierce St.

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<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
16 City of Albany	Key Route Boulevard	1		Bicycle and pedestrian improvements - included in the update to the bike plan currently in progress
17 City of Albany	Pierce Street Bicycle Bikeway*	1		Included in the update to the bike plan currently in progress
18 City of Albany	San Pablo Avenue medians, rain gardens and streetscape improvements	1		In the San Pablo Streetscape Plan and included in the update to the pedestrian plan currently in progress
19 City of Albany	Solano Avenue pavement resurfacing and beautification	1		Included in the Solano Avenue Plan and included in the update to the pedestrian Master plan currently in progress
20 City of Albany	Washington Avenue @ San Pablo	1		bike boulevard and intersection improvements at San Pablo Avenue - included in the update to the bike plan currently in progress
21 City of Berkeley	Complete Streets: Streetscape Improvements & Pedestrian Plan Implementation	1	240197	Implement Berkeley Pedestrian Master Plan, adopted 6/10. The Plan includes well developed conceptual plans, which include Safe Routes to Schools, and Safe Route to Transit elements.
22 City of Berkeley	Berkeley Bicycle Plan implementation, including Safe Routes to School and Safe Routes to Transit elements (Bicycle/Pedestrian Enhancements)	1	240206	Implement Berkeley Bicycle Plan, including Safe Routes to School and Safe Routes to Transit elements
23 City of Emeryville	I-80 Bike Ped Bridge (65th Street)	1	240003	This project includes the design and construction of a bike-ped bridge over the I-80 Freeway at the location of the Ashby-Shellmound Interchange. Approaches to the crossover structure will connect to 65th Street on the east approach and to Frontage Road on the west approach.
24 City of Emeryville	Emeryville Greenway (Bicycle/Pedestrian Expansion)	1	240201	Expand Emeryville Greenway through design and construction of pathway(s) and landscaping on existing City owned right of way (former rail right of way).
25 City of Fremont	Greenbelt Gateway on Grimmer Boulevard	3	240260	Improvement of pedestrian and bicycle connection to Central Park between Fremont Blvd and Paseo Padre Parkway, including re-alignment of flood control channel, pedestrian path, landscape, curb, and a bridge connection to Central Park.
26 City of Fremont	Sullivan Road Undercrossing Ped/Bike Safety & Improvements	3	240262	Install a 5' wide walkway between Mission Blvd and Niles Blvd on the eastbound side Sullivan Underpass under the UPRR bridge. Reconfigure the intersections of Sullivan Underpass at Mission and Niles and install a new traffic signal at Mission.
27 City of Fremont	Construct Bicycle/Pedestrian Grade Separation on Blacow Road at Union Pacific railroad tracks and future BART line in Irvington Area PDA	3	240287	Construct a bicycle/pedestrian grade separated crossing over UPRR/BART line to connect Blacow Road and Osgood Road in the Irvington Area PDA.
28 City of Fremont	Rails to Trails Fremont UPRR/BART Corridor Trail	3	240291	Construct a new bicycle and pedestrian trail within UPRR/BART Corridor right of way from Niles area (UPRR/Clarke Drive junction) in north Fremont to Fremont/Milpitas City limits in the south.
29 City of Hayward	Bike-Pedestrian Enhancements*	2	240016	• C Street – Grand to Filbert – narrow, increase sidewalk, construct median • C Street – Watkins to Mission – narrow to one lane, increase sidewalk, provide bike lane • Main Street – D Street to McKeever – narrow to 2 lanes, increase sidewalk and provide bike lane • Cannery Pedestrian bridge over the UPRR tracks in the Cannery Area. • Dixon Street – Valle Vista to Industrial – streetscape improvements to complement TLC project from Valle Vista to Tennyson

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Table 2: DRAFT Public Agency PROGRAM Submittals for the RTP/SCS and CWTP-TEP Call for Projects for Alameda County
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<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
30 City of Livermore	Bicycle/Pedestrian Expansion	4	240255	Implement projects identified in Bike and Ped Master Plan
31 City of Newark	Bike/Ped Enhancements: Pedestrian and Bicycle Master Plan Implementation	3	240284	Pedestrian and Bicycle Master Plan Implementation
32 City of Newark	Bike/Ped Expansion: Dumbarton TOD Bay Trail Railroad Overcrossing*	3	240288	Dumbarton TOD Bay Trail Railroad Overcrossing
33 City of Newark	Cedar Boulevard Pedestrian and Bicycle Railroad Crossing	3	240289	Cedar Boulevard Pedestrian and Bicycle Railroad Overcrossing
34 City of Oakland	Bicycle and Pedestrian Safety and Enhancements: Streetscapes	1	240225	Completion of bicycle and pedestrian projects citywide. Work includes pavement resurfacing, construction of bulbouts, medians, pedestrian refuges, widened sidewalks, installation of new street furniture, streets trees and other enhancements.
				Completion of Bay Trail Projects in Oakland, including Bike/Ped bridge over the Lake Merritt Channel, and bike/ped access around existing bridges over the Oakland Estuary. Also includes bicycle/pedestrian connections to the Bay Trail from existing facilities.
35 City of Oakland	Bicycle/Pedestrian Expansion	1	240227	
City of Union	Bicycle/Pedestrian Connector Over UPRR Tracks to Jobs Center	3	230100	Construct a pedestrian crossing over the UPRR tracks in the Union City Intermodal Station District
				Improve safety along MacArthur Blvd between High Street and Seminary by altering lane widths, installing additional traffic signals, adding bike lanes, a path, and pedestrian crossings; move curb and gutter in sections of the street, relocate utility poles to provide ADA width sidewalks, provide retaining wall in one location.
1D. Bike Support Facilities - Capital & Operations				
38	Bike parking			Includes bike parking, storage and changing facilities, showers
39	Bikesharing			Implementation of bike-share programs
1E. Infrastructure Maintenance				
40	Maintenance of bike and pedestrian facilities			Maintenance of bikeways, sidewalks, trails, signage, signals and other bike/pedestrian infrastructure
1F. Education and Promotion Program				
41	Promotion of biking and walking			Examples include Bike to Work Day, Bike/Walk to School day, active transportation, etc
42	Bicycle safety			Examples include Street Skills /Road 1 bike classes, and Share the Road campaigns
1G. Crossing Guard Program				
43	Crossing guard program			Support for crossing guard programs
2. Transit Enhancements, Expansion and Safety Program - RTP ID # 240382				
2A. Transit Capital Rehabilitation				

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<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
44 ACE	Locomotive rehabilitation (6 locomotives, mid-life)		240307	Mid-life Overhaul of six (6) locomotives
45 ACE	Rail Car Rehabilitation (28 pax rail cars, mid-life)		240308	Mid-life overhaul of twenty-eight (28) passenger rail cars
46 ACE	Capital Spares, Minor Locomotive & Rail Car Rehabilitation		240310	Spare & replacement parts, mechanical and cosmetic, for rail cars and locomotives.
47 ACE?	Annual Preventive Maintenance costs for rail cars and locomotives.		240311	Annual Preventive Maintenance costs for rail cars and locomotives.
City of 48 Emeryville	Transit Station Rehabilitation	1	240247	Enhance Emeryville's existing transit services with installation of up to 30 bus shelters and other site amenities including benches, maps, signage and amenities for existing AC Transit and Emery Go Round routes and expansion of the Amtrak station platform in Emeryville.
City of 49 Emeryville	Transit Vehicle Rehabilitation/Replacement/Retrofit	1	240251	Replace 14 outdated Emery Go Round Shuttles with Low Floor Diesel, hybrid and/or CNG shuttles
50 ACE	Interoperable Communications Equipment		240297	This project will provide a scalable, cost-effective IP-based solution for quickly establishing communications between disparate systems in support of emergency response and day-to-day operations. Additional funding is being sought for Fremont and Great America.
2B. Transit Capital Replacement				
51 LAVTA	Transit Vehicle Rehabilitation/Replacement/Retrofit (197veh + 194 veh)	4	94527	LAVTA will need to replace 197 fixed-route vehicles and perform mid-life rehabilitations on 194 vehicles through 2040. This program is intended to provide funding for the Authority's fleet replacement and rehabilitation requirements. Vehicle replacement includes replacing all vehicle components including all ITS, fareboxes, radios, and equipment necessary for safe and efficient fleet operations.
2C. Vehicle Expansion				
52 AC Transit	Additional Fleet Vehicles To Support Improved Transit Service		21154	Purchases rolling stock for enhanced transbay, local, or express services
53 ACE	ACE Vehicles		240314	Purchase of bucket truck for Maintenance Department. Purchase of tow-behind sweeper for Maintenance Department for parking lot and private roadway upkeep. Purchase of two (2) all electric vehicles with sufficient range to travel to and from San Jose with incidental stops at stations and vendors without recharging en-route or using any on-board fuel. Estimated range needed is greater than 200 miles after 10 years of normal battery usage.
54 BART	BART Rail Vehicle Capacity Expansion- 225 cars (Alameda County portion)		240073	Purchase 225 additional cars to accommodate future increases in ridership.
2D. Safety and Security for Passengers and System (including seismic retrofit)				
55 AC Transit	Safety and security improvements*		230098	This project encompasses a number of capital elements to ensure AC Transit vehicles and facilities are safe and secure for the passengers, including: bus video and facility surveillance system with data storage; mobile communications vehicle; emergency generator systems at operating divisions; Emergency Operations Center Upgrades; Transfer Centers/Stop surveillance program; and "Hardening" upgrades to operating divisions and temporary Transbay terminal.
56 ACE	On-board Security Cameras		240275	On-Board, remotely accessible security cameras and associated infrastructure to include Wi-Fi networking on each rail car.

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<u>Sponsor/ Location</u>	<u>Program Name</u>	<u>Planning Area</u>	<u>RTP ID# (if application submitted)</u>	<u>Project Description</u>
57 ACE	Security Cameras at the Alameda & SJ Stations		240295	IP-Based video surveillance system for all San Joaquin County stations, Vasco, Pleasanton, and Alameda County Stations.
58 BART	BART Security Program (Alameda County portion)		240072	Project will improve or enhance BART security to protect the patrons and the system. Projects to be implemented include: 1) Emergency Communications; 2) Operations Control Center; 3) Locks & Alarms; 4) Public Safety Preparedness; 5) Structural Augmentation; 6) Surveillance - CIP Track Two Portion; and 7) weapons Detection Systems.
2E. Station and Stops Improvements (access, expansion and amenities)				
59 AC Transit	Livable Communities/Complete Streets/ADA		240373	Complete Streets improvements, including Livable Communities Ped Improvements, ADA curb cuts, ped countdowns, improved sidewalks, signage and bike improvements along transit corridors. Includes: \$13.2 for Alameda County and \$1.8 for Contra Costa County
60 ACE	Information Display Kiosks at ACE stations & on-board rail cars		240240	Information displays and accompanying infrastructure to provide real time arrival and departure information for ACE and connecting transit/shuttle services. General information, announcements, and advertisements could also be accommodated.
61 ACE	ACE Station Improvements		240241	Passenger shelters, including solar lighting and power infrastructure, street furniture, ADA - accessibility.
62 BART	BART Station Capacity (Alameda County portion)		240075	Makes station capacity improvements at 43 BART stations throughout the District. Types of improvements include faregate, stair, and elevator additions; and platform modifications, including platform widening, escalator additions, train-screens, and doors.
63 City of Berkeley	Downtown Berkeley BART Plaza and Transit Area Enhancements	1	240217	Complete construction of all elements of Downtown Berkeley BART Plaza improvements, including transit architecture (custom bus shelter, BART primary (rounda) & secondary entrance canopies), wayfinding signage, capacity improvements, and place-making through new hardscape, street furniture, public art, street trees, and low impact development features.
64 City of Berkeley	Berkeley Ferry Terminal Access Improvements	1	240226	Construct capital expenditures for Berkeley WETA Ferry Terminal-associated landside improvements including roadway improvements, parking, lighting, traffic signal controls, surface transit infrastructure, bicycle and pedestrian infrastructure.
65 City of Oakland	Downtown (12th and 19th Street) BART Stations Transit Enhancements	1	240232	Downtown (12th and 19th Street) BART Stations Transit Enhancement. Enhance pedestrian and bicycle access to downtown BART stations through streetscape projects incorporating pedestrian enhancements, construction of safe basements underneath sidewalks, paving, sidewalks, bicycle facilities, bicycle storage and bike station development, and signage.
66 LAVTA	Bus Stop Improvements*		230148	LAVTA desires to improve bus stops throughout Dublin, Pleasanton, and Livermore to provide ADA access where access does not exist and improved amenities such as passenger shelters, benches, trash receptacles, system maps and schedules, solar lighting, accessibility upgrades, etc.
67 AC Transit	Telegraph/International/E. 14th ped improvements (non pavement)*			
2F. System capacity (to allow increased use of systems)				
68 AC Transit	Transit Management Systems*		240205	Computer Aided Dispatch Upgrades, including Automatic Vehicle Locator and Real Time Passenger Information. Bus enhancements including automatic passenger counters, internal text messaging and associated system upgrades required for enhancements to function.
69 ACE	Altamont Rail Corridor (Upgrades) Rehabilitation-Track, positive train control, and signaling upgrade		240305	Track, positive train control, and signaling upgrades along the existing and planned Altamont Commuter Express operational corridors.

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70 ACE	Fiscal System modernization		240312	Includes cash registers, updated fiscal management software (Caselle Clarity), updated computers, and associated infrastructure
71 BART	BART Station Capacity (Alameda County portion)		240089	Make investments across BART system including train control modifications to operations control center and integrated control system; traction power upgrades, 3rd rail feeder cables, negative return capacity in yards, and 1/4 of traction power substations; ventilation in underground stations to handle increased passenger loads; crossovers can reduce fleet demand by 16-30 BART cars, while allowing for more operational flexibility (mitigation of delays, more frequent evening and weekend service).
2G. Maintenance Facilities Expansion				
72 AC Transit	Maintenance Facility Efficiency Upgrades		21159	Expand/enhance AC Transit facilities such as environmental sustainability projects, heavy equipment, IT infrastructure, other facility improvements.
73 LAVTA	LAVTA maintenance/operations facility	4	21151	Constructs a new maintenance facility. LAVTA has outgrown its existing facility. The current facility was designed for no more than 43 vehicles; both motorbus and demand response. The current LAVTA fleet consists of 75 motor buses and 18 demand response vehicles. The proposed facility would incorporate facilities and parking for up to 160 buses, which will equip LAVTA for the growth anticipated in the Tri-Valley.
74 LAVTA	Maintenance Facilities Improvements			LAVTA owns and maintains three main facilities: the administrative, operations, and maintenance facility, the Livermore Transit Center, and the Atlantis Satellite Bus Facility. As these facilities age, regular on-going maintenance, major and minor, is required to maintain the assets in a state of good repair. This program would provide on-going funding to maintain and extend the useful life of the Authority's three main facilities.
75 AC Transit	66th Ave Upgrade to Operational Facility		230151	
2H. Environmental Program				
				The project would be to reduce AC Transit's carbon footprint, as well as address other environmental issues associated with bus transit operations such as ZEB fueling and maintenance facility.
				The program would also implement projects to reduce the energy currently used at operating facilities by installing solar panels to reduce the lighting costs for our facilities.
				To address environmental issues currently facing the agency, the project would also include programs to enhance our wastewater treatment programs to better manage our industrial wastewater systems, including: upgrades and/or replacement of our underground fuel tanks and the related clean-up of historical contamination; continued efforts in preventing contaminants from entering storm water drains at facilities.
76 AC Transit	Environmental projects		230121	
77 AC Transit	Greening of Vehicles - environmental program			
78 AC Transit	Alternative Fueling Facilities (D3,D6, CMF)			
3. Transit and Paratransit Operations and Maintenance Program - RTP ID # 240383				
3A. Transit and Paratransit Operations and Expansion (Including TPM and TSM)				

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79	Transit Operations			Maintain existing transit service, restore previously cut transit services, and expand existing and new transit services
80	Paratransit Operations (mandated and non-mandated)			Maintain and expand paratransit service operations
81 AC Transit	College/ Broadway Corridor Improvements - Transit Priority Measures		240372	Improves speed and reliability for bus transit on the College/Broadway/University/Alameda corridor. Includes queue jump lanes, transit signal priority, pedestrian amenities and improvements, safety and security enhancements, geometric improvements to assist bus operations and real-time passenger information.
82 ACE	UPRR Capital Access Fee		240274	As part of the second amendment to the SJRR/UPRR Trackage Rights Agreement approved December 2003, an annual Capital Access Fee is required in January of each year to operate ACE trains on the 86 mile corridor.
83 ACTC	Transit enhancements, i.e. Transit Priority Measures		21992	Transit Priority Measures (TPM). Corridor or street improvements and rider amenities within Alameda County to protect buses from degrading speeds on arterials while providing passenger amenities to encourage increased ridership, such as: signal timing, signal priority and queue jump lanes; more frequent service levels; passenger loading stations or amenities; real-time passenger information; street and sidewalk geometric changes to assist bus operations (bus bulbs if appropriate). Also includes single intersection-level improvements not included in a larger corridor projects.
84 City of Alameda	Rapid Bus Service - City of Alameda and Alameda Point PDA (Alameda Naval Station) to Fruitvale BART*	1	240077	Implement Rapid Bus Service from Alameda Point PDA via Webster Street, Lincoln Avenue, Tilden Way, Fruitvale Avenue Bridge (Miller Sweeney Bridge), and Fruitvale Avenue to Fruitvale BART Station.
85 City of Berkeley	Downtown Berkeley Transit Center	1	240179	Design and construct a Downtown Berkeley Transit Center, potentially including bus turn-around, boarding platforms, visitor information facilities, and safe pedestrian access to transit.
86 AC Transit	Foothill TSP - Transit Priority Measures			
87 AC Transit	Grand/MacArthur Corridor Improvements - Transit Priority Measures			
88 AC Transit	Speed Protection in Urban Core			
89 City of Berkeley	I-80 Corridor Transit Service	1		Restore Service to 2009 Levels to Higher Density neighborhoods. Lifeline Service for low-income communities • I-80 adjacent elements of South & West Berkeley Community-Based Transportation Plan • West Berkeley Circulation Master Plan • AC Transit Service Plan
90	Adjustments to AC Transit Service	2		Per year, for service changes to routes 77, 84, 93, 97, 99 and new door-to-door service for South Hayward and Bayfair BART.

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91	Transit Service Restoration and Enhancement*	1		Restoration of AC Transit service. Implementation of City's Transit First Policy. Development of service improvements to Trunk Lines 51 and 1R. Traffic signal transit optimization. * Transit-First Policy (Council Resolution 58,731-N.S.) * AC Transit Line 51 and 1R Studies
3B. Transit Fare Incentives				
92 ACE	ACE eTicketing		240253	Electronic fare collection system with seamless Clipper integration and associated infrastructure.
Alameda County Office of Education	Student Bus Pass*			Provide free bus passes to all middle and high school students in Alameda County
3C. Travel Training, Education and Promotion Programs				
94	See under Section 10 Planning and Outreach, and Section 11 TDM			
4. Community Based Transportation Plan (CBTP) Implementation Program - RTP ID # 240384				
95	CBTPs - implementation of specific recommendations - including transit, local road, streetscape, bike, pedestrian and TDM elements			Includes (City of) Alameda CBTP, Central Alameda County CBTP, West Oakland CBTP, Central and East Oakland CBTP, and South and West Berkeley CBTP.
City of Emeryville	Lifeline Transportation	1	240209	Continue operation of the Emeryville Lifeline Transportation Program, a door to door shuttle called "8 to Go" for the duration of the Plan's funding cycle.
City of Emeryville	Regional Planning and Outreach - develop a CBTP	1	240242	Develop a Community Based Transportation Plan to: 1) provide reliable, safe, and affordable access to regional transit infrastructure in adjacent communities (Oakland and Berkeley) to residents of Emeryville; and 2) in collaboration with Oakland and Berkeley provide reliable, safe and affordable access to Emeryville jobs and retail destinations to the residents of West Berkeley and North Oakland, by addressing barriers to cross-jurisdictional, multimodal travel.
98	Explore a Role for the Alameda County Guaranteed Ride Home Program			
In Ashland, Cherryland and S. Hayward	Bicycle Parking	2		Operating Costs: \$0 - \$50/year per unit for maintenance; Capital Costs: \$200 - \$450 per bike rack unit; \$3000 per 8-10 unit bike lockers
In Ashland, Cherryland and S. Hayward	Bus Shelters	2		\$215,000. Operating Costs: Up to several thousand dollars per year (depending on vandalism); Capital Costs: Free per high-traffic location
In Ashland, Cherryland and S. Hayward	Sidewalks in Cherryland	2		\$36,000,000. Operating Costs: Some maintenance costs; Capital Costs: \$500,000 per block

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In Ashland, Cherryland and S. 102 Hayward	Lighting	2		\$120,000. Operating Costs: \$42/year per unit (electric charge only); \$95 - \$120/year electricity and maintenance; Capital Costs: \$12,000 for a new light pole; \$2,000 - \$3,000 if light can use an existing pole and wiring
In Ashland, Cherryland and S. 103 Hayward	Bicycle Lanes	2		Operating Costs: Some maintenance costs included as part of street maintenance costs; Capital Costs: \$30,000 per roadway mile for striping and signage
In Ashland, Cherryland and S. 104 Hayward	Bicycle Purchase Assistance	2		Operating Costs: program cost depends on available funds - \$20,000/year for administration as part of an existing program; Capital Costs: \$200/bicycle, lock, and helmet
in Central and E. 105 Oakland	Streetscape and bus stop improvements along transit corridors, at BART stations, and existing CEDA streetscape improvement projects	1		\$1.7 million to \$8.9 million, depending on the length of the corridor and the scope of work (e.g. whether the project includes utility undergrounding, street resurfacing, signal upgrades, landscaping, custom bus shelters or standard bus shelters, decorative paving or standard paving).
in Central and E. 106 Oakland	Improve bicycle connections to BART stations Class 3A Bicycle Route on East 12th Street from Fruitvale Ave to 40th Ave (signing and striping and/or lane conversion projects)	1		\$37,500. The City of Oakland Bicycle Master Plan estimates that a Class 3A Arterial Bike Route has a unit cost of approximately \$75,000 per mile. This project is 0.50 miles in length.
in Central and E. 107 Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on San Leandro Street from 66th Ave to 85th Ave. (signing and striping and/or lane conversion projects)	1		\$93,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed bicycle lane is 0.93 miles in length.
in Central and E. 108 Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on Camden Street and Havenscourt Blvd from MacArthur Blvd to International Blvd (signing and striping and/or lane conversion projects)	1		\$132,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed project is 1.32 miles in length.
in Central and E. 109 Oakland	Improve bicycle connections to BART stations Class 2 Bicycle Lane on Fruitvale Ave from Foothill Blvd to East 12th Street (signing and striping and/or lane conversion projects)	1		\$55,000. The City of Oakland Bicycle Master Plan estimates that a Class 2 Bicycle Lane has a unit cost of approximately \$100,000 per mile. This proposed project is 0.55 miles in length.
in Central and E. 110 Oakland	Coliseum BART to Bay Trail Connector Path*	1		\$2.2 million. The Alameda Countywide Bicycle Plan includes improvements to the 66th Avenue underpass.
in Central and E. 111 Oakland	Bicycle Programs Offer Road I Courses to residents in the project area	1		The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.
in Central and E. 112 Oakland	Bicycle Programs Provide funding for Cycles of Change program	1		The cost to provide Road I courses and funding to Cycles of Change is relatively low compared to more capital-intensive projects.

Table 2 Draft Programs_with_sponsors_CWTP_2012_04-27-11_CC.xls

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In city of 113 Alameda	Implement Bus Stop and Shelter Improvements	1		\$220 per trash can (plus \$36 weekly per trash can for servicing); approximately \$3,000 per bus stop for lighting; \$18,000 per shelter (plus \$1,500 annually per shelter for maintenance) City of Alameda
In city of 114 Alameda	Improve the Pedestrian Experience in Alameda Point	1		\$500 to \$1,250 for street trees; \$250 to \$1,000 per tree for a program modeled after Urban Releaf; \$200 to \$400 per linear foot of landscaped medians, including irrigation; \$1,800 per tree in a planter box; \$20 per square foot of sidewalk repairs
In city of 115 Alameda	Install Pedestrian Street Lights	1		\$8,000 to \$15,000 per lamp including trenching and electrical, plus \$100 per lamp every four years for bulb changing
In city of 116 Alameda	Improve Pedestrian Access between West Alameda and Oakland	1		\$5 million for a pedestrian barge (plus \$2.5 million annually for operation); \$40 million for a one-way path for pedestrians and bicyclists in the Webster/Posey Tube
In city of 117 Alameda	Increase Pedestrian Crossing Visibility and Safety	1		\$3 per linear foot for striping new crosswalks; \$80,000 to \$100,000 per lighted crosswalk; \$8,000 to \$15,000 per refuge island
In city of 118 Alameda	Improve Pavement and Bicycle Striping near the Ferry Terminal	1		\$4 per square foot to repave roadways; \$2.30 per linear foot to stripe bicycle lanes
In city of 119 Alameda	Create More Bicycle Lanes throughout Alameda	1		\$10,000 per linear mile
In city of 120 Alameda	Increase the Bicycle Capacity Onboard Buses	1		\$900 to \$1,350 each for racks that mount to front of bus; \$500 to \$700 each for onboard racks
In city of 121 Alameda	Increase Bicycling Options for Youth and Low-Income Residents	1		Cycles of Changes has an annual budget of \$146,000 and financial support should contribute to this amount or augment it.
In city of 122 Alameda	Increase Pedestrian and Bicyclist Safety in the Tube	1		\$7 million, plus an annual cleaning cost of \$50,000
In city of 123 Alameda	Improve Bicycling Access between Alameda and Oakland	1		\$300,000 for a bicycle shuttle (plus \$2 million annually in operating costs)
In city of 124 Alameda	Increase Education Regarding Bicycling Routes and Safety	1		\$500 per wayfinding signage; \$10,000 for marketing material production (plus \$5,000 per printing); contributions toward the Cycles of Change annual budget of \$146,000
125 in city of Berkeley	Expansion of Berkeley Paratransit Services Taxi Scrip Program	1		
in S. and W. 126 Berkeley	Bus Stop and Shelter Improvement	1		Shelters/benches at no cost; solar powered lighting \$700 to \$3,000 per stop/shelter; transit info. \$85-\$385 each
in S. and W. 127 Berkeley	Improved Pedestrian Signal Timing	1		No cost, city staff can implement at no extra cost
in S. and W. 128 Berkeley	Improved Crosswalk Visibility at Uncontrolled Intersections	1		South and West Berkeley
in S. and W. 129 Berkeley	Shared Roadway Pavement Markings	1		South and West Berkeley
in S. and W. 130 Berkeley	Improved Pedestrian Lighting	1		\$768,000 to \$1,024,000

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in S. and W. 131 Berkeley	Secure Bicycle Parking (Provide More Locations for Safe Bicycle Storage)	1		South and West Berkeley
in S. and W. 132 Berkeley	Education of Cyclists regarding Bicycle Boulevard Network	1		\$10,000 to \$20,000
in S. and W. 133 Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Improved Crossings at Bicycle Boulevards)	1		\$400,000 to \$500,000
in S. and W. 134 Berkeley	Improved Crossing for Bicycles at Bicycle Boulevards (Shared Roadway Pavement Markings on Class II.5 Bikeways and Traffic Circle Approaches)	1		See "Improved Crossings at Bicycle Boulevards"
135 in W. Oakland	Pedestrian Improvements/Bikes Lanes: Mandela, 8th, Wood	1		
136 in W. Oakland	7th Street Streetscape Project - Phase I	1		West Oakland
137 in W. Oakland	Bike Lanes: Market Street	1		West Oakland
138 in W. Oakland	Bike Racks	1		\$150/rack
139 in W. Oakland	Cycles of Change	1		\$90,000 for two years for O&M
140 in W. Oakland	7th Street Streetscape Project - Phase II	1		\$5-6 million
141 in W. Oakland	Bike Lanes: Grand Avenue and 14th Street	1		Grand: \$200,000-\$250,000; 14th: \$500,000-\$800,000
142 in W. Oakland	Traffic Calming: Peralta Street : Design only	1		\$100,000 (design only)
143 in W. Oakland	Bikeway: Middle Harbor Shoreline Park	1		TBD: Part of multi-million roadway project that has not been designed.
144 in W. Oakland	Subsidized car sharing-W. Oakland	1		\$110K/Year
145 in W. Oakland	Comprehensive Transportation/Land Use Plan W. Oakland CBTP	1		\$150K
146 in W. Oakland	BART underground - W. Oakland	1		\$200-350M/miles
147 in W. Oakland	CBTP Project Implementation Assistance W. Oakland	1		\$15K
148	BART Noise Study			Reduce noise impacts for neighborhoods
149	BART Rail Grinding			Reduce vibration impacts on neighborhoods
150	Bus Shelters	2		One-time cost for forty shelters
151	Transportation Information on Cable Television	2		One-time cost to adapt existing video
152	Information Center	2		2 Communities (\$60K each per year) plus equipment (\$20K one-time)
153	Information at Stops and on Buses	2		Info at shelters for both equipment and materials
154	Bicycle Purchase Assistance	2		To provide 200 bicycles, the minimum to justify administrative costs is \$20K. per year
155	Bicycle Racks	2		5 per community (for 3 communities)
156	Medical Service Access (Taxi Return)	1		\$50k/year
157	BART Transit Village Parking	1		\$5K (community monitoring)

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5. Local Road Improvements Program - RTP ID # 240386				
158	Congestion relief			Congestion relief on local streets and roads
5A. Major Arterial Performance Initiative Program				
159 ACTC	Arterial Performance Initiative Program		230224	Focus on Metropolitan Transportation System (MTS), a companion to MTC's Freeway Performance initiative. This would include improved mobility, management of the existing system and meeting environmental targets through signal interconnect, transit priority, incident management, traveler information and intersection improvements.
5B. Safety Improvements				
160	Safety improvements			Examples include rail crossings, roadway crossings, etc.
161	Grade separations			Grade separations at rail lines and major roadways for safety for auto/ bike / pedestrians
162 Alameda County	Crow Canyon Road Safety Improvements Project	2	240094	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Crow Canyon Road between E. Castro Valley Blvd. and the Alameda / Contra Costa county line.
163 Alameda County	Patterson Pass Road Safety Improvements Project	4	240095	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Patterson Pass Road between Cross and Midway. The shoulder widening will make the roadway complete for bicyclists and pedestrians. The project construction would be completed in six phases.
164 Alameda County	Tesla Road Safety Improvements Project	4	240096	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Tesla Road between Greenville Road and the San Joaquin County line. The shoulder widening will make the roadway complete for bicyclist and pedestrians. The project construction would be completed in ten phases.
165 Alameda County	Altamont Pass Safety Improvements Project	4	240097	The project includes roadway realignment, shoulder widening, retaining wall systems, and guardrail modifications along Altamont Pass Road between. The shoulder widening will make the roadway complete for bicyclist and pedestrians.
166 Alameda County	Vasco Road Safety Improvements Project Phase II	4	240098	The project includes roadway realignment, shoulder widening, installation of median barriers along Vasco Road between Contra Costa County and the City of Livermore.
167 Alameda County	Redwood Road/A Street Improvements (I-580 to Hayward city limits)	2	240111	The project will improve significantly improve bicycle and pedestrian safety and access along Redwood Road / A Street between I-580 and Hayward city limit. The project includes, wider sidewalk, bicycle lanes, median islands, and improve crosswalks.
168 Alameda County	Redwood Road Safety Improvement Project (Castro Valley to Oakland)	2	240325	The project will improve significantly improve bicycle and pedestrian safety and access along Redwood Road between Oakland City limits and Buti Park in Castro Valley. The shoulder widening will make the roadway complete for bicyclist and pedestrians. The project construction would be completed in ten phases.
				Marin Avenue is the primary east-west arterial serving residential and civic areas through the City and connecting to I-80/580 via Buchanan St. The proposed project entails implementing bulbouts at the intersections of Marin Avenue with the side streets to reduce the distance pedestrians have to cross the street, and implementing a median from the intersection of Marin and Cornell Avenues to the intersection of Marin and Evelyn Avenues.
169 City of Albany	Local Road Safety - Marin Ave	1	240350	Enhance pedestrian and bicycle safety, provide Safe Routes to Schools and Transit, improve traffic safety on State Route 13/Ashby Avenue in Berkeley.
170 City of Berkeley	State Route 13/Ashby Avenue Corridor Improvements	1	240202	

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171 City of Berkeley	Railroad Crossing Improvements	1	230116	Design and construct railway crossing improvements, including grade separation at Gilman Avenue and quadrant gates, road closures, and at-grade improvements at other crossings, per Quiet Zone Study.
172 City of Berkeley	Ashby/State Route 13 Disaster Resilience	1	240266	Undergrounding of utilities on Ashby/State Route 13 to ensure resiliency of emergency evacuation routes in the event of a disaster.
173 City of Fremont	Safety improvements at UPRR	3	240208	Improve highway-rail crossing safety at four at-grade crossings in the City of Fremont by installing raised medians, railroad gate improvements, and sidewalk. Rail crossing locations are: Fremont Blvd., Maple St., Dusterberry Way., and Nursery Ave.
174 City of Fremont	Vargas Road Safety Improvement Project from I-680 to the Vargas Plateau Regional Park	3	240265	Widening of Vargas Road from Pico Road to Morrison Canyon Road and widening of Morrison Canyon Road from Vargas Road to County Line to 18' wide paved road with 1' shoulder on each side and turnouts
175 City of Hayward	Tennyson Road Grade Separation	2	240055	Construct an underpass on Tennyson Road between Whitman and Huntwood Avenues
176 City of Newark	Central Avenue Railroad Overpass	3	21103	Construct a grade separation structure on Central Avenue (4-lane arterial street) at Union Pacific Railroad crossing. Project is an enhancement.
177 City of Newark	Mowry Avenue Railroad Overpass	3	240273	Construct a grade separation structure on Mowry Avenue at the Union Pacific Railroad crossing to provide access to Area 4 in Newark.
178 City of Oakland	Local Road Safety Program: Railroad Crossings, Street Realignments	1	240221	Improving Railroad Crossings - existing rail crossings are generally deficient in gate arms and warning lights, at grade cross-track sidewalk access and ADA access, paving, signage, pavement markings.
179 City of Oakland	Local Road Safety	1	240222	Street Realignments, signal modifications, intersection modifications, guardrail installation, shoulder construction and other measures to increase the safety of existing roadways.
180 City of Oakland	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	1	240279	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development
181 City of Oakland	Melrose - Coliseum District Street Reconstruction (formerly 'Oakland Coliseum Transportation Infrastructure Access Improvements'?)	1	240290	Reconstruct Coliseum Way and 50th Avenue to handle heavy truck traffic, reduce safety hazards due to sight distance, and provide bicycle and pedestrian safety facilities.
182 City of Pleasanton	(Local Road Safety) Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks	3	240286	Re-alignment and addition of bike lanes to Foothill Road between Muirwood Drive North and Highland Oaks
183 City of San Leandro	Lake Chabot Road Stabilization (Chabot Ter to Astor Dr)	2	240306	Road embankment stabilization from Chabot Terrace to Astor Dr in San Leandro
5C. Street-scape Improvements				

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184 Alameda County	Castro Valley Streetscape Improvements Project Phase II	2	240102	To create a safe, comfortable and attractive pedestrian main street for downtown Castro Valley, a series of street improvements along Castro Valley Boulevard between San Miguel and Strohbridge. Calm the traffic environment by reconfiguring traffic lanes and providing on-street parking with shared bicycle access while still maintaining adequate traffic capacity on the Boulevard. Create a beautiful and inviting pedestrian environment that will encourage the community to access Castro Valley Boulevard for shopping, dining and entertainment by providing widened sidewalks with ample seating areas, a canopy of street trees and planter beds, landscaped bulb-outs, street furnishings and gateway markers.
185 Alameda County	E. 14th / Mission Blvd. Streetscape Improvements Project Phase II & III*	2	240103	E. 14th Street/Mission Blvd. (Route 185) Streetscape Improvement Project extends from 162nd Avenue to Rufus Court (Hayward City Limit). The project features include new wide sidewalks, transit stop improvements, intersection bulb-outs, landscaping, and raised medians.
186 Alameda County	Hesperian Blvd Streetscape Improvements Project	2	240104	The project includes installing wider sidewalks, reducing travel lanes, improving transit facilities, planting street trees, constructing medians, and enhancing pedestrian lighting along Hesperian Blvd. between San Leandro city limit and Hayward city limit
187 Alameda County	East Lewelling Blvd. Streetscape Improvements Project Phase II	2	240110	The project includes wider sidewalks, bicycle lanes, median islands, and landscaping along E. Lewelling Blvd. between Mission Blvd. and Meekland Avenue.
188 City of Albany	State Highway Preservation (San Pablo Ave?)	1	240354	The proposed project entails implementing median, sidewalk and crosswalk improvements to make this roadway easier to navigate for pedestrians and to create a more enticing environment that attract pedestrian oriented businesses.
189 City of Fremont	Fremont Boulevard Streetscape Project	3	240257	The Centerville PDA is one of the key locations in the City's vision to become "strategically urban" and Fremont Boulevard streetscape improvements is one of the highest-priority implementation measures in the entire Framework Plan. The City seeks funding for the following changes to Fremont Boulevard in order to promote an attractive pedestrian area and "complete street" in the heart of the Centerville PDA surrounding the Centerville Train Station: narrowing lane widths/eliminating travel lanes, introducing on-street parking to slow traffic; adding bulbouts, crosswalks, medians, and landscaping; adding new street furniture, street lighting, and signage; adding bike lanes and bicycle parking.
190 City of San Leandro	San Leandro East 14th Street Streetscape Improvements*	2	240270	Streetscape Improvements along East 14th Street
191 City of San Leandro	San Leandro City Streetscape Improvements	2	240271	Pedestrian, bicycle, streetscape, transit center, traffic safety, signal and parking improvements to support Transit Oriented Development along major travel corridors in San Leandro including MacArthur Blvd, Marina Blvd, Doolittle Dr., Bancroft Drive, W. Juana Ave and Davis Street.
5D. Coordination with Freeways				
192	Better coordination between freeway and local streets			Improve connections between local streets and freeways

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193 City of Berkeley	I-80 University Ave interchange - Study	1	240164	Study and develop design of a full interchange for Interstate 80/580 at University Avenue in Berkeley to enable eastbound I-80 vehicles to exit and travel westbound.
5E. Complete Streets				
194	Complete Streets - implementation			Implementation of Complete Streets to improve mobility for all modes: transit, bike, walking, driving
195 AC Transit	Bicycle/Pedestrian Enhancements on East Bay BRT corridor (non-transit elements)		240371	Provides bike/ped improvements, street-scape elements to support BRT on Telegraph Avenue/International Blvd./E.14th street. Includes non-transit ped bulbs, lighting, curb cuts and other related improvements. Does not include transit elements, but supports project: # 22455
196 City of Berkeley	Local Streets and Roads O&M	1	240224	Rehabilitate and repair local streets and roads in Berkeley following Complete Streets policies, including street resurfacing, preventative maintenance, sidewalk repair and replacement, ADA curb ramp installation, bus pad installation and low-impact development Green Streets elements where feasible.
197 City of Berkeley	Non-Capacity Increasing Local Road Intersection Modifications and Channelization	1	240228	Berkeley Complete Streets Road Network Improvements. Restore 1-way streets to 2-way operation per Southside Plan. Reconfigure Shattuck Avenue in Downtown Berkeley for continuous 2-way traffic on west leg of Shattuck Square per Downtown Plan. Implement West Berkeley Circulation Master Plan. Study and develop reconfiguration designs for Adeline per UC Berkeley Study.
198 City of Dublin	Iron Horse bicycle, pedestrian and transit route	4	21460	A bicycle/pedestrian/roadway and transit lane in existing Alameda County right-of-way between the East Dublin BART station and Dougherty Road and widening of Dougherty Road from Scarlett Drive to North City Limit to accommodate transit and bicyclists. Environmental review and preliminary engineering is complete.
199 City of Oakland	Route 24 /Caldecott Tunnel Enhancements -Settlement Agreement projects	1	230171	Intersection improvements, bicycle and transit access improvements and soundwalls on Route 24 in Oakland
200 City of Berkeley	Complete Streets: Roadway Network Improvements	1		Southside roadway reversion to 2-way. Shattuck Ave/Square 2-way west leg. West Berkeley Circulation Master Plan. Adeline/Ashby corridor. Comments: • Critical Initiative #4 - Southside Plan Implementation • Critical Initiative #1080 - Downtown Plan • Critical Initiative #1041 - West Berkeley Circulation Master Plan • Departmental Initiative #936: Traffic Signal Priorities
5F. Traffic calming				
201 City of Hayward	Local Road Safety	2	240029	A lump sum to implement various traffic calming measures on local residential streets
202 City of Oakland	Harrison-Oakland Avenue Major Street Improvements	1	240278	Redesign and construct the Harrison-Oakland Avenue couplet as two two-way streets. Incorporate bicycle facilities, bus enhancements, and pedestrian crossings.
5G. ITS/Signals				
203	ITS/SMART Corridors			Ongoing implementation

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City of San 204 Leandro	Traffic Signal Systems Upgrade	2	230198	Provides citywide traffic signal system elements to provide an ITS including new controllers, system communication, facilities, detection, upgrades and relocations, emergency vehicle preemption, speed, level of service monitoring along with advance detection and implementation of Adaptive Traffic Control on critical corridors of Hesperian Bl, Washington Av, San Leandro Bl, Marina Bl, Doolittle Dr, Bancroft Av, Davis St and East 14th St. and all arterials.
5H Signage				
205	Wayfinding Signage			Installation of effective wayfinding signage
6. Local Streets and Roads Operations & Maintenance (O&M) Program - RTP ID # 240387				
6A. Pavement Rehab				
206	Pavement rehabilitation			Pavement rehabilitation and resurfacing to meet local PCI targets
207 Alameda County	Pavement Rehab		240108	Pavement Rehabilitation at various locations in Alameda County unincorporated areas
City of San 208 Leandro	San Leandro Local Streets & Roads Rehabilitation Project	2	240302	Rehabilitate San Leandro streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation to attain a minimum PCI average of 69.
209 City of Albany	Buchanan Overcrossing	1		Rehabilitation, includes resurfacing and traffic improvements
6B. Maintenance / Operations				
210	O& M for local streets and roads			Support maintenance and operations of local streets and roads infrastructure
				Solano Avenue is centrally located in Albany and is one of the two main commercial districts in the City. In 1995, the City rehabilitated the pavement and added streetscape and pedestrian improvements to the segment between San Pablo Avenue and Masonic Avenue (west of the BART track). This project entails pavement resurfacing and implementation of pedestrian improvements, such as bulb outs at intersections, curb ramps, and visible crosswalks at selected intersections along Solano Avenue from Masonic Avenue to the Berkeley City Limit.
211 City of Albany	Local Streets and Roads O&M (Solano Ave btw Masonic and Berkeley city limit)	1	240342	
212 City of Albany	Local Streets and Roads O&M	1	240343	Project located between the intersection of the Richmond City Limits and Buchanan Avenue. Project includes pavement resurfacing, utility undergrounding, and installation of bike lanes.
				Livermore's Pavement Maintenance Needs 2015-2035 derived from MTC P-TAP Round 11
213 City of Livermore	Local Streets and Roads O&M	4	240298	Pavement Management Update Report
214 City of Newark	Local Streets and Roads O&M	3	240285	Newark local streets and roads maintenance including pavement resurfacing, pedestrian and bicycle infrastructure replacement, restriping, base failure repair, etc.
				Provides ITS elements including new controllers, signal interconnect/coordination, transit priority, speed and level of service monitoring, real time arrival information, CCTV, incident management, and emergency vehicle preemption along Hegenberger Road, 73rd Avenue, 98th Avenue, East 14th Street, International Boulevard, San Leandro Street, High St, MacArthur Boulevard, Telegraph Avenue and Broadway.
215 City of Oakland	Arterial Management Program City of Oakland ITS Local Streets and Road Operations: Citywide Intelligent Traffic System (ITS), Signal Operations	1	230169	
216 City of Oakland	Non-Capacity Increasing Local Road Rehabilitation	1	240219	Rehabilitate Oakland Streets, including street resurfacing, preventive maintenance, sidewalk repair and replacement, ADA curb ramp installation, and bus pad installation

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217 City of Oakland	Local Streets and roads O&M: Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance	1	240220	Repair and maintenance of street system (excluding roadway rehab and repair). Includes Signal Operations, Striping and Signs maintenance
6C. ITS				
218	SMART corridors coordination			Ongoing program operation
219 City of Livermore	I-580 SMART corridor (Local Streets and Roads) O&M - Livermore share	4	240300	Livermore's share of I-580 Smart Corridor operations and maintenance plus local coordinated signal systems
220 City of Alameda	O&M / ITS	1		Enhancing and maintaining street system in the City. This funding will also provide maintenance needs for ITS infrastructure and transit needs at bus stops.
7. Highway, Freeway, Safety and Non-Capacity Improvements Program - RTP ID # 240388				
7A Interchange Improvements				
City of 221 Emeryville	I-80 Ashby Interchange	1	240318	I-80 at Ashby Avenue - Reconstruct the Ashby Avenue Interchange. The proposed interchange elements include construction of a new bridge to replace the two existing bridges and construction of two roundabouts.
City of 222 Emeryville	I-80 / Powell Street Interchange Bus stops	1	240320	I-80 EB Powell Street Off-ramp Bus Bay or Additional Lane - Construct bus bays on the I-80 EB off-ramp to Powell Street and on Frontage Road near the intersection of Powell Street and Frontage Road. Optionally, the EB off-ramp may be widened to provide an additional right turn lane onto Powell Street.
223 City of Hayward	I-880/A Street Interchange Reconstruction	2	240047	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. This will require constructing one additional freeway lane in each direction. This would also involve intersection and signal modifications.
224	I-580 Fallon interchange improvements	4		
225	I-580 Hacienda interchange improvements	4		
7B Operations incl. Ramp Metering				
226	Congestion relief			Ongoing program for congestion relief on/for freeways/highways
227	Safety improvements			Ongoing program for safety improvements on/for freeways/highways

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228 ACTC MTC	Central Alameda County Integrated Corridor Mobility Program and Adaptive Ramp Metering Integrated Corridor Mobility I-880 project (580/80/880 to SR-237) – and South County LATIPs)		230091	For the I-880, I-238 and I-580 corridors in the Central County Freeway Study, install traffic monitoring (CCTV, CMS, vehicle detection systems), emergency vehicle priority, transit signal priority, adaptive ramp metering, ramp metering stations, ramp metering HOV bypass lanes, trailblazer signs, integration of arterial traffic signals, communication networks within the study limits.
7C Maintenance				
229	Maintenance of state highways			Maintenance of state highways and freeways
7D Soundwalls				
230 ACTC	Soundwalls		98208	Fulfills a countywide programmatic set aside to construct soundwalls
231 ACTC	Soundwalls - Central Alameda County Freeway Study	2	230094	To provide funds to construct soundwalls in the Central Alameda County Freeway Study area corridor at locations that are not associated with a specific LATIP project.
232 City of Berkeley	I-80 Aquatic Park Soundwall	1	240252	Construct innovative soundwall on Interstate 80/580 at Aquatic Park between University Avenue Interchange and Ashby Avenue Interchange.
7E Freeway Service Patrol				
233	Freeway Service patrol			Ongoing operation of the regional Freeway Service Patrol tow-truck service
7F ITS				
234	Maintenance of state highways			Maintenance of state highways and freeways
8. Bridge Improvements Program - RTP ID # 240389				
8A Bridge Replacement				
235 Alameda County	High Street Bridge Replacement Project*	1	240099	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Marina Drive in Alameda and Tidewater Avenue in Oakland
236 Alameda County	Park Street Bridge Replacement Project*	1	240100	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Park Street in Alameda and 29th Avenue in Oakland
237 Alameda County	Fruitvale Avenue (Miller Sweeney) Lifeline Bridge Project*	2	240324	Retrofit the existing bridge with one structure that can provide the only lifeline access from Alameda. Provide dedicated bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland.
8B Bridge Expansion and Maintenance				

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238 City of Pleasanton	Bernal Bridge (west) second bridge construction (Non-Capacity Increasing Local Bridge Rehabilitation/Replacement/Retrofit)	4	240175	Bernal Bridge (west) second bridge construction.
8C Bridge retrofit and repair				
239 City of Alameda / Alameda County	Fruitvale Avenue Lifeline Bridge Project (rail and roadway)	1	240101	Replace the existing railroad and vehicular bridges with one structure that can provide the only Lifeline access from Alameda. Provide dedicated transit lanes, bike lanes, median, and sidewalks. The Bridge is located on the Oakland Estuary between Tilden Way in Alameda and Fruitvale Avenue in Oakland

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8D Bridge Operations				
240 Alameda County	Estuary Bridge Operations	1	240105	Maintain and operate High Street, Park Street, and Miller Sweeney (Fruitvale) bridges that connect the City of Oakland and the City of Alameda.
9. Transportation and Land Use Program (or PDA Program) - RTP ID # 240391				
241	TOD / PDA - implementation program			Develop PDA, TOD and GOA plans and implement plan recommendations
242 ACTC	CEQA Mitigation Toolkit (for land use)			Develop a toolkit for land-use development that supports SCS
243 ACTC	TOD-streetscape: Telegraph/International Boulevard*	multi		
244 Alameda County	Castro Valley BART TOD	2		Combines parking, smart growth / TOD, transit connectivity, bicycle / pedestrian, signage and other access modes essential to meet growing demand for BART services. Prices are broad brush, but comprehensive station plans in tandem with VTA's BART capacity study will give better definition to this large project over time.
245 BART	Station Access projects (Alameda County portion)		22675	
246 City of Alameda	West End Transit Hub	1		Implement the San Pablo Avenue Public Improvements Plan in Berkeley to support focused growth along designated Priority Development Area corridor.
247 City of Berkeley	San Pablo Avenue Public Improvements	1	240214	To provide necessary infrastructural investments to support focused growth in Transit-Oriented Developments in Berkeley, including Downtown Berkeley and the Ashby BART Station, and all of Berkeley's designated Priority Development Areas.
248 City of Berkeley	Transit-Oriented Development Access Infrastructure	1	240321	This program consists of street improvements and pedestrian enhancements within Downtown Dublin (a Priority Development Area) to support and encourage transit oriented development within walking distance of the West Dublin BART Station.
249 City of Dublin	Dublin TOD : West Dublin and downtown Dublin Program*	4	240267	Fremont's 110-acre Midtown District is planned as the heart of the Central Fremont Priority Development Area (Central PDA), a mixed-use transit-oriented district located between the Fremont BART Station and the Fremont Boulevard transit corridor. Currently, the Midtown district street network does not fully support the planned future uses: a new street (referred to as "New Middle Road") and the extension of another street (Capitol Ave. from State Street to Fremont Blvd.) are necessary to provide connectivity and to reduce block lengths to a comfortable walking distance. This project proposes to construct the two new street segments and associated streetscapes, and to upgrade the streetscape along the existing length of Capitol Ave. with enhanced landscaping, paving materials, street furniture and streetlighting. This attractive public space will encourage pedestrian activity and serve as the cultural, civic, and entertainment center for Fremont over the next 20 years.
250 City of Fremont	Downtown Pedestrian Streetscape Improvements on Capitol Avenue and New Middle Road in Central Fremont PDA	3	240258	
251 City of Livermore	PDA Enhancement / Regional Air Quality and Climate Protection Strategies	4	240256	Construct public infrastructure and enhancements to support TOD in the PDAs

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252 City of Newark	Dumbarton TOD Transportation Infrastructure Improvements	3	240293	Provide funding for infrastructure support to Priority Development Areas, including the City of Newark's Dumbarton TOD Project.
253 City of Newark	Dumbarton TOD/Bay Trail Connectivity Pedestrian and Bicycle Railroad Crossing	3		
254 City of Oakland	Coliseum/Oakland Airport BART Transit Enhancements (Coliseum BART parking structure)	1	240230	Transit Village - Coliseum/Oakland Airport BART. Construction of structured parking to replace current surface lot at the BART station. Reconfigured and expanded connections between BART/Oakland Airport Connector/Capitol Corridor/Oakland Coliseum Arena.
255 City of Oakland	West Oakland PDA/TOD Transit Enhancements*	1	240231	West Oakland PDA Transit Enhancement. This project includes improvements to all modes, including streetscape, bike and ped access, and infrastructure enhancements to encourage development and reuse around the West Oakland BART station and environs.
256 City of Oakland	Fruitvale/Diamond PDA: Transit Enhancements*	1	240233	Fruitvale/Diamond PDA Transit Enhancements - Streetscape improvements including pedestrian-scaled lighting, Sidewalk and pedestrian crossing improvements, landscaping, bus shelters, and bicycle facilities.
257 City of Oakland	Eastmont Transit Center PDA: Transit Enhancements	1	240234	Eastmont Transit Center PDA - planning and construction of bicycle, pedestrian and transit improvements at the Eastmont Transit Center and along major bus route corridors along 73rd Avenue, MacArthur Boulevard, Foothill Boulevard and Bancroft Avenue within the PDA.
258 City of Oakland	MacArthur BART Station PDA/TOD: Transit Enhancements*	1	240235	MacArthur BART Station Priority Development Area - enhanced bicycle, pedestrian, and transit connections to the BART station within the PDA boundaries. Projects include streetscape improvements on Telegraph Avenue, Martin Luther King, Jr. Way, and West MacArthur Boulevard, and bicycle connectivity improvements. LAKE MERRITT BART Specific Plan Implementation: Upon completion of the Specific Plan, numerous improvements will be required to re-connect the component areas of the study through multiple transportation improvements: Chinatown, Lake Merritt BART station area, Laney College, Oakland Museum, Jack London Square area, and the Estuary. Probable projects include bicycle lanes and paths, transit circulators, improved and redesigned streets, bridges, and streetscapes, sidewalks, and a possible parking garage. Because the Plan is not yet complete, we recommend a placeholder of \$5 million in the CWTP to ensure that the plan process, EIR, and any additional studies can be completed prior to design development and construction requests.
259 City of Oakland	Lake Merritt BART Specific Plan Implementation.: Transit Enhancements*	1	240236	
260 City of Oakland	Broadway Valdez Specific Plan Area Transit Access Improvements	1	240323	Broadway Valdez Specific Plan Area Transit Access Improvements.
261 City of Oakland	TOD: 19th Street BART*	1		

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City of San 262 Leandro	Downtown San Leandro TOD*	2	240269	This project constructs street and pedestrian improvements in the Downtown San Leandro TOD area to encourage transit oriented development within walking distance to the downtown core, San Leandro BART and East 14th Street.
City of San 263 Leandro	Bay Fair BART Transit Village (TOD)	2	240296	This project constructs street and pedestrian improvements in the Bayfair BART PDA area to encourage transit oriented development within walking distance to the Bayfair BART Station, Bayfair Mall, Hesperian Blvd and East 14th Street.
264 in Berkeley	Ashby BART TOD & Station Capacity Expansion*	1	230135	Develop Transit Oriented Development on west parking lot of Ashby BART Station, including supportive, workforce, and affordable housing, replacement BART parking, improved bike, ped, and transit access, BART Capacity improvements include new escalators.
10. Planning and Outreach Program - RTP ID # 240392				
10A Planning Studies and Implementation				
265	Planning studies for corridors, specified areas, programs and projects			Ongoing program. Examples of potential studies include: corridor studies, PDA/GOA plans, freight movement, etc
266 ACE	Altamont Corridor Acquisition & Development/Short Haul Freight (Planning and Environmental phase)		240276	Contributes local share of continuing the planning and environmental work after the HSRA funded the first 20 months of the project team effort. Given the state budget crisis, HSRA funding for this Phase II Corridor is unlikely. This funding would move the project from the Alternative Analysis to the final stages of the EIR/EIS.
267 ACE	Marketing strategies study		240299	Marketing Strategies Study identifying what keeps commuters in their cars and out of public transit. Similar to the Caltrans license plate study, the Altamont Commuter Express seeks to gain a deeper understanding of why commuters continue to drive over the Altamont Pass amongst some of the most congested highways in California instead of taking alternative modes of transit. This study would identify deep consumer insights to help ACE develop and implement effective marketing and communication strategies aimed at digging deeper into the commuters' thoughts and feelings about their car, public transit, traffic congestion, etc. This study will identify the deep mental and emotional universal orientations that structure and guide how people think, feel, and act with regard to commuting.
268 ACE	Northern California Mega Region Rail Plan		240301	This plan will examine how current and planned rail systems (ACE, BART, CalTrain, Amtrak San Joaquins, Amtrak Capitol Corridor, SMART, CAHSR) integrate with each other, other modes of transit, the transportation network, and land use patterns.
269 City of Berkeley	West Berkeley Circulation Master Plan Implementation	1	240229	Implement multi-modal access and circulation projects identified in West Berkeley Circulation Master Plan and West Berkeley Project Environmental Impact Report.
10B Promotion/Outreach and Education about Transit, Bike, Walk, Multimodal Access (incl SR2T)				
270	Outreach/Promotion/Education			Covers transit, bike, walking, paratransit, alternatives to SOV driving, and other support programs

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10C Multi-Lingual Educational Materials				
271	Multi-lingual outreach			Creating non-English (and culture-sensitive) versions of transportation marketing and education materials
10D School Promotion				
272	Outreach to schools/ students			Outreach to schools and school districts for promoting alternative modes, as well as coordination in land-use/ PDA development
11. Transportation Demand Management (TDM) and Parking Management Program - RTP ID # 240393				
11A Parking programs				
273	Parking programs / projects			Parking upgrades (infrastructure, equipment)
274	Parking Management/Policies			Parking policies, demand management, pricing, unbundling, etc
275	Downtown Berkeley Transit Center Parking Facility	1	240215	Replace Center Street Garage with new public parking facility to serve the Downtown Berkeley BART Station and proposed Transit Center. The Downtown Berkeley Transit Center Parking Facility will serve visitors to Berkeley and travellers connecting to BART, AC Transit, and Lawrence Berkeley National Lab and UC Berkeley shuttles.
276	Parking Management	1	240239	Completion of a parking management plan incorporating market based pricing and regular review of parking occupancy and pricing to best serve parking demand. Installation of modern single space and multi-space meters, directional signage, automated occupancy detectors, and other appropriate technology.
277	Park and Ride construction on Bernal Avenue	4	240165	Construction of a 100 stall park and ride facility adjacent to the Bernal at I-680 interchange
11B Transit Cards				
278	Transit cards			Examples include Clipper card, Discounted fares, multi-purpose smartcards, etc
11C School Programs				
279	Safe Routes to School implementation			Ongoing program implementation
280	Local Road Safety - Neighborhood Traffic Safety Program and Safe Routes to Schools programs	1	240223	Neighborhood Traffic Safety Program and Safe Routes to Schools programs. Includes school safety and neighborhood traffic reviews and public education and crossing guards, as well as installation of hardscape traffic calming devices (bulbouts, pedestrian safety refuges, etc)
281	Expand the Safe Routes to Schools Program	1		
11D GHG Reduction				
282	GHG reduction			Supports local Climate Action Plans, SCS, or addresses sea-level change
11E TDM (i.e. GRH, 511)				
283	Guaranteed Ride Home Program			Ongoing program implementation
284	Develop Countywide TDM/parking guidelines/ technical assistance program			

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285 City of Berkeley	Parking Value-Pricing Parking/TDM Program	1	230122	Enlarge Berkeley's pilot Value-Priced Parking and Transportation Alternatives TDM Program. Elements include upgrades to parking meters, occupancy analysis, demand-responsive pricing, enhanced enforcement, 511 Park info and wayfinding signage. Coordinated with marketing, transit passes, carsharing expansion, bikesharing, bike/ped and other TDM programs.
286 City of Oakland	Transportation Demand Management (Downtown)	1	240238	Downtown TDM program, including operating support for free downtown shuttle circulator (The "Free B"), TDM coordination, funding of employee Transit Pass programs, and other TDM strategies, and planning for future downtown mobility improvements
11F Pricing Programs				
287	Pricing programs			Examples include congestion pricing, HOT lanes, variable parking fees
11G Shuttles, Streetcars - Alternatives to Fixed Transit				
288	Shuttles			Local shuttles to supplement fixed transit route service in support of TDM. Ongoing program
289 ACE	ACE Connecting Shuttle Services		240303	Provides connecting shuttles to move ACE passenger to either other modes of transit or to their ultimate destination. Partnership with VTA, LAVTA, CCCTA, and private providers to shuttle ACE passengers to employment centers closing the 'last mile' of their commute.
290 in Oakland	Senior Shuttle Expansion	1		
291 in W. Oakland	Youth library shuttle-W. Oakland	1		City of Oakland or Bay Area Community Services (BACS) O&M Costs \$85K/year
11H Carsharing				
292	Carsharing			
293	Auto Loan Program - CBTP element			
11i Education and Marketing				
294	Education and Marketing			Examples include real-time transit information, 511, etc
11J Travel Training				
295	Travel training			Programs to educate people how to use transit, tailored to their needs
12. Goods Movement Program - RTP ID # 240394				
296	Goods Movement Program			Improvements in support of freight transportation to support economic vitality
12A Truck Parking				

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297 ACTC	Local Air Quality and Climate Protection Strategies (Implementation of 2008 Truck Parking Study)		230117	Implements the recommendations of the ACTC Board adopted Truck Parking Facility Feasibility and Location Study (December 2008) funded by Caltrans and managed by the CMA.
12B Port Operations Improvements				
298 Port of Oakland	Shore power for ships at the Port of Oakland	1	240190	Install electric utility infrastructure throughout the Port's marine terminal area to provide shore-side power connections that allow vessels at-berth to turn off their diesel auxiliary engines.
12C Truck Impacts to Local Streets - Improvements For				
299 City of Oakland	Woodland - 81st Avenue Industrial Zone street reconstruction	1	240280	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings.
12D Truck Routing				
300 City of Oakland	Goods Movement: Truck Facilities, Truck Route Rehabilitation	1	240237	Provision of truck storage facilities away from residential areas and improvement/re-routing of regional truck routes on Oakland City streets. Improve industrial load-bearing streets to withstand impact of truck movement.
12E Freight Operations Improvements (rail, roads, port)				
301	Truck Services at Oakland Army Base (ROW)	1		\$20 million (land costs only)
13. Priority Development Area (PDA) Support - Non-Transportation Program - RTP ID # 240395				
302	Non-transportation infrastructure in PDAs			Includes utilities, sewers, drainage to support development in PDAs
14. Environmental Mitigation Program - RTP ID # 240396				
303	Environmental Mitigation for major projects			Examples include off-site mitigations, banking
15. Transportation Technology and Revenue Enhancement Program - RTP ID # 240397				
304 Stopwaste.org	Transportation Energy from Waste			
305	Alternative and sustainable fuel sources - use of			
306	Alternative Fuel stations - comprehensive network of			

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TABLE 3 - Draft Public Agency Project Submittals for RTP/SCS and CWTP-TEP Call for Projects for Alameda County									
#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)
COUNTYWIDE LOCAL PROJECTS									
1	AC Transit	AC Transit East Bay Bus Rapid Transit (BRT)	Makes major transit improvements to the most heavily-traveled corridors in AC Transit's service area. The Full-Scale Bus Rapid Transit improvements would include: dedicated lanes, traffic signal priority, new transit stations, boarding platforms, pre-paid boarding. Provides for major transit improvements to one of the most heavily-traveled corridors in AC Transit's service area. The Full-Scale Bus Rapid Transit improvements would include queue jump lanes and peak period travel lanes, traffic signal priority, new transit stations or boarding platforms, real-time passenger information and rider amenities.	Bus rapid transit	multi	\$211.0	38.7	0	173.1
2	AC Transit	AC Transit Grand-MacArthur BRT	To expand AC Transit transfer centers for express and local bus service in Central Alameda County (including Park and Ride lots near Southland Shopping Center or Chabot College) and Northern Alameda County (including downtown transit center at Center/Shattuck in Downtown Berkeley).	Bus rapid transit	1	\$36.0	3.6	33	0
3	AC Transit	AC Transit transfer station/park-and-ride facility in Alameda County (1. Central, 2. Northern)	Constructs HOV/HOT lanes on I-680 from Route 237 to Route 84 in Santa Clara and Alameda Counties, including ramp metering throughout the project limits.	Local bus	1, 2	\$40.0	10	30	0
4	ACTC	I-680 for NB HOV/HOT lane from SR 237 to SR 84 (includes ramp metering and auxiliary lanes)	Construct a HOV/HOT lane on I-680 from Route 84 to Alcosta Blvd	Freeway	3	\$203.6	0	182.1	21.5
5	ACTC	I-680 widening for NB HOV/HOT Lane from Route 84 to Alcosta Blvd	Construct a HOV/HOT lane on I-680 from Route 84 to Alcosta Blvd	Freeway	4	\$136.4	0	136.4	0
6	ACTC	I-680 widening for SB HOV/HOT from Alcosta Blvd to Route 84	Constructs HOV/HOT lane on I-680 from Alcosta Blvd to Route 84	Freeway	4	\$136.4	0	136.4	0
7	ACTC	I-580 WB Express Lane from Greenville Road to Foothill Blvd	Convert the I-580 Westbound HOV Lane to an Express Lane	Freeway	4	16.5	0.0	12.1	4.4
8	ACTC	I-580 widening for HOV and Aux Lanes EB from Hacienda Rd to Greenville Rd and WB from Greenville Road to Foothill/San Ramon Rd	Convert the I-580 Westbound HOV Lane to an Express Lane from Greenville Road in Livermore to San Ramon Rd/Foothill Rd in Dublin/Pleasanton. Access limited to designated ingress/egress points.	Freeway	4	\$291.3	0	0	291.3
9	ACTC	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger - Phase 1 lanes between I-238 and Hegenberger	Widen I-580 in both directions to add HOV and auxiliary lanes. Extend the existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger. The first phase, funded through the Central County Freeway Study LATIP, would extend from north of Hacienda to north of Davis in Planning Area 2. The second phase would continue the extension to Hegenberger in Planning Area 1. Both phases would be converted to HOT lanes. Phase 1 includes two additional LATIP projects that would be done concurrently with the HOV/HOT lane extension: Washington Avenue Interchange improvements and bridge widening and I-238 Northbound Connector Project.	Freeway	1, 2	\$207.6	30	177.6	0
10	ACTC	I-880 NB HOV/HOT Extension from north of Hacienda to Hegenberger - Phase 2 -lanes north from Hacienda Ave	Extend the existing northbound I-880 HOV lane from north of Hacienda Avenue to Hegenberger. The first phase, funded through the Central County Freeway Study LATIP, would extend from north of Hacienda to north of Davis in Planning Area 2. The second phase would continue the extension to Hegenberger in Planning Area 1.	Freeway	2	\$68.4	0	68.4	0

Note - * indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources (\$ in millions)
11	ACTC	SR 84 / I-680 interchange and SR 84 Widening*	Construct interchange improvements for the Route 84/I-680 Interchange, widen Route 84 from Pigeon Pass to I-680 and construct aux lanes on I-680 between Andrade and Route 84.	Freeway	3	\$244.0	0	244	0
12	ACTC	I-238 HOV/HOT lane	Widen I-238 between I-580 and I-680 from 6 lanes to 8 lanes to accommodate an HOV/HOT lanes in both directions. Project would include HOV/HOT connectors at the I-238/I-680 and I-238/I-580 interchanges.	HOV/HOT Lane	2,4	\$216.0	0	216	0
13	ACTC	I-580 EB Express (HOT) Lane from Hacienda Road to Greenville Road	Convert existing eastbound HOV lane to a two lane Express Lane Facility.	Freeway	4	\$19.0	0	0	19
14	ACTC	I-580 EB Auxiliary Lane Project (Isabel to Livermore Ave; Livermore Ave to First)	Construct Eastbound Auxiliary Lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street. The project will also widen the Arroyo Las Positas Bridge at two locations and provide additional improvements to accommodate a future Express Lane facility.	Freeway	4	\$40.0	0	0	40
15	ACTC	East-West Connector Project in North Fremont and Union City	Construct an improved east-west connection between I-680 and Route 238 (Mission Blvd.) comprised of a combination of new roadways along preserved rights of way and improvements to existing roadways and intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard).	Major arterial	2	\$190.0	83.3	0	106.7
16	ACTC	I-580/I-680 Improvements (NB I-680 to WB I-580)	Provide a northbound 680 to westbound 580 connector and widen the existing westbound I-580 to southbound I-680 loop ramp as a first phase of the interchange improvement project. Includes EB BART bus ramp.			528.0	0.0	528.0	0.0
17	ACTC	I-880 at 23rd/29th Avenue interchange safety and access improvements	Provides for the improvements to Northbound I-880 at 23rd and 29th Avenue Interchange by improving the freeway on and off ramp geometrics. The project will also replace the structures of these overcrossings. The project also includes modifications of local streets, landscape enhancement, and construction of a soundwall.	Freeway	1	\$97.6	3.3	0	98.5
18	ACTC	I-580/I-680 HOV Direct Connector - Project Development*	(Project development to) construct HOV Direct Connectors at I-580/I-680 Interchange (includes Options 1 & 2 from PID document)	Freeway	4	\$1,167.0	17.2	\$1,149.8	0
19	ACTC	SR 84 Expressway Widening (Pigeon Pass to Jack London)*	Widen Route 84 from 2 lanes to 4 lanes from north of Pigeon Pass to Stanley Blvd.; and from 2 lanes to 6 lanes from Stanley Blvd. to Jack London Boulevard.	Expressway	4	\$136.5	10	0	126.5
20	ACTC	I-880 NB and SB auxiliary lanes	NB and SB 880 between West A and Winton, and NB 880 between A Street and Paseo Grande. To reduce weaving conflicts between through traffic and exiting traffic at A Street or at Winton Avenue.		2	15.4	0	0	15.4
21	ACTC	I-880 Auxiliary Lanes between Whipple and Industrial Parkway West	Construct Auxiliary Lanes on NB and SB I-880 between Whipple Road and Industrial Parkway West. NB lanes between Industrial Parkway and Alameda Creek SB lanes between Industrial and Whipple Road		2	9.5	0	0	9.5
22	ACTC /City of Berkeley	I-80 Gilman Street Interchange Improvements	Reconfigure Interstate 80/580 at Gilman Avenue Interchange to providing dual roundabouts to reduce congestion and increase safety at IC of I-80, Eastshore Highway and West Frontage Road.	Freeway to Local Arterial I/C	1	25.2	23.8	0.0	1.4

Note - * indicates project identified in Outreach

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23	ACTC/ City of Fremont	Route 262 Mission Boulevard Cross Connector Improvements between I-680 and Warm Springs Boulevard	This project will increase the mobility between I-680 and I-880 by improving the most direct and heavily used east-west cross-connector corridor in Alameda County. This project will widen Mission Blvd to 3 lanes in each direction throughout the I-680 interchange. It will extend the WB right turn lane from Warm Springs to Molave. It will extend both WB left turn lanes at Warm Springs an additional 130 ft. It will regrade and rebuild the NB and SB I-680 on and off ramps. It will install 2 new intersections with street lights and storm drain treatment at the NB and SB I-680 on and off ramps. It will relocate existing facilities on WB Mission Blvd between Warm Springs and Molave.						
24	Alameda County	Lewelling Blvd. / Hesperian Blvd. Intersection Improvements Project (I-880 Hesperian/Lewelling Interchange)*	Reconfigure lanes to improve traffic circulation and reduce traffic congestion.	Local interchange	3	19.5	19.5	0.0	0.0
25	BART	BART Hayward Maintenance Complex	PHASE 1: The Hayward Yard Maintenance Complex ("HMC") will include acquisition and use of four warehouses outside of the current west boundary of the yard. The three of these four existing warehouse structures that are proposed for Component Repair, Central Warehouse, and M&E use would be seismically upgraded and retrofitted for BART use, and the fourth would be demolished and a new overhaul shop would be constructed in its place. The existing vehicle inspection area would be enlarged from one bay to four bays. South of Whipple Road work will include additional connecting track, track crossovers, and switches. Phase 2: Storage Tracks will be provided for up to 250 vehicles East side of the Hayward Yard. Including additional connecting track, track crossovers, and switches. A flyover will be provided access to and from storage tracks to mainline tracks.	Commuter rail/Urban heavy rail	2	\$585.0	0	579.7	5.3
26	Caltrans	I-880 NB HOV lane extension from existing HOV terminus at Bay Bridge approach to Maritime on-ramp	Extend HOV Lane on NB I-880 from existing HOV terminus at Bay Bridge approach to the Maritime on-ramp to provide HOV access from Maritime to the SFOBB toll plaza.	Freeway	1	\$19.0	0	0	0
27	Caltrans	I-880 widening for SB HOV lane from Hegenberger Rd to Marina Blvd (reconstruct bridge at Davis St. and Marina Blvd.)	Constructs HOV lanes on I-880: SB from Hegenberger Road to Marina Boulevard (includes reconstructing bridges at Davis Street and Marina Boulevard)	Freeway	2	\$108.0	0	0	108
28	Caltrans	SR 84 WB HOV on ramp from Newark Blvd	Route 84 westbound HOV on-ramp from Newark Boulevard	Freeway	3	\$12.8	0	0	0
29	Caltrans	SR 262 (Mission) widening from I-880 to Warm Springs Boulevard (including reconstructing Route 262/I-880 and Route 262/Kato Road interchanges) and reconstruct Union Pacific Railroad underpasses	Serves as Phase 1B of the overall project in Santa Clara and Alameda Counties on I-880 from Route 237 to Fremont Blvd and in Alameda County on Route 262 from I-880 to Warm Springs Blvd. The overall project will reconstruct the Route 262 (Mission Boulevard) Warren Avenue/I-880 interchange and widen I-880. This phase 1B will complete the widening on Route 262 and reconstruct two UPRR underpasses.	Freeway	3	\$58.1	0	0	0
30	City of Alameda	Access Improvements to West End Transit Hub on Mariner Square Drive (MSD)	The project includes expansion and realignment of MSD to accommodate access by AC Transit buses and car sharing. Other project components enhancing access to the West End Transit hub include signal modifications, pedestrian, and bicycle improvements.		1	4.4	0.0	4.4	0.0

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31	City of Alameda/City of Oakland	1880 Broadway/Jackson Interchange, ramp and circulation improvements; and Alameda Point, Downtown Oakland, and Jack London Square Transit Access	1. Opens transit access to existing and new transit facilities by constructing a Bus Rapid Transit (BRT) facility from Alameda Naval Station PDA to 12th Street BART station with a goal to provide 15-minute headways. 2. Reduces freeway weaving at I-880/I-580 interchange, enhances pedestrian access in Oakland near Chinatown Senior Center. 3. Provides multimodal access and enhances goods movement on I-880 and into Oakland and Alameda by providing new on-ramp at Market Street at 6th Street and an off-ramp at Martin Luther King Way and 5th Street. 4. Reduces operational deficiencies for all vehicle movement between the cities of Alameda and Oakland through the Posey and Webster Tubes and in downtown Oakland. 5. Develops bike and pedestrian improvements to enhance connectivity between Chinatown and Jack London Square. 6. Provides a Park and Ride Facility along Mariner Square Drive in Alameda near the Posey Tube entrance. 7. Incorporates Intelligent Transportation Systems along the freeway and on major arterials including Webster Street and Ralph Appenzato Memorial Parkway in Alameda; and 6th Street, 5th Street, Broadway, and 8. Implements sustainability principles in design, construction, and operation.	multi	1	\$189.3	0	178.2	8.1
32	City of Dublin	Dougherty Road Widening from Sierra Lane to North city Limit	This project proposes to widen approximately 1.9 miles of Dougherty Road from Sierra Lane to North City Limit. The project will widen the existing 4-lane roadway to 6 lanes, construct Class II bicycle lanes, landscaped median and street lighting.	Major Arterial	4	18.4	11.0	0.0	7.4
33	City of Dublin	Dublin Boulevard Widening from Sierra Court to Dublin Court	This project proposes to widen Dublin Boulevard from Sierra Court to Dublin Court in the City of Dublin. The project includes widening of Dublin Boulevard from 4 to 6 lanes, construction of Class II bike lanes and median landscaping.	Major Arterial	4	4.2	3.5	0.0	0.7
34	City of Dublin	I-580 Interchange Improvements at Hacienda Drive and Fallon Road – Phase II	I-580/Fallon Road I/C Improvements (Phase 2): Reconstruction of overcrossing to provide four-lanes in each direction; reconstruction of the southbound to eastbound loop on-ramp; widening of the eastbound off-ramp to provide two exit lanes with two left turn and two right turn lanes; widening of the eastbound on-ramp; widening of the westbound off-ramp to provide two left turn and two right turn lanes; widening the westbound on-ramp. I-580/Hacienda Drive I/C Improvements: Reconstruction of overcrossing to provide additional northbound lane; widening of the eastbound off-ramp to include a third left-turn lane; modifying the westbound loop on-ramp; and widening the westbound off-ramp to include a third left-turn lane.	Local interchange	4	37.6	16.0	0.0	21.6
35	City of Dublin	Scarlett Drive Extension from Dougherty Road to Dublin Boulevard	This project will extend and widen Scarlett Drive from Dougherty Road to Dublin Boulevard and relocate Iron Horse Trail along Scarlett Drive located in the City of Dublin.	Collector	4	12.8	12.8	0.0	0.0
36	City of Emeryville	Powell Street Bridge Widening at Christie Avenue	Add a 350' long west bound exclusive left turn lane on the Powell Street Bridge at the intersection of Christie Avenue. This will be the second westbound left turn lane at Christie.	Major Arterial	1	\$4.8	0	4.8	0

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37	City of Fremont	Auto Mall Parkway Cross Connector Widening between I-680 and I-880	Widening of Auto Mall Parkway from four to six lanes including intersection improvements and widening of bridge over UPRR.	Major arterial	3	24.4	24.4	0.0	0.0
38	City of Fremont	Route 262/I-880 interchange improvements, Ph 2 -Construct grade separation at Warren Avenue/Union Pacific RR	Serves as Phase 2 of the State Route 262/I-880 Freeway Interchange Reconstruction and I-880 Widening Project. Phases 1a & 1b includes direct connectors between Route 262 with HOV bypass lanes along the on-ramps, and freeway widening to provide for the completion of HOV lanes from Alameda County to the Santa Clara County line. This application is for the Phase 2 project - Grade Separation of Warren Avenue and Union Pacific Railroad tracks	Freeway/Major or Arterial	3	78.0	0.0	0.0	78.0
39	City of Fremont	Extend Fremont Boulevard to connect to I-880/Dixon Landing Road	Extend Fremont Boulevard (four-lane roadway with Class II bike lanes on both side and construction of portion of the Bay Trail (Class I bike facility)) on the west side of the roadway) from its southerly terminus at Lakeview Boulevard to connect with Dixon Landing Road in Milpitas.	Major arterial	3	47.8	47.8	0.0	0.0
40	City of Fremont	Widen Fremont Boulevard from I-880 to Grimmer Boulevard	Widen Fremont Blvd to 6 lanes and 2 bike lanes from Grimmer Blvd to I-880, install new traffic signals at Grimmer Blvd intersection and Industrial Drive intersection.	Major arterial	3	4.6	4.6	0.0	0.0
41	City of Fremont	Upgrade Relinquished Route 84 in Fremont	1) Widen Peralta Blvd from 1 lane each direction to 2 lanes and a bike lane each direction between Fremont Blvd and Paseo Padre Pkwy, and between Paseo Padre Pkwy and Mowry. 2) Widen Mowry Ave from 1 lane each direction to 2 lanes and a bike lane each direction between Thane St and Mission Blvd and reconstruct 2 railroad bridges to accommodate the widened roadway.	Major arterial	3	43.3	46.2	0.0	0.0
42	City of Fremont	Kato Road widening from Warren Ave. to Milmont	Widen Kato Road to provide a three lane street with bike lanes from north of Auburn Street to where frontage improvements are in place on both sides of the street west of Milmont Drive.	Major arterial	3	12.3	12.0	0.0	0.2
43	City of Hayward	Clawiter-Whitesell Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)	Construct a new diamond interchange at SR 92 and Whitesell Street which would be extended to the south of the freeway to form a T intersection with Clawiter Road. The project would provide a new on ramp from southbound Clawiter Road to SR 92 westbound on a bridge over the SR 92 westbound off ramp to Whitesell Street	Local interchange	2	52.0	0.0	0.0	52.0
44	City of Hayward	I-880 Industrial Parkway Interchange	Reconstruct Interchange to provide a northbound off ramp and a southbound HOV bypass lane on the southbound loop off ramp. Reconstruct bridge over I-880.	Freeway	2	43.0	0.0	0.0	43.0
45	City of Hayward	SR 92 Industrial interchange	Widen the westbound to southbound loop off ramp and local street conform and striping improvements on Industrial Boulevard to accommodate the existing lane	Local interchange	2	6.0	0.0	0.0	6.0
46	City of Hayward	I-880 West A Street Interchange*	Reconstruct interchange to accommodate widening of A Street from 5 lanes to six lanes underneath the overpass. This will require constructing one additional freeway lane in each direction. This would also involve intersection and signal modifications.	Local interchange	2	27.0	0.0	0.0	27.0

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47	City of Hayward	I-880 Winton Avenue interchange improvements	Reconstructing ramps to create a partial cloverleaf interchange with signalized foot of ramp intersections. Project would reconfigure eastbound to southbound on ramp and a new connection to Southland Mall Drive opposite the southbound off ramp intersection.	Local interchange	2	25.0	0.0	0.0	25.0
48	City of Livermore	Construct a 4-lane major arterial connecting Dublin Boulevard and North Canyons Parkway*	Construct a 4-lane arterial connection between the future easterly end of Dublin Boulevard in the City of Dublin and the westerly end of North Canyons Parkway in the City of Livermore. This project, along with planned improvements within the City of Dublin, would complete the freeway reliever route along the north side of I-580 between I-680 and Route 84 (Isabel Avenue). A 2-lane connection could be constructed as an initial phase.	Major Arterial	4	12.0	0.0	0.0	12.0
49	City of Livermore	Greenville Widening	Widen Greenville Road from 2 to 4 lanes between I-580 and Paterson Pass Rd.	Major Arterial	4	10.0	5.0	0.0	5.0
50	City of Livermore	I-580 First St. interchange	Reconstruct and modify Interchange.	Local interchange	4	40.0	5.0	0.0	35.0
51	City of Livermore	I-580 Greenville interchange	Reconstruct and modify Interchange.	Local interchange	4	46.0	9.0	0.0	37.0
52	City of Livermore	I-580 Isabel Phase II interchange	Complete ultimate improvements at I-580/Isabel/Route 84 Interchange to provide 6-lanes over 580 at Isabel/84 Interchange and 4-lanes over 580 at Portola flyover.	Freeway to Freeway interchange	4	30.0	4.8	0.0	25.2
53	City of Livermore	I-580 Vasco interchange	Modify I-580/Vasco Rd. Interchange. Widen I-580 overcrossing to provide 8 traffic lanes and bike lanes/shoulders. Construct auxiliary lanes on I-580 between Vasco and First Street. Add new loop ramp in southwest quadrant. Includes widening Vasco Road to 8 lanes between Northfront Road and Las Positas Road, and other local roadway improvements.	Local interchange	4	60.0	8.4	0.0	51.6
54	City of Livermore	Las Positas Road Connection, Phase 2	On Las Positas Road from Arroyo Vista to 1,500' west of Vasco Road; Construct 2 lane gap closure.	Major Arterial	4	3.5	0.0	0.0	3.5
55	City of Newark	Thornton Avenue Widening	Widen Thornton Avenue from two lanes to four lanes between Gateway Boulevard and Hickory Street, a distance of approximately 5,000 feet.	Major Arterial	3	9.2	8.8	0.0	0.4
56	City of Oakland	I-880: 42nd/High Street Access Improvements	The project consists of extending and aligning 42nd Avenue with Alameda Avenue to provide a road parallel to High Street; widening High Street to provide additional capacity at the intersections of the freeway connector roads of Oakport Street and Coliseum Way; realigning E. 8th Street near Alameda Avenue; and extending and realigning Jensen and Howard Streets to connect High Street and 42nd Avenue. Includes modified traffic signals and intersection improvements. On High Street, the limits of construction are approximately 600 feet (190 meters) to west of I-880 and 500 feet (150 meters) to the east of I-880. On 42nd/Alameda Avenue, the limits of construction are approximately 1,000 feet (290 meters) to the west of I-880. Improvements are also proposed for Howard St./Jensen St. and E. 8th St. as well as the intersections of High St. at Oakport St. and Coliseum Wy.	Local interchange	1	17.1	11.2	0.0	5.9

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57	City of Oakland	Oakland Army Base Transportation Infrastructure Improvements	Infrastructure improvements at the former Army Base include: reconstructing Maritime Street to permit direct access between the marine terminals west of Maritime and the railyard to the east; realigning Burma Road and Wake Avenue to improve circulation and land utilization at the Army Base; a new access road to reduce traffic conflicts between Port-related truck traffic and visitors to the planned regional park at the east touchdown of the San Francisco-Oakland Bay Bridge; and replacement of utilities in the public right-of-ways to enable development of the Army Base.	Major Arterial	1	208.6	114.9	0.0	93.9
58	City of Oakland	7th Street Grade Separation & Roadway Improvement Project	The Outer Harbor Intermodal Terminals project will construct new tracks across 7th and Maritime Streets between the Port's Joint Intermodal Terminal and the Oakland Army Base. The 7th Street Grade Separation & Roadway Improvement Project will grade separate those new railroad tracks from roadway traffic. The 7th and Maritime Street intersection will be reconfigured and the roadway will be elevated above the planned railroad tracks. The project limits are the 7th Street & I-880 interchange, the 7th and Middle Harbor Road intersection, and an approximately 1,500-foot section of Maritime Street north of 7th Street.	freight rail, intercity rail	1	220.5	110.3	0.0	220.5
59	City of Oakland	Harrison-Oakland Avenue Major Street Improvements	Redesign and construct the Harrison-Oakland Avenue couplet as two two-way streets. Incorporate bicycle facilities, bus enhancements, and pedestrian crossings.	Vehicles, bikes, pedestrians, bus services	1	12.4	3.3	8.4	0.7
60	City of Oakland	Mandela Parkway and 3rd Street Corridor Commercial/Industrial Area Street Reconstruction	Reconstruct roadway network to address traffic safety concerns, rehabilitate the roadway surfaces to withstand truck traffic and address rail crossings, and provide streetscapes conducive to commercial and industrial development	Multi	1	157.0	12.0	145.0	0.0
61	City of Oakland	Tidewater District Street Reconstruction	Reconstruct Oakport, Lesser, Tidewater, and High Streets in Oakland west of the I-880 Freeway. Do major reconstruction of streets to serve heavy truck traffic, reconfigure roadway intersection configurations, and provide public sidewalks (also bikeway on High, Lesser, and Tidewater Streets).	Multi	1	4.6	1.0	3.6	0.0
62	City of Oakland	Woodland - 81st Avenue Industrial Zone street reconstruction	Reconstruct goods movement streets within the Woodland-81st Avenue industrial area to withstand heavy truck traffic; modify gateways, provide at-grade safe RR crossings.	Truck Traffic	1	11.5	2.5	9.0	0.0
63	City of Pleasanton	I-680 Bernal Interchange improvements	Project includes widening of the diagonal NB on ramp, with street widening of Bernal to allow bike lanes and pedestrian improvements for each direction under the existing structure. These widenings will include construction of auxiliary lanes to and from the north.	Local interchange	4	4.0	0.0	0.0	4.0
64	City of Pleasanton	El Charro Road Construction	Extends El Charro Road as a 4 lane divided roadway with landscaped median, six foot bike lanes and pedestrian pathway. The extension is from El Charro Road's current terminus of Stoneridge Drive southerly to Stanley Boulevard	Major Arterial	4	49.0	49.0	0.0	0.0

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65	City of Pleasanton	I-580 /Foothill/San Ramon Interchange improvements	I-580/San Ramon Road/Foothill Road interchange improvements. Elimination of eastbound diagonal off ramp and eastbound loop off ramp. Construction of new signalized intersection for off ramp vehicles	Local interchange	4	3.6	1.1	0.0	2.5
66	City of Pleasanton	I-580 Santa Rita Interchange improvements	This project will reconstruct the southbound approach of Santa Rita at Pimlico/I-580 eastbound off ramp to add a second southbound left turn lane. This reconstruction will include alteration to the southbound loop ramp.	Local interchange	4	2.5	2.0	0.0	0.5
67	City of Pleasanton	I-680 Stoneridge Drive overcrossing widening	Construction of an additional westbound lane on the Stoneridge Drive at I-680 overcrossing.	Major Arterial	4	4.8	4.0	0.0	4.8
68	City of Pleasanton	I-680 Sunol Boulevard Interchange (Non-Capacity Increasing Freeway/Expressway Interchange Modifications)	Signalization and ramp improvements at the Sunol Boulevard at I-680 Interchange		4	1.2	1.2	0.0	0.0
69	City of Pleasanton	Stoneridge Drive Extension	Extend Stoneridge Drive in Pleasanton from its current eastern terminus at Trevor Parkway to El Charro Road. Construct six traffic signals as part of the project to allow safer local access to the roadway.	Major Arterial	4	16.2	0.0	0.0	16.2
70	City of San Leandro	East 14th Street/Hesperian Boulevard/150th Street channelization improvements	This project adds an additional left turn lane on northbound Hesperian Blvd to northbound East 14th Street, an additional left turn lane on southbound East 14th Street to eastbound 150th Street and a bus loading lane on southbound East 14th Street between Hesperian Blvd and 150th Street.	Major Arterial	2	6.6	0.0	0.0	6.6
71	City of San Leandro	I-880 Davis Street Interchange	Replaces the existing overcrossing structure with a new structure, providing higher clearance for I-880 traffic and additional travel lanes on Davis St. to improve capacity and safety along with ramp, intersection and signal improvements	Local interchange	2	10.2	0.0	0.0	10.2
72	City of San Leandro	I-880 Marina Boulevard Interchange	Improvements to the I-880/Marina Blvd Interchange including on/off ramp improvements, overcrossing modification and street improvements	Local interchange	2	31.8	0.0	0.0	31.8
73	City of San Leandro	San Leandro Street Circulation and Capacity Improvements	Construct Eden Road, Marina Blvd widening from Teagarden to Alvarado, Polvorosa Ave extension, and new rail crossing at east end of Aladdin Ave and its intersection with Washington Ave, Lewelling-Washington Intersection improvements	Arterial and Collector	2	11.0	0.0	11.0	0.0
74	City of Union City	I-880 / Whipple Road Interchange Improvement	Full interchange improvements at Whipple Road/I-880, including northbound off-ramp, surface street improvements and realignment (Union City and Hayward city limits)	Local interchange	3	60.0	60.0	0.0	0.0
75	City of Union City	Grade Separation in the Decoto neighborhood	In conjunction with the grade separation over Decoto Road (RTPID #230101) continued grade separations of both rail lines through the residential neighborhood of Decoto.	Collector	3	130.0	130.0	0.0	0.0
76	City of Union City	Union City Passenger Rail Station & Dumbarton Rail Segment G Improvement	Passenger rail improvements from Industrial Parkway in Hayward to the Shinn Yards in Fremont. Includes rail connections, grade separate the UPRR Oakland Subdivision over Decoto Road (a major arterial roadway), and a passenger rail station at Union City BART.	Commuter rail/Urban heavy rail	3	180.0	51.5	0.0	128.5
77	City of Union City	Union City Boulevard (widen to 3 lanes from Whipple Road in Union City to Industrial Parkway in Hayward)	Widen Union City Boulevard/Hesperian from two lanes to three lanes from Whipple Road in Union City to Industrial Parkway in Hayward	Major Arterial	3	10.0	10.0	0.0	0.0

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78	City of Union City	Whipple Road from I-880 to Mission Boulevard Widening and Enhancement	Widen and enhance Whipple Road from I-880 in Hayward to Mission Boulevard in Union City. Improvements include bicycle and pedestrian improvements; roadway widening to accommodate two lanes of traffic in both directions, replace the existing 2-lane bridge over BART; provide additional capacity from Central Avenue to Mission Boulevard.	Major Arterial	3	100.0	100.0	0.0	0.0
79	City of Union City	Union City Intermodal, Phase 1	Fulfills Phase 1 of this project, the essential first step of making the Union City BART Station a two-sided station accessible to a 30-acre TOD site (former PG&E site). It constructs pedestrian grade separations under the BART and UPRR tracks and reconfigures the existing BART Station to provide a new multi-modal Loop Road, a Bus Transit Facility providing 16-bus bay capacity with transit amenities, a Decoto Connector Road, and reconfigures BART surface parking lots and replacement BART parking on the Agency owned TOD site.	Intermodal	3	33.9	0.0	0.0	0.0
80	City of Union City	Oakland Subdivision acquisition (Fremont to Oakland) rail ROW preservation*	Acquisition of the Oakland Subdivision from Niles Junction to Fruitvale to facilitate passenger rail connection to the Intermodal Station in Union City and improve pedestrian, bicycle, bus and vehicular circulation; and preservation of right-of-way for the East Bay Greenway from Hayward BART to Fruitvale BART to facilitate a pedestrian and bicycle spine in the urban core.	Commuter rail/Urban heavy rail	Multi	135.0	100.0	0.0	35.0
81	City of Union City	Union City Intermodal Station infrastructure improvements (Phase 2)	Continue to expand and reconfigure the BART Station to establish the free pedestrian pass-through that will interface with the new passenger commuter rail station to serve Dumbarton Rail, Capitol Corridor and ACE, and connect to the adjacent TOD. Improvements include relocation and replacement of elevators and fair gates, new agent booth, bike and pedestrian accessways.	Other intermodal improvement	3	25.5	6.3	0.0	19.2
82	Port of Oakland	Outer Harbor Intermodal Terminal (OHIT)	The Outer Harbor Intermodal Terminal (OHIT), a proposed intermodal rail facility and surrounding trade and logistics park, is planned to be located on the former Oakland Army Base. The proposed OHIT project will provide an expanded intermodal terminal for the Port, warehouses, a truck parking lot, and other improvements in and around the former Oakland Army Base. The project is bounded by 7th Street to the south, Maritime Street to the west, the EBMUD wastewater treatment plant to the north, and Union Pacific right of way to the east.	Freight rail	1	216.7	46.3	0.0	170.4
83	Port of Oakland	Wharf Replacement and Berth Deepening at berths 60-63	Replace the existing concrete wharf at berths 60-63, and deepen the adjacent vessel berthing area to -50 feet. The work will include embankment stabilization as well. The project is located at berths 60-63, which is part of the Global Gateway Central terminal operated by Eagle Marine Services. The terminal is located at 1579 Middle Harbor Road, Oakland, CA 94607	Water	1	170.0	170.0	0.0	0.0

Note - * indicates project identified in Outreach

#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources
84	Port of Oakland/MT C	Martinez Subdivision	The Martinez Subdivision (Martinez) consists of the UP Right-of-Way (ROW) from the Port of Oakland (Port) to the Suisun Bay railroad bridge spanning the Carquinez Strait (Railroad mile post (mp) 2.75 through mp 31.0). The proposed project includes the addition of two additional mainline tracks from the Port of Oakland (milepost 2.75), to Stege in Richmond (milepost 9.35). The additional two mainline tracks will add the capacity to the system to allow the additional 22 freight trains per day anticipated by 2020. The project will also construct numerous crossovers and additional signaling, as well as retaining walls to support the additional track.	Freight/passenger rail	1	\$100.0	0	100	0
SUB TOTAL									
\$7,622.1 \$1,445.3 \$3,962.9 \$2,210.0									
REGIONAL AND MULTI-JURISDICTION PROJECTS									
85	AC Transit	Contra Flow Lanes on Westbound Lanes of San Francisco-Oakland Bay Bridge	AM Peak contra flow lanes on Eastbound Lanes of San Francisco-Oakland Bay Bridge - HOT and bus only. See #230605 for the complementary Grand/Maritime HOV/Bus On-ramp component.	Express Bus	1	610.5	5	605.4	
86	ACE	Right-of Way Preservation and track improvements in Alameda County	This project is proposed to acquire the Right-of-Way, PS&E, and EIR/EIS clearance for ACE Service between Stockton and Niles Junction and complete track improvements on the ACE operational corridor. Project will also expand Alameda County Station Platforms to accommodate six car trains-sets.	Commuter rail/Urban heavy rail	4	600.0	75.0	0.0	75.0
87	ACE	Platform Extension at Alameda and San Joaquin Co. ACE Stations	Extend platforms at Alameda and San Joaquin County ACE Stations to accommodate longer train sets.	Commuter rail/Urban heavy rail		5.0	5.0	0.0	0.0
88	ACTC	I-580 Corridor ROW Preservation	The project will identify and acquire the ultimate Right of Way (ROW) along the I-580 corridor from Hacienda Drive to Vasco Road Interchange to accommodate a transit corridor in the median of I-580. Implementation of two separate project elements which are critical to the long term objective of the provision of a regional Transbay rail service: 1. The implementation of an enhanced Transbay express bus service to provide a high level of service and improved performance. It consists of: i. Peak period – bi-directional service – 30 minute service frequency between Union City and Redwood City with enhanced station stops and transit priority treatments to expedite service. ii. Peak period – bi-directional service – 15 minute service frequency Union City to Stanford Research Park – with transit priority treatments. iii. Peak period – bi-directional service – 15 minute service frequency - Fremont to Stanford University - Park – with transit priority	Transit	4	\$120.7	0	0	120.7
89	ACTC/SanTr	Dumbarton Rail Corridor Phase I*		Express Bus	3	108.5	63	0	45.5

Note - * indicates project identified in Outreach

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#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)
90	ACTC/SamTr	Dumbarton Rail Corridor Phase II*	frequency service between Union City-San Francisco and 60 minute frequency service between Union City- San Jose. Westbound during the AM peak and eastbound during the PM peak (six hours of total service). 2. Rail Shuttle (Union City – Redwood City) – Bi-directional peak period – 15 minute frequency service between Union City – Redwood City. A new exclusive DRC connection would be provided to the Redwood City Station and a new platform would be constructed. C. Combined Original Project + Rail Shuttle – A combination of alternatives b and c – this alternative would consist of two components: i. Peak period- peak direction only – 60 minute frequency service between Union City-San Francisco and 60 minute frequency service between Union City- San Jose. Westbound during the AM peak and eastbound during the PM peak (six hours of total service). ii. Bi-directional peak period – 30 minute frequency service between Union City-San Francisco and 60 minute frequency service between Union City- San Jose. Westbound during the AM peak and eastbound during the PM peak (six hours of total service).	Commuter rail/Urban heavy rail	3	770.1	511.2	4033	258.9
91	BART	BART to Livermore Extension*	Provides a rail extension from the existing station at Dublin/Pleasanton easterly to downtown Livermore and Vasco Road. Selected alignment alternative is in the I-580 median from Dublin/Pleasanton to approximately Isabel Avenue, then in a subway configuration through downtown Livermore, then in an at-grade configuration to Vasco Road. Project includes yard and shop, and vehicle procurement.	Commuter Rail	4	4177			
92	BART	BART to Livermore extension Phase 1*	This project is the first phase of a multi-phase extension of BART transit service eastward from the existing Dublin/Pleasanton station, through downtown Livermore to a terminus at Vasco Road in Livermore. Phase 1 project may consist of a partial BART extension in combination with other modes. Additional and/or interim station sites as well as near-term service using other transit modes may be used to enable project phasing. Project will include yard and shop facilities as part of Phase 1 or later phases.	TBD - potentially urban rail and express bus	4	\$143.0	0	0	143
93	BART	BayFair Connection (Capacity Improvements "Wye" project)	This project will modify the BART Bay Fair Station and approaches to construct a third station track and a second passenger platform, and associated crossovers, switches and other trackage, both north and south of the station. In addition to adding the platform and trackage, modifications will be needed to the train control system, some BART maintenance trackage, and other systems.	Commuter rail/Urban heavy rail	Multi	\$150.0	0	150	0
94	BART	BART-Oakland International Airport Connector	Establishes a 3.2 mile long Automated Guideway Transit (AGT) system running on an exclusive right-of-way along the Hegenberger Road corridor between the Coliseum BART and the planned Coliseum Amtrak Stations and the Oakland International Airport. Extends BART to Warm Springs. The one-station, 5.4-mile extension begins at the Fremont Station and extend to Warm Springs in southern Fremont. The proposed Warm Springs Station, just south of Grimmer Boulevard, would have approximately 2,300 parking spaces.	Automatic People Mover	1	\$484.1	105.7	0	378.4
95	BART/City of Fremont	BART Warm Springs extension		Commuter rail/Urban heavy rail	3	\$890.0	0	0	890

Note - * indicates project identified in Outreach

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#	Project Sponsor	Project Name	Project Description	Mode	Planning Area	Cost Estimate (\$ in millions)	Funding Request (Discretionary) (\$ in millions)	Funding Request (vision) (\$ in millions)	Other Fund Sources identified (\$ in millions)	
96	City of Fremont/ BART	Irvington BART Station*	Construct a new BART station in Irvington Area PDA in Fremont	Intercity rail	3	123.0	0.0	0.0	123.0	
97	Caltrans	I-580 Eastbound Truck Climbing Lane	Construct I-580 eastbound truck climbing lane from Greenville Road Undercrossing to one mile east of North Flynn Road (Altamont Summit).	Freeway	4	\$64.2	0	0	64.2	
SUB TOTAL							\$8,246.1	\$764.9	\$4,788.4	\$2,098.7

Note - * indicates project identified in Outreach

TABLE 4 - Public Outreach Project Listings for which sponsors have not been identified and 2008 CWTP projects dropped

Public Outreach Projects for which Sponsors have not been Identified		
#	Project Name	Planning Area
1	SR-84 / I-680 HOV Direct Connectors	4
2	Altamont Rail Corridor Safety and Speed Improvements	3,4
3	Cross-platform transfer BART/ACE at Livermore Station	4
4	Double track UP/ACE rail line Tracy to Livermore	4
5	Extend BART to ACE/Livermore and I-580 Greenville Station	4
6	I-80 San Pablo Ave. (SR 123): Extend SMART Corridor throughout entire study area	1
7	I-580 Add 4th Lane WB from Mission/East 14th off to I-880 SB off	2
8	I-580 Extend single HOV/HOT lanes EB btw Greenville and I-205/Mountain House	4
9	I-580 Extend single HOV/HOT lanes EB btw Redwood Rd. and Hacienda	2,4
10	I-580 Extend single HOV/HOT lanes WB btw I-205/Mountain House and Greenville	4
11	I-580 Extend single HOV/HOT lanes WB btw I-680 and Redwood Rd.	2,4
12	I-580 Improve I-580 HOT operations EB btw First Street and Vasco Road	4
13	I-580 Improve I-580 HOT operations WB btw Santa Rita and I-680	4
14	I-580 First Street Interchange - reconstruct	4
15	I-580 Greenville Rd. Interchange reconstruct	4
16	I-580 Hacienda Drive Interchange reconstruct	4
17	I-580 Spot intersection capacity improvements (East Lewelling & Hesperian / Castro Valley Blvd. & Foothill Blvd. / Foothill Blvd. & Grove Way / Castro Valley Blvd. & Stanton Ave. / Redwood Rd. & I-580 WB off / Castro Valley Blvd. & Grove Way/Crow Canyon Rd. / Hopyard Rd. & Owens Drive / Airway Blvd. & North Canyon Parkway)	2, 4
18	I-80 Construct EB aux lane from Ashby Ave. on-ramp to University Ave. off-ramp	1
19	I-80 Powell St.: Allow WB left turn and SB through for the WB off-ramp	1
20	I-80 Powell St.: widen eastbound off-ramp	1
21	I-80 WB Gilman Ave. off-ramp: add 3rd lane	1
22	SR 24 : EB HOV lane from the Broadway Ave. on-ramp to the Caldecott Tunnel	1
23	SR-84/Sunol Corners Intersection Operational Improvements (County-sponsored PID priority)	4
24	I-880 Hesperian interchange improvements	
25	Additional BART parking Capacity at upstream (SR24?) stations. Increase bus transit access to the BART Stations within the SR 24 corridor and BART system-wide operational improvements.	1
26	Union City - Capitol Corridor stop (Intermodal station.)	3
27	BART Transbay Tube (Second)	1
28	Ardenwood widening near Paseo Padre	3
29	Decoto Rd (congestion relief, safety)	3
30	Fremont @ Peralta grade separation	3
31	Grade Separation of rail crossings at major roadways	Multi
32	High Speed Rail/Altamont Corridor Rail	4
33	I-680 / Mission Blvd South interchange	3
34	I-680 Automall (congestion relief/safety)	3
35	I-680 NB HOT lanes	3, 4

#	Project Name	Planning Area
36	I-80 improvements for freeway efficiency	1
37	I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)	3
38	I-680 / I-880 connector/flyover	3
39	I-880 HOT lanes	Multi
40	I-880 Industrial NB off-ramp	2
41	Intergrated Corridor Mobility	Multi
42	Short Haul Rail improvements to reduce truck volumes on freeways	Multi
43	SR 84 connector btw I-580 and I-680 (potential toll corridor)	3
44	Thornton Ave, Peralta (congestion relief, safety)	3
45	Truck bypass in Central County to facilitate goods movement	2
46	Whipple Rd widening/improvements btw I-880 and Central	2
47	EBRPD Tassajara Creek trail	4
48	Extend BART to ring the bay	Multi
49	I-238 : Add 4th lane on I-238/Altamont for trucks	Multi
50	I-238 to go south & traffic to go SSB to I-880 (?)	2
51	I-580 Fallon interchange improvements	4
52	I-580 Hacienda interchange improvemets	4
53	I-880 NB from Whipple in Union City – congestion management in corridor	3
54	Additional direct roads for through traffic to connect SJ Valley to Silicon Valley	3,4
55	Capacity Improvments for Goods Movements and Rail	multi
56	Cheaper BART Alternative	Multi
57	Increased Regional Rail Service	Multi
58	Improvements at Davis St (San Leandro)	2
59	Downtown San Leandro Bypass	2
60	I-880 auxiliary lane from Whipple Road to Industrial Parkway	2
61	I-880 auxiliary lane West A to Winton	2
62	I-880 Industrial interchange improvements	2
63	Planning dollars to remove I-980	1
64	SR 238 Corridor Improvements between Foothill Boulevard/I-580 and Industrial	
PROJECTS FROM 2008 CWTP IDENTIFIED TO BE DROPPED		
1	I-880/Oak Street On-Ramp Re-construction	
2	I-580 auxiliary lanes btw Santa Rita/Tassajara Rd and Airway Blvd	4
3	I-580 WB auxiliary lane from First to Isabel	4
4	I-580 on- and off-ramp improvements in Castro Valley	
5	Construct street extension in Hayward near Clawiter and Whitesell Streets	
6	New West Dublin Station	4
7	I-80 : SFOBB HOV Bypass at left side of toll plaza	1
8	SR 84 WB HOV lane extension from Newark to I-880	3
9	I-880 / SR 262 reconstruct interchange and widen I-880 from SR 262 (Mission Blvd.) to the Santa Clara county line from 8 lanes to 10 lanes (8 mixed fow and 2 HOV lanes)	3
10	I-238 widening between I-580 and I-880 from 4 lanes to 5 lanes, auxiliary lanes on I-880 between I-238 and "A" St	2

#	Project Name	Planning Area
11	Ed Roberts Campus at Ashby BART Station	
12	Capitol Corridor & ACE	3
13	Washington/Paseo Padre Parkway Grade Separation	3
14	I-880 Industrial parkway Interchange Phase 2	2
15	I-580 Isabel interchange improvements, Phase 1	4
16	Washington Avenue/Beatrice Street Interchange Improvements	
17	Springtown to Livermore Rapid	4
18	Stanley/Murdell Park and Ride	4
19	North Airport Air Cargo Access Road Improvements, Phase 1	
20	Truck Parking Facilities in North Alameda County	1
21	Downtown Shuttle/Weekend Winery Shuttle for LAVTA	4
22	Paratransit Expansion Buses – LAVTA	4
23	West Jack London Boulevard Extension	4
24	Livermore-Dublin Bus Rapid Transit	4

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
1. Bicycle and Pedestrian Program		
Implementation of Countywide and Local Bicycle and Pedestrian Plan projects and programs		
1		Bike and pedestrian access to transit
2		Bike and pedestrian connections/connectivity
3		Grade separations/gap closures of rail and freeways for bike/pedestrian
4		Safety improvements, including lighted crosswalks, bicycle detection (signals)
5		East County - implement bike connections between Dublin, Pleasanton and Livermore
6		Wayfinding signage for bikes and pedestrians
7		Share the Road safety/education campaign
8		Maintenance for bike/pedestrian infrastructure
9		Promotion of biking and walking
10		Bikesharing program
11		Bike parking
12		Bikes on transit
Location specific suggestions for bike and pedestrian improvements		
13	in Berkeley	I-80 Gilman undercrossing gap closure
14	in Castro Valley	Castro Valley Blvd. - bike lanes
15	in Dublin	Alamo Canal Trail under I-580
16	in Fremont	Downtown Pedestrian Streetscape (Capitol Ave, New Middle Rd
17	in Fremont	Fremont Blvd. Streetscape -bike/ped improvements Centerville PDA
18	in Fremont	Bike access improvements Fremont Blvd and I-680 @ Automall
19	in Fremont	Fremont, connect to Santa Clara - bike lanes
20	in Fremont	Improvements along Fremont Blvd. and 680
21	in Fremont	SR 262 (Mission Blvd.) Bicycle/Pedestrian Access Improvements
22	in Hayward	Industrial Blvd. in Hayward - bike lanes
23	in Hayward	Sidewalk/bike path gap closure to Cal State Hayward
24	in Hayward	SR-92 /Hesperian - Bike Connection
25	in Hayward	W. Winton/Southland corridor for bikes and cars - congestion relief
26	in Livermore	Bicycle/Pedestrian Improvements on Stanley Blvd
27	in Oakland	Alcatraz/Colby - Ped Safety
28	in Oakland?	Addition of Bike Lanes and Congestion Relief in Highland and Magnolia Ave. areas
29	in Pleasanton	Pedestrian Bridge over Arroyo Mocho for access to Hart Middle School
30	in Pleasanton	Arroyo Mocho Trail Paving along Zone 7 channel
31	in San Leandro	E/W mobility improvements (including pedestrian amenities) in San Leandro, especially along San Leandro Blvd/David and Nelson
32	in San Leandro	San Leandro Bike/Ped plan - implementation
33	in San Leandro	San Leandro Blvd Bike Improvements
34	in San Leandro	San Leandro Blvd. Bike/Ped improvements

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Projects
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
35	in uninc. Alameda County	San Lorenzo Creek Trail
36	in uninc. Alameda County	Sidewalk improvements (Stanton Ave, Somerset Ave, etc.)
37	in Union City	Union City Blvd bikes lanes
38		Bike lane to San Francisco
39		San Pablo Ave. - bike lanes
40		Alameda Creek Trail improvements
41		I-880 Bike/ped overcrossings in south county
42		Niles Canyon - bike lanes
43		Sidewalk improvements citywide
44		EBRPD Tassajara Creek trail
45		Bike/Ped path along I-580 to Livermore
46		Pleasanton to Dublin bicycle connection
47		Stoneridge Drive to Livermore Trail
48		Mission Blvd Improvements
49		Crow Canyon between Castro Valley and San Ramon - bike lanes
50		UP line – leverage for greenway - bike ped
2. Transit Enhancements, Expansion and Safety		
Stations and Stops improvements		
51		Safety - i.e. lighting
52		Increase parking at stations
53		Amenities - i.e. benches, shelters, wifi, cupholders
54		Maintenance - cleanliness
55		Access to - for able-bodied, and wheelchair users
56		Restroom facilities
57		Infrastructure - i.e. escalators
58		Audible announcements
Other		
59		Real-time information for passengers
60		Safety on board transit vehicles
Location/Agency-specific suggestions for transit improvements		
61	for BART	Increase bus transit access to the BART Stations within the SR 24 corridor
62	for BART	Alameda County Station Modernization (renovation/replacement of vertical circulation, fare collection, station site/architecture, etc.)
63	for BART	Alameda County Station Reliability (train control and traction power)
64	in Albany	Infill Station: Solano Ave
65	in Oakland	Infill Station: 98th Ave
66	in Oakland	Infill Station: San Antonio

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Project Sponsors
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
3. Transit and Paratransit Operations and Education		
3A. Transit and Paratransit Operations and Expansion (Including TPM and TSM)		
67		Paratransit operations (ADA- mandated)
68		Paratransit transportation (non-mandated, i.e. city-based)
69		Transit service expansion
70		Restoration of AC Transit service to previous (pre-cut) levels
71		Shuttles to supplement transit service
72		Continued/increased funding of transit service (operations)
73		Continued/increased funding of paratransit (mandated and non-mandated)
74		Accessible transportation expansion
75		Ferry expansion
76		Express Bus service expansion
77		Coordination between Paratransit transportation services/providers
78		Transit transfer connectivity
79		Increase transit service frequency
80		Increase transit service time of day coverage (i.e. earlier and later hours)
81		Improve bus connections to BART
82		Transit service reliability
3A. Location/Agency- specific suggestions		
83	for AC Transit	Increase length of transfer (validity?) time for AC Transit
84	for AC Transit	72R stop in front of St. Mary's Center going downtown
85	for AC Transit	AC Transit bus #31 should continue service during the week as well as on the weekends.
86	for BART	New bus to BART (W/Dublin)
87	for BART	24 hr service
88	for BART	Eliminate time of day restrictions for Bikes on BART
89	in Alameda	Improved connection between Alameda and Fruitvale BART
90	in Fremont	Improved Bus Service on Fremont Blvd. from Union City BART Station via Decoto Road and Fremont Blvd. to Centerville, Fremont BART, Irvington BART and Warm Springs BART Stations
91	in Oakland	Transit: Streetcar on Broadway
92	in Oakland	Better weekend AC Transit coverage in Oakland to and from Montclair/Broadway Terrace/Broadway/College Ave
93	in Oakland	Eastmont Mall connection to Walmart and BART
94	in San Leandro	San Leandro Arterials/AC transit
95	in Union City	Capital Corridor at Union City

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Project Sponsors
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
85		Restore AC Transit services to pre-2010 levels, especially for East Oakland
86		Transit connection to Alameda
87		Increase bus service frequency in South County (1/2 hr)
88		Continued funding of transit in the Tri-Valley
86		Expanded ACE service (connect to BART in Fremont and Livermore)
87		Express Bus Routes (I-580)
88		Increase service on the 880
89		Transit connections to Vallejo and Tracy
90		Electric trolley buses
91		Flexible transportation system for an aging/changing population
92		Group trips - Accessible Transportation
93		Improve wheelchair accessibility for BART and bus
94		Paratransit - tie funding to efficiency
95		Paratransit with GPS that locates person – locator software on cell phone.
96		Regional rail - increase
97		Smaller buses during non-commute hours and less traveled routes
98		Transit - Improving the safety and frequency of “last mile” transit connections
99		Transit - More customized transit service for each area – tailored to user needs
3B. Transit Fare Incentives		
100		Explore the Potential for Implementing Residential Eco Pass Programs
101		Coordinated transit pass across all transit providers.
102		Transit riding incentives - Increase
3C. Travel Training, Education and Promotion Programs		
103		Seniors Transportation (education/access)
104		Education on how to use transit
105		Transit marketing/outreach
106		Bus driver training - customer service skills
107		Bus driver training (wheelchair securing)
4. Community Based Transportation Plan (CBTP) Implementation		
Implementation of CBTPs		
<i>These overlap with other programs, i.e. transit, bike/pedestrian, TDM, local streets</i>		
108		Bus stop improvements - shelters, benches, lighting
109		Transit service - frequency, evening coverage, geographic range
110		Transit information - 511, real-time, at bus-stops
111		Shuttles
112		Pedestrian improvements - sidewalks, crossings, lighting
113		Bikeway facilities - bike lanes, trails
114		Subsidy programs - transit fare, bike purchase, auto loan, car-share

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Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Project Sponsors
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
115		Streetscape improvements
116		Traffic calming
117		Signal timing
118		Parking (cars and bikes)
119		Safety - multimodal
120		Access/connection - multimodal
121		Education/awareness - multimodal
5. Local Road Improvements		
5B. Safety Improvements - general and specific suggestions		
122		Rural roads
123		Rail crossings
124		Bike/pedestrian crossings for roads
125		Grade separations - rail and roads
126		Quiet zones near heavy and commuter rail (UP, ACE, BART)
127		Rail Safety (new program or local street safety)
128	in Fremont	Fremont @ Peralta (grade separation)
129	in Fremont	SR 84 - Niles Canyon Rd (safety improvements)
130	in Oakland	Potholes at Telegraph/55th
131	in Oakland?	40th street/Macarthur Road diet
132		Decoto Rd (congestion relief, safety)
133		I-80 grade separations
134		I-880 grade separations
135		E. 14th corridor - Enhance safety
5C. Streetscape improvements		
136	in Oakland?	12th Street Improvements
137	in San Leandro	Downtown San Leandro bypass.
5D. Coordination with Freeways - general and specific suggestions		
138		Better coordination between freeway and local streets
139	in Alameda County	I-580 Fairmont Blvd Ramps
140	in Alameda County	I-238 E. 14th/Mission Blvd Exit Ramps
5E. Complete Streets - general and specific suggestions		
141		Complete Streets - implementation
142	in San Leandro	E/W mobility improvements (including pedestrian amenities) on San Leandro streets, especially along San Leandro Blvd/David and Nelson

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Project Sponsors
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
5F. Traffic calming		
143		Speed reduction (road)
144		Traffic calming near schools
5G. ITS/Signals		
145	in Emeryville?	3-way signal on San Pablo and Park Ave.
146		ITS
147		Signal synchronization
148		Signal interconnect
149		Signal timing for transit signal priority
150		Traffic Signal System Upgrade
151		Better signal timing/synchronization, especially at night and mid-day - roads
152		Intelligent/Adaptive intersections.
5H Signage		
153	in San Leandro	Wayfinding signage to destinations (San Leandro Marina) and transit - program
6. Local Streets & Roads Operations & Maintenance (O&M)		
6A. Pavement Rehab		
154		Pavement rehabilitation - potholes, etc
155	in Berkeley	Repave Marin between Albany and Marin Circle
6B. Maintenance / Operations - general and specific suggestions		
156		Local street maintenance - funding for
157		Arterials and local circulation - improve
158		Maintenance of local streets and roads.
159	in Dublin	Local Streets and Roads Maintenance Program
160	in Fremont	Local Street and Road Maintenance and minor improvement funding
161	in Fremont?	Decoto Road
162	in Livermore	Traffic Signal Op
163	in Newark	Maintenance Programs (25)
164	in Newark?	Local streets: Thornton Ave and Peralta
165	in Oakland	Local Streets and Roads Rehabilitation: Paving, Emergency Repair
166	in Oakland?	Perkins Street
167	in Oakland?	Upper Park (Leimert-Mountain)
168	in San Leandro	Traffic Signal System Upgrade
6C. ITS		
169		ITS O&M
7. Highway, Freeway, Safety and Non-Capacity Improvements		
7A Interchange improvements		
170	in Fremont	I-680 /Auto mall
171	in Newark	I-880 / Dumbarton (SR 84) interchange (congestion relief/safety)
172	in Oakland	I-580 Harrison (Oakland) Improvements

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Project Sponsors
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
173	in Oakland?	I-80 Re-stripe WB 80 to SB 880 connector from 3 to 4 lanes
7B Operations incl. ramp metering		
174		I-80 south interchange signage
175		I-880 Operations Improvements
176		Ramp metering - improve
7C Maintenance		
177		Maintenance of regional highways
178	in Fremont	I-680 pavement resurfacing south of Mission
7D Soundwalls		
179		Soundwalls
7E Freeway Service Patrol		
180		Freeway Service Patrol
181	for MTC/ regional FSP	Each tow truck should have a wheelchair lift on it – include in expanded “Freeway Service Patrol” - accessible transportation
7F ITS		
182		Intergrated Corridor Mobility
183		I-80 improvements for greater freeway efficiency
8. Bridge Improvements		
9. Transportation and Land Use Program (PDA/TOD Program)		
184		Supporting existing compact development and infrastructure - sustainability
185		TOD / PDA - implementation program
10. Planning and Outreach		
10A Planning studies and implementation		
186		Regional gas tax - development of
187		Equitable distribution of transit funding \$\$
188		Transit agency mergers for efficiency
10B Promotion/outreach and education about transit, bike, walk, multimodal access		
189		Public awareness about public transit - increase
190		Education on transit use for parents and youth, including disabled youth.
191		Healthy living, walking, bike promotion
192		bus driver/ transit civility education program
10C Multi-lingual educational materials		
193		Multi-lingual access/education
194	in Oakland	Produce and distribute existing multilingual BART and AC Transit Information in the Fruitvale and San Antonio neighborhoods
10D School promotion		
195		Safe Routes to Schools - planning and outreach

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Project Sponsors
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
11. Transportation Demand Mgmt (TDM) and Parking Mgmt		
11A Parking programs		
196		Parking programs (demand mgmt, pricing, unbundling)
197		Parking system management - improvements
198	in Berkeley	Downtown Berkeley Transit Center Parking Facility
199	in Emeryville	Parking program
200	in Livermore	Parking structures at Greenville and Isabel.
11B Transit cards		
201		Clipper Cards - expand to include payment for taxi service
202		Pre-paid transit supporting TOD/employers
11C School programs		
203		Crossing guard program
204		School buses
11D GHG reduction		
205		GHG reduction programs
206		GHG reduction projects
11E Transportation Demand Management		
207		Incentives for alternatives to driving
208		TDM program
209		Employer- alternative work shifts
11F Pricing programs		
210		Pricing - programs to induce behavior change
211		Congestion Pricing
11G Shuttles, streetcars		
212		Shuttle service expansion
213		Shuttles for seniors
214		Deviated route shuttles
215		Shuttles developed in coordination w/ private institutions
216	in Fremont	City Center/Downtown Bus/Shuttle Circulator
217	in Berkeley	Shuttle from Berkeley Hills to Shattuck
218	In in Alameda	Shuttle Alameda to Oakland
219	in Oakland	Broadway Shuttle
220	in Oakland	Create a free Eastmont [shuttle?]
221	in San Leandro?	Shuttle should stop at Manor Blvd. and Farnsworth in San Leandro routinely
222	in W. Oakland	BART Access Evening Shuttle - W. Oakland
223	in W. Oakland	Youth library shuttle-W. Oakland
224	In in Alameda	Create an Alameda Point Shopper Shuttle on Weekends
225		Streetcar EBOT

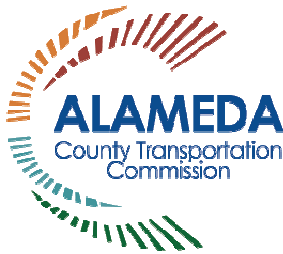
These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

Table 5 : Program listings from Outreach Activities for the RTP/SCS and CWTP-TEP Call for Project Sponsors
 sponsors have not been identified

#	<u>Location / System</u>	<u>Name of the Program</u>
11H Carsharing		
226		Subsidized Car Sharing
227		Auto Loan Program
228		Carsharing
11i Education and Marketing		
229		511 (improve user-friendliness)
230		Transit - Better PR/Marketing about the overall system
11J Travel training		
231		Travel Training
12. Goods Movement		
12A Truck parking		
12B Port operations improvements		
232		Port operation - manage a queuing system for trucks
233		Port - Demand responsive truck loading and unloading at the Port
234		Port of Oak - change to 24 hr facility
12C Truck impacts to local streets - improvements for		
235	in Newark	Truck impacts on local streets (41)
236		Address truck impacts on local streets
12D Truck routing		
237		Truck congestion relief in neighborhoods
238		Truck routing - improve
239		Truck bypass in Central County to facilitate goods movement
240		Truck Route Enforcement and Education
12E Freight operations improvements (rail, roads, port)		
241		Goods movement/ truck technology
242		Short Haul Rail improvements to reduce truck volumes on freeways
243		Expand use of rail to and from Port of Oakland
244		Truck Services at Oakland Army Base (ROW)
245		Diesel Truck Replacement
13. Priority Development Area (PDA) Support - Non-Transportation		
246		Infrastructure (utilities, communications)
14. Environmental Mitigation		
247		Support urban growth boundaries
248		UP property development at proposed (where- San Leandro?) multi-modal station - addressing the potential impacts
15. Transportation Technology and Revenue Enhancement		

These listings will be considered in the CWTP evaluation process, except where noted. These listings do not require individual listing in the RTP/SCS.

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Memorandum

DATE: April 26, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

RE: **Approval of 2012 State Transportation Improvement Program (STIP):
Development Process**

Recommendation:

ACTAC is requested to recommend Commission 1) approval of the 2012 STIP development process and schedule, and 2) review and comment on draft principles for the development of the 2012 STIP project list. A Call for projects is proposed to be released in mid June 2011 and applications are anticipated to be due to the Alameda CTC in mid July.

Summary:

The overall process for the development of the STIP begins with the development of the STIP Fund Estimate. The STIP Fund Estimate serves as the basis for determining the county shares for the STIP and the amounts available for programming each fiscal year during the five-year STIP period. Typically, the county shares represent the amount of new STIP funding made available in the last two years of a given STIP period. The California Transportation Commission (CTC) are scheduled to approve the final assumptions for the 2012 STIP Fund Estimate in May 2011, draft Fund Estimate in June 2011 and a final Fund Estimate in August 2011. Similar to recent STIP programming cycles, little or no new funding is expected to be made available and already programmed STIP funds may be delayed into later years of the STIP period in order for STIP revenue projections to “catch up” with current programming.

The region’s STIP proposal (i.e. the RTIP) is due to the CTC in December 2011. Correspondingly, the counties’ proposals are due to MTC in late October 2011. The attached 2012 STIP Development Schedule shows the Alameda CTC Board approving Alameda County’s 2012 STIP Program in October 2011.

Staff is also seeking Board approval of principles by which the Alameda County share of the 2012 STIP will be programmed. The principles proposed for the 2012 STIP development include discussion of how to deliver projects addressed in previous ACCMA STIP resolutions (Resolution No. 08-006 Revised and Resolution No. 08-018).

In order to meet the anticipated schedule from MTC for the regional development of the 2012 STIP, the attached Draft 2012 STIP Development Schedule shows the Alameda CTC Board approving the Final STIP proposal in October 2011. To meet this schedule the Alameda CTC is proposing to release of a Call for Projects in mid June with a due date for project applications in mid July 2011. As in past STIP cycles, the CTC and MTC are scheduled to adopt the final STIP policies after the call for projects is complete and applications are due. The development of the Alameda County STIP proposal will have to be closely coordinated with the statewide and regional development of the 2012 STIP policies. The CTC schedule calls for adoption of the 2012 STIP in April 2012.

During the 2010 STIP development process, the following policies were considered important and it is anticipated that they will be applied to the development of the 2012 STIP:

- The Region's CMAs notify all eligible project sponsors within the county of the availability of STIP funds; and
- Caltrans should notify the region's CMAs and MTC of any anticipated costs increases to currently-programmed STIP projects in the same time frame as the new project applications.

Attachments:

Attachment A: Draft Principles for the Development of the 2012 STIP Project List

Attachment B: Draft 2012 STIP Development Schedule

Attachment C: CMA Resolution No. 08-006 Revised

Attachment D: CMA Resolution No. 08-018

Attachment A**Draft Principles for the Development 2012 STIP Project List**

- All sponsors will be required to provide updated cost, scope and schedule information for currently programmed projects.
- The ACCMA Board made commitments to certain projects in 2008 that are detailed in ACCMA Resolutions 08-006 Revised (Caldecott Tunnel project) and 08-018 (Previous STIP commitment and MTC Reso 3434 projects). Staff suggests the strategy to deliver the aforementioned projects be discussed and confirmed by the Alameda CTC, based on the information available today, as part of the 2012 STIP process.
- It is anticipated that any new funding programmed in the 2012 STIP will be made available in FY's 2015/16 and 2016/17.
- Any project submitted for funding must be consistent with the Countywide Transportation Plan and be able to meet all STIP requirements.
- Projects recommended for STIP programming must demonstrate readiness to meet applicable programming, allocation and delivery deadlines associated with STIP programming.
- The following criteria are proposed for prioritization required for the development of the 2012 STIP project list:
 - ◆ In past STIP cycles, highest priority was given to projects that are: 1) currently programmed in the STIP; and 2) projects that have received a commitment of future STIP programming as memorialized in Resolutions 08-006 Revised and 08-018 that meet applicable project readiness standards. Staff recommends the proposed prioritization be based on the results of the Alameda CTC discussion regarding the potential projects that could be considered for STIP funding.
 - ◆ For the remaining projects, strike a balance between funding for construction and project development, considering the following aspects of project delivery:
 - How far along is project development? – Highest priority to projects that are closest to capital expenditure, i.e. construction or right of way. Status of environmental clearance.
 - Does the project have a full funding plan? Has funding been identified for future phases? What is the level of certainty of the availability of the project funding?
 - Can the project be phased?
 - Are there special considerations or timing constraints such as the need to preserve right of way or matching other funds?
 - Priority consistent with CMA Board identified priority projects
 - Equity (geographic, sponsor, modal)
 - Climate change impact

Attachment B

Draft 2012 STIP Development Schedule

Alameda CTC Activity	Date	MTC/CTC Activity
• Approve 2012 STIP Schedule • Review Draft Principles.	May 2011	• CTC Approve Final Fund Estimate Assumptions
• Release Call for Projects (June 15th) • Alameda CTC Approve 2012 STIP Principles • Project Applications due to Alameda CTC by end of month ¹	June 2011	• CTC Releases Draft Fund Estimate (June 22nd) • CTC Releases Draft STIP Guidelines
• Applications due to Alameda CTC (July 13th)	July 2011	• MTC Reviews Draft RTIP Policies
	August 2011	• CTC Approves Fund Estimate • CTC Adopts STIP Guidelines
• Draft RTIP Proposal to Alameda CTC Committees and Board	September 2011	• MTC Approves Final RTIP Policies
• Final RTIP Proposal to Alameda CTC Committees and Board	October 2011	
	November 2011	• MTC Approves RTIP
	December 2011	• RTIP due to CTC
	April 2012	• CTC Adopts 2012 STIP

1. Sponsors of existing STIP programming in future years of the STIP as well as Caltrans sponsored projects with open Expenditure Authorization authority (or with a close out pending) will also be required to submit a project application for funding consideration.



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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-006 REVISED**

**STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
COMMITMENT TO ROUTE 24 CORRIDOR ENHANCEMENTS**

AC Transit

Director
Greg Harper

Alameda County

Supervisors
Nate Miley
Scott Haggerty
Chair

City of Alameda

Mayor
Beverly Johnson

City of Albany

Councilmember
Farid Javandel

BART

Director
Thomas Blalock

City of Berkeley

Councilmember
Kris Worthington

City of Dublin

Mayor
Janet Lockhart

City of Emeryville

Vice-Mayor
Ruth Atkin

City of Fremont

Vice-Mayor
Robert Wieckowski

City of Hayward

Mayor
Michael Sweeney

City of Livermore

Mayor
Marshall Kamena

City of Newark

Councilmember
Luis Freitas

City of Oakland

Councilmember
Larry Reid

City of Piedmont

Councilmember
John Chiang

City of Pleasanton

Mayor
Jennifer Hosterman

City of San Leandro

Councilmember
Joyce R. Starosciak

City of Union City

Mayor
Mark Green
Vice Chair

Executive Director

Dennis R. Fay

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527(a), for inclusion in the Regional Transportation Improvement Program, and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the ACCMA has included \$8 million in its 25-year Countywide Transportation Plan for enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA included the first \$2 million for the Route 24 Corridor in its submittal for the 2008 STIP that was approved by the CTC on June 26, 2008; and

WHEREAS, the Contra Costa Transportation Authority (CCTA) has agreed to exchange the \$2 million in 2008 STIP funding with its local sales tax funding in order to expedite delivery of the enhancements; and

WHEREAS, the CCTA has agreed to exchange another \$2 million to be included in 2010 Alameda County STIP submittal with its local sales tax funding in order to further expedite delivery of the enhancements; and

WHEREAS, the Route 24 Corridor enhancements have been proposed by the ACCMA for the MTC's update of its regional transportation plan, expected to be completed in 2009; and

WHEREAS, the City of Oakland has identified a tentative package of enhancements to be funded with the above-referenced \$8 million in ACCMA's 25-year Countywide Transportation Plan; and

WHEREAS, the City of Oakland and Caltrans are finalizing a settlement agreement regarding the environmental document for the Caldecott Tunnel 4th Bore project; and

WHEREAS, the ACCMA Board, at the regular ACCMA Board meeting on April 24, 2008, adopted Resolution 08-006 setting forth a commitment on the part of the ACCMA Board to program up to \$6 million in the 2010 and 2012 STIPs to effectuate certain provisions of the above-referenced settlement agreement, subject to certain conditions; and

WHEREAS, to account for the CCTA commitments described above, the ACCMA Board has considered and has determined to adopt this Resolution 08-006 Revised, which amends and restates in its entirety the previously adopted Resolution 08-006.

NOW, THEREFORE BE IT RESOLVED, that the ACCMA Board intends to program \$2 million in the 2010 STIP to a project(s) to be identified by the CCTA; and

BE IT FURTHER RESOLVED, the CCTA agreed, at its June 18, 2008 meeting, to exchange this \$2 million commitment of ACCMA 2010 STIP funding with an advance of its local transportation sales tax funds in order to further expedite delivery of the enhancements along and in the vicinity of the Route 24 Corridor in Oakland associated with the Caldecott Tunnel 4th Bore project; and

BE IT FURTHER RESOLVED, that the ACCMA Board intends to program additional STIP funding, up to \$4 million collectively, in the 2010 and 2012 STIPs for transportation enhancements along and in the vicinity of the Route 24 corridor in Oakland to effectuate certain provisions of the above-referenced settlement agreement, subject to the necessary applications and documents being prepared by the City of Oakland and/or Caltrans as required by law and the policies of the MTC and CTC, and subject to the enhancements being included in MTC's update of its regional transportation plan; and

BE IT FURTHER RESOLVED, that the ACCMA Board authorizes the Executive Director to enter into fund transfer agreements and other agreements with the City of Oakland, CCTA and Caltrans as may be required to develop and implement the Route 24 Corridor enhancements.

DULY PASSED AND ADOPTED by the ACCMA at the regular ACCMA Board meeting held on Thursday, July 31, 2008 in Oakland, California, by the following vote:

AYES: 33

NOES: 0

ABSTAIN: 0

ABSENT: 0

SIGNED:



Scott Haggerty, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary



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**ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY
RESOLUTION 08-018**

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Miley
Scott Haggerty

City of Alameda
Mayor
Beverly Johnson
Vice Chair

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

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Mayor
Jennifer Hosterman

City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

State Transportation Improvement Program (STIP) Commitments

WHEREAS, SB 45 (Chapter 622, Statutes 1997) substantially revised the process for estimating the amount of state and federal funds available for transportation projects in the state and for appropriating and allocating the available funds to these projects; and

WHEREAS, as part of this process, the Alameda County Congestion Management Agency (ACCMA) is responsible for programming projects eligible for Regional Improvement Program funds, pursuant to Government Code Section 14527 (a), for inclusion in the Regional Transportation Improvement Program (RTIP), and submission to the Metropolitan Transportation Commission (MTC) and then to the California Transportation Commission (CTC), for inclusion in the State Transportation Improvement Program (STIP); and

WHEREAS, the MTC adopted Revised Resolution 3434 on September 23, 2008, that requests that the ACCMA commit funding to certain transit projects that are included in the 25-year Countywide Transportation Plan (CWTP); and

WHEREAS, the ACCMA has included the following three projects in the Draft 2008 CWTP: 1) \$160 million for BART Warm Springs Extension (WSX) Project; 2) \$85 million for the AC Transit Bus Rapid Transit (BRT) Project; 3) \$14.8 million for the Dumbarton Rail Project (three projects collectively referred to as the RESOLUTION 3434 Projects); and

WHEREAS, MTC Revised Resolution 3434 specifies that the transfer of \$91 million of RM2 funds, previously identified for the Dumbarton Rail Project, to the WSX Project is conditioned on the ACCMA adopting a board resolution committing the like amount of RTIP funding to the Dumbarton Rail Project detailed above; and

WHEREAS, to accomplish the MTC request, the Final 2008 CWTP will need to be amended to reflect a reduction to the BART WSX Project from \$160 million to \$69 million of funding, with the balance of the funding assigned to the Dumbarton Rail Corridor Project and increasing the funding from \$14.8 million to \$105.8 million; and

WHEREAS, MTC has committed \$35 million in CMAQ funds to the BRT Project contingent upon the ACCMA adopting a funding commitment plan (and exploring a strategy to advance the funding) for \$40 M of RTIP funds; and

WHEREAS, the Backfill of Lifeline Program Funds Project (\$2 million), Mission/880 Project (Landscaping Component) (\$3.5 million), Broadway/Jackson Interchange Project (\$3 million), and the 880 Corridor Project (\$1.9 million), which are collectively referred to as PREVIOUS STIP COMMITMENT Projects, were proposed in the 2008 STIP but not included in the final 2008 STIP approved by the CTC; and

WHEREAS, Proposition 1B was approved by the voters of California in November of 2006 and included approximately \$20 billion for infrastructure improvements, including multiple transportation programs; and

WHEREAS, projects in Alameda County that have been programmed with Corridor Mobility Improvement Account (CMIA), Trade Corridor Improvement Fund (TCIF) Account, Traffic Light Synchronization Program (TLSP), and Infrastructure Bond Funding Programmed by the CTC through the STIP, are all components of the Proposition 1B Program, with this set of projects collectively referred to as the INFRASTRUCTURE BOND Projects; and

WHEREAS, the ACCMA was awarded/programmed approximately \$500 million of Infrastructure Bond funding for multiple projects on I-80, San Pablo Avenue, I-880, I-580, and I-680; and

WHEREAS, the CTC has indicated that project sponsors are responsible to fund any cost increases on the Infrastructure Bond Program projects.

NOW, THEREFORE BE IT RESOLVED, the ACCMA amends the CWTP to move \$91 million of funding commitment from the WSX Project to the Dumbarton Corridor Project; and

BE IT FURTHER RESOLVED, the ACCMA will prioritize programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects in future STIPs; and

BE IT FURTHER RESOLVED, the ACCMA will first commit up to fifty percent (50%) of new programming capacity in a STIP cycle to the RESOLUTION 3434 Projects collectively; and

BE IT FURTHER RESOLVED, the ACCMA will commit at least twenty five percent (25%) of new programming capacity in a STIP cycle to the WSX project if programming and financing criteria have been met; and

BE IT FURTHER RESOLVED, the Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity are further discussed in Attachment A; and

BE IT FURTHER RESOLVED, the ACCMA will work with project sponsors, funding agency partners, and elected officials and consider financing options such as bonding, advance construction authority, and exchanges to identify methods to advance funding; and

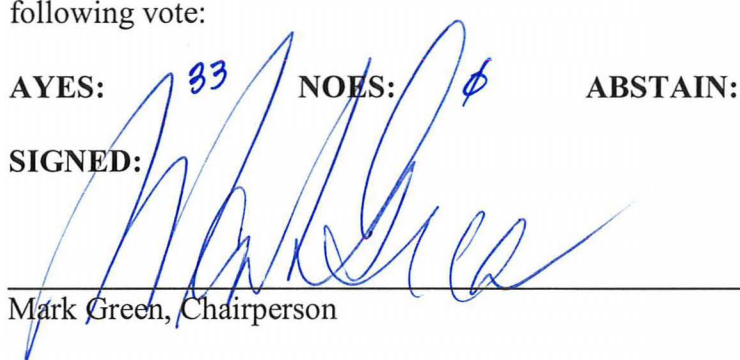
BE IT FURTHER RESOLVED, the ACCMA will not commit to a year of programming for RESOLUTION 3434, PREVIOUS STIP COMMITMENT and INFRASTRUCTURE BOND Projects prior to a STIP programming cycle; and

BE IT FURTHER RESOLVED, the ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met, as detailed in Attachment B, to determine if a programming action is appropriate.

DULY PASSED AND ADOPTED by the Alameda County Congestion Management Agency at the regular meeting of the Board on Thursday, December 11, 2008 in Oakland, California, by the following vote:

AYES: 33 **NOES:** 0 **ABSTAIN:** 1 **ABSENT:** 1

SIGNED:



Mark Green, Chairperson

ATTEST:



Gladys V. Parmelee, Board Secretary

ATTACHMENT A

Timing of Funding Requests and Financing Issues Associated with Limited Programming Capacity

The RESOLUTION 3434 Projects are likely to include requests larger than the funding available in an individual STIP cycle, and are expected to require non-standard programming arrangements. MTC Revised Resolution 3434 states that the financing costs of the RESOLUTION 3434 Projects are the responsibility of the project sponsor. The ACCMA Board may consider alternative financing proposals, including:

- Considering financing costs within the funding proposed
- Considering financing costs in addition to the funding proposed
- Accepting only a portion of the overall financing

The financing for the three RESOLUTION 3434 Projects will be considered on a case by case basis at the time of programming. The RESOLUTION 3434 Projects, with respect to financing, will be treated equally.

A request for funding for the PREVIOUS STIP COMMITMENT Projects could be accommodated within a single STIP cycle and financing issues are not expected to be an issue.

The INFRASTRUCTURE BOND Projects funding needs may occur between the traditional STIP Cycle call for projects and may need to be addressed between STIP programming cycles.

ATTACHMENT B

Programming Requirements

The ACCMA will require project sponsors to submit a request for funding that includes information that demonstrates that certain milestones are met to determine if a programming action is appropriate.

All projects will be required to:

- Have a detailed project schedule that demonstrates that all timely use of funds provisions can be met,
- Have a full funding plan to complete the project, and
- Have a detailed cost estimate (including supporting assumptions).

RESOLUTION 3434 Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds, and
- Have a clearly defined locally preferred alternative that has received formal approval from the governing bodies of the responsible local jurisdiction(s) where the improvements will be constructed.

PREVIOUS STIP COMMITMENT Projects will also be required to:

- Submit an application for the proposed funding at the time of the call for projects of the funding cycle, and
- Have a legally certified environmental document for CEQA and NEPA (if required) prior to the programming of funds.

INFRASTRUCTURE BOND Projects will also be required to:

- Provide documentation on the project funding and reason for the cost increase for review and discussion prior to consideration.

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Memorandum

DATE: April 22, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

RE: Approval of Final FY 2011/12 Transportation Fund for Clean Air (TFCA) Program

Recommendation:

It is recommended the Commission Board approve the Final FY 2011/12 TFCA Program.

Summary:

The attached recommendation includes revisions to the draft FY 2011/12 TFCA Program presented to the Committees and Board in April 2011 and includes an increased recommendation of \$1,208,805 of the total \$1,832,361 available. Staff will continue to work with Sponsors and Bay Area Air Quality Management District (Air District) staff to program the current remaining balance of \$623,556.

Information:

Per the current Alameda CTC TFCA Guidelines, 70% of the available funds are to be allocated to the cities/county based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30% of the funds are to be allocated to transit-related projects on a discretionary basis. A city or the county, with approval from the Alameda CTC Board, may choose to roll its annual "70%" allocation into a future program year. Since all available TFCA funds are to be programmed each year, a jurisdiction may borrow against its projected future year share in order to use rolled over funds in the current year. The preferred minimum TFCA request is \$50,000.

As detailed in the attached final program recommendation, nine (9) of the thirteen (13) projects submitted are being recommended for TFCA funding. A primary consideration in the amount of TFCA funding recommended for each project is the result of a project's cost-effectiveness evaluation. Of the four (4) projects not included in the recommendation, two (2) exceed the TFCA cost effectiveness threshold and two (2) have been determined to be ineligible to receive TFCA funds. Staff will continue to work to program the remaining balance of \$623,566. This may include requesting additional project applications or increasing the current recommendation for projects in the final program. The projects in the program as approved by the Commission Board in May would be able to incur eligible project costs only after the date the master agreement between the Alameda CTC and the Air District has been executed (typically in early July).

The FY 2011/12 Expenditure Plan (which determines the amount of TFCA funding available to program) is scheduled for adoption by the Air District in June 2011. The Air District guidelines allow up to 6 months from the date of the Air District's approval of the Expenditure Plan, to approve additional projects if a balance of funds remains. Any funds not programmed by the end of the 6-

month period are to be returned to the Air District. If a balance remains, a programming recommendation will be brought to the Committees and Board for approval sometime between late summer and early fall.

Attachments: Attachment A: Final FY 2011/12 TFCA Program Recommendation

2011-2012 TFCA County Program Manager Fund - Final Program

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Balance	Draft Cost-effectiveness (TFCA \$/ton)	Total Recommended	Notes
70% City/County Share								
Alameda County	Mattox Road Bike Lanes	Install new Class 2 bike lanes (in both directions) on Mattox Rd. between Foothill Blvd and Mission Blvd.	\$40,000	\$40,000	\$ 58,303	\$ 49,316	\$40,000	
Albany	City of Albany School-based Trip Reduction Program	Funding to continue existing school-based trip reduction/SR2S program in elementary schools and start a middle school program. Requesting funding for two years (FYs 11/12 & 12/13).	\$53,000	\$53,000	\$ 55,246	NA	\$0	Albany is considering submitting a replacement project.
California State University, East Bay	CSUEB - 2nd Campus to BART Shuttle	Implementation of a second shuttle bus for a.m. and p.m. peak hour service at the Cal State University, East Bay campus connecting to the Hayward BART station. Requesting two years of funding for operations (FYs 11/12 & 12/13).	\$514,000	\$194,000	\$ -	\$ 63,283	\$194,000	Proposed to be assigned to Hayward's portion of 70% city/county share
California State University, East Bay	Transportation Demand Management Program	Pilot Transportation Demand Management and Trip Reduction program at the California State University East Bay to encourage the use of driving alternatives for staff, faculty and the University students. Requesting funding for FY 11/12.	\$52,000	\$52,000	\$ -	\$ 36,719	\$52,000	Proposed to be assigned to Hayward's portion of 70% city/county share
Fremont	North Fremont Arterial Management	Improved arterial operations along four corridors in North Fremont: Fremont Blvd, Decoto Rd, Paseo Padre Parkway, and Alvarado Blvd. Some of the existing traffic signal system equipment will be upgraded and new signal coordination timings will be implemented at all signalized project intersections.	\$265,000	\$265,000	\$ 307,784	\$ 64,931	\$256,000	Alvarado Blvd segment is cost effective with a \$9,000 grant reduction.
Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	Along Martin Luther King Jr. Way, synchronization of traffic signals at four intersections between 55th and Hwy 24 and installation of detection equipment at the Hwy 24 WB on-ramp intersection.	\$125,000	\$125,000	\$ 392,431	\$ 88,820	\$125,000	Project is cost effective with 2-year post-project reporting required.
Pleasanton	Pleasanton Trip Reduction Program	The project consists of a three-pronged approach to reducing trips through various employer-based, residential-based and school-based programs. Requesting funding for FY 11/12.	\$148,000	\$52,816	\$ 32,843	\$ 59,622	\$52,816	
San Leandro	San Leandro LINKS Shuttle	Free shuttle providing service from the San Leandro BART station to businesses in West San Leandro. Shuttle runs every 20 min, Mon - Friday from approx. 5:45am - 9:45 am & 3pm - 8pm. Requesting two years of funding for operations (FYs 11/12 & 12/13).	\$629,000	\$149,000	\$ 83,621	\$ 89,672	\$59,500	Project is cost effective up to \$59.5K of TFCA.
Union City	Union City CNG Compressor Replacement	Replace 10-year old compressor with a newer model in order to provide adequate fuel for an increased demand.	\$308,000	\$100,474	\$ 105,421	NA	\$0	Per Air District, project is not eligible for TFCA funding.
Total			\$ 2,134,000	\$ 1,031,290			\$779,316	
TFCA Available Balance			\$ 1,416,922	\$ 1,416,922			\$ 1,416,922	
Unrequested Balance				\$ 385,632			\$ 637,606	

2011-2012 TFCA County Program Manager Fund - Final Program

Sponsor	Project Name	Project Description	Total Project Cost	TFCA Requested	TFCA Balance	Draft Cost-effectiveness (TFCA \$/ton)	Total Recommended	Notes
30% Transit Discretionary Share								
Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program	The GRH program provides a "guaranteed ride home" to registered employees in Alameda County as an incentive to use alternative modes of transportation (bus, train, carpool, vanpool, etc.) to get to work. Requesting two years of funding (FYs 11/12 & 12/13).	\$245,000	\$245,000		\$ 20,093	\$245,000	
LAVTA	Purchase 4 Hybrid Diesel Buses	Replace four (4) 1196 New Flyer Diesel (40ft) buses with four (4) new hybrid diesel transit (29ft) buses. TFCA funding proposed to fund a portion of the incremental cost difference between new diesel and new hybrid-diesel buses.	\$919,705	\$319,705		NA	\$0	Per Air District, project is not eligible for TFCA funding.
LAVTA	Route 9 BART/Hacienda Business Park Shuttle	Route 9 provides service to the Dublin/Pleasanton BART Station and major employment centers within the City of Pleasanton. Requesting funding for FY 11/12 operations.	\$343,575	\$42,947		\$ 83,166	\$42,947	
LAVTA	Route 10 - Dublin/Pleasanton BART to Livermore ACE Station	Route 10 services the Dublin/Pleasanton BART, ACE Livermore stations and Lawrence Livermore National Laboratory (LLNL). Requesting funding for FY 11/12 operations.	\$3,825,450	\$141,542		\$ 26,165	\$141,542	
LAVTA	Route 15 - Livermore ACE to Springtown	Route 15 provides service in Livermore between the ACE Station in Livermore and the Springtown District. Requesting funding for FY 11/12 operations.	\$989,550	\$98,955		\$ 878,872	\$0	Project is not cost-effective.
Total			\$6,323,280	\$848,149			\$429,489	
TFCA Available Balance			\$ 415,439	\$ 415,439			\$ 415,439	
Unrequested Balance			\$ (432,710)				\$ (14,050)	

Summary	Total Request	TFCA Balance	Draft Cost-effectiveness (TFCA \$/ton)	Recommended	Difference
Total TFCA Request -70%	\$ 1,031,290	\$ 1,416,922	NA	\$779,316	\$ 637,606
Total TFCA Request -30%	\$ 848,149	\$ 415,439	NA	\$429,489	\$ (14,050)
Total TFCA Request	\$ 1,879,439	\$ 1,832,361	NA	\$ 1,208,805	\$ 623,556



Memorandum

DATE: April 22, 2011
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Matt Todd, Manager of Programming
SUBJECT: Approval of State Transportation Improvement Program (STIP) At Risk Report

Recommendations:

It is recommended that the Alameda CTC Board approve the attached STIP At Risk Report, dated April 30, 2011.

Summary:

The Report includes a total of 34 STIP projects being monitored for compliance with the STIP "Timely Use of Funds" provisions. Red zone projects are considered at a relatively high risk of non-compliance with the provisions. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

The report is based on the information made available to the Alameda CTC's project monitoring team. This information stems from the project sponsors as well as other funding agencies such as Caltrans, MTC and the CTC.

The report segregates projects into Red, Yellow, and Green zones. The criteria for determining the project zones are listed near the end of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). The risk zone associated with each risk factor is indicated in the tables following the report. Projects with multiple risk factors are listed in the zone of higher risk.

The Alameda CTC requests copies of certain documents related to the required activities to verify that the deadlines have been met. Typically, the documentation requested are copies of documents submitted by the sponsor to other agencies involved with transportation funding such as Caltrans, MTC, and the CTC. The one exception is the documentation requested for the "Complete Expenditures" deadline which does not have a corresponding requirement from the other agencies. Sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met.

Attachments:

Attachment A - STIP At Risk Report

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STIP At Risk Report
2010 STIP Locally-Sponsored Alameda County Projects

Status Date: April 30, 2011

Red Zone Projects

Index	PP No.	Sponsor	Project Title	Phase	FY	Req'd Activity	Date	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)				Req'd By			
1	2009A	AC Transit	Maintenance Facilities Upgrade	Con	06/07	Complete Expend	Note 1	R	\$3,705K Alloc'd 9/7/06 12-Mo Ext App'd Jan 10	R
2	0139F	ACCMA	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st	Con	10/11	Allocate Funds	6/30/11	R	5-month Ext Req May CTC	R
3	2179	ACCMA	Planning, Programming and Monitoring ²	Con	08/09	Complete Expend	6/30/11	R	\$1,409 Alloc'd 7/24/08	R
		RIP		Con	09/10	Complete Expend	6/30/12	G	\$1,209 Alloc'd 7/9/09	
		RIP		Con	10/11	Complete Expend	6/30/13	G		
		RIP		Con	11/12	Allocate Funds	6/30/12	G		
		RIP		Con	12/13	Allocate Funds	6/30/13	G		
4	0016U	ACTIA	I-580 Castro Valley I/C Improvements	Con	07/08	Accept Contract	7/11/11	R	\$7.315M Alloc'd 3/12/08 Contract Awd 7/11/08	R
5	2009L	Alameda Co.	Vasco Road Safety Improvements	Con	07/08	Accept Contract	7/29/11	R	\$4.6M Alloc'd 2/14/08 Contract Awd 7/29/08	R
6	2100F	Alameda Co.	Grove Wy sidewalk improvements, Meekland-Haviland	Con	10/11	Allocate Funds	6/30/11	R	Allocation Sched May CTC	R
7	1014	BART	BART Transbay Tube Seismic Retrofit	Con	07/08	Complete Expend	6/3/11	R	\$38M Alloc'd 9/5/07	R
8	2008B	BART	MacArthur BART renovate & enhance entry plaza	Con	10/11	Allocate Funds	6/30/11	R	May Allocation planned	R
9	2103A	BART	Coliseum BART pedestrian improvements	Con	10/11	Allocate Funds	6/30/11	R	6-month Ext Req June CTC	R
10	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1	Con	10/11	Allocate Funds	6/30/11	R	12-month Ext Req May CTC	R
11	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing	Con	10/11	Allocate Funds	6/30/11	R	18-month Ext Req May CTC	R
12	2103A	Oakland	Oakland Coliseum TOD	Con	10/11	Allocate Funds	6/30/11	R	June Allocation planned. June Ext Req ready if ROW issue not resolved.	R
13	2110	Union City	Union City Intermodal Station	Con	07/08	Accept Contract	5/13/11	R	\$4.6M Alloc'd 9/5/07	R
		RIP		Con	05/06	Accept Contract	5/13/11	R	\$720K Alloc'd 11/9/06	
		RIP-TE		Con	05/06	Accept Contract	5/13/11	R	\$5,307K Alloc'd 11/9/06	
		RIP-TE		Con	06/07	Accept Contract	5/13/11	R	\$2,000K Alloc'd 11/9/06	
		RIP		Con	06/07	Accept Contract	5/13/11	R	\$9,787K Alloc'd 11/9/06 6-Mo Ext App'd 9/23/10 for Accept Contract	

STIP At Risk Report
2010 STIP Locally-Sponsored Alameda County Projects

Status Date: April 30, 2011

Red Zone Projects (Cont.)

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
14	2110A	Union City	Union City Intermodal Stn, Ped Enhanc PH 2 & 2A							
	RIP-TE	\$3,000	Con	10/11	Allocate Funds	6/30/11	R	Allocation Sched June CTC	R	
	RIP	\$715	Con	11/12	Allocate Funds	6/30/12	G			

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
15	2009W	Berkeley	Ashby BART Station Intermodal Imps							
	RIP	\$4,614	Con	07/08	Accept Contract	12/26/11	Y	\$4,614 Alloc'd 6/26/08	Y	
	RIP	\$1,500	Con	09/10	Accept Contract	12/26/11	Y	AB 3090 app'd 8/28/08 \$1.5M Alloc'd 9/10/09		

Green Zone Projects

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone	
16	2009B	AC Transit	SATCOM Expansion							
	RIP	\$1,000	Con	06/07	Accept Contract	Note 3	G	\$1,000K Alloc'd 9/7/06	G	
17	2009C	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS							
	RIP	\$2,700	Env	06/07	Final Invoice/Report	Note 3	NA	\$2,700K Alloc'd 4/26/07	G	
18	2009D	AC Transit	Bus Component Rehabilitation							
	RIP	\$4,500	Con	06/07	Accept Contract	Note 3	G	\$4.5M Alloc'd 7/20/06	G	
19	2009Q	AC Transit	Bus Purchase							
	RIP	\$14,000	Con	06/07	Accept Contract	Note 3	G	\$14M Alloc'd 10/12/06	G	
20	0016O	ACCMA	I-680 SB HOT Lane Accommodation							
	RIP	\$8,000	Con	07/08	Accept Contract	6/26/12	G	\$8M Alloc'd 6/26/08 42 months for Accept App'd by CTC	G	
21	0044C	ACCMA	I-880 Reconstruction, 29th to 23rd							
	RIP	\$2,000	PSE	10/11	Complete Expend	6/30/13	G		G	
22	0062E	ACCMA	I-80 Integrated Corridor Mobility							
	RIP	\$954	Env	07/08	Final Invoice/Report		NA	\$954 Alloc'd 9/5/07 Contra Costa RIP Expenditures Comp	G	

STIP At Risk Report
2010 STIP Locally-Sponsored Alameda County Projects

Status Date: April 30, 2011

Green Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
23	2100K	ACCMA	I-880 Landscape/Hardscape Improvements in San Leandro	RIP-TE	\$400	PSE	09/10	Complete Expend	6/30/12	G	\$400K Alloc'd 6/30/10	G
24	0081D	ACTA	Rte 84 Expressway - Fremont and Union City	RIP	\$9,300	Con	14/15	Allocate Funds	6/30/15	G		G
25	2009N	Alameda	Tinker Avenue Extension	RIP	\$4,000	Con	07/08	Accept Contract	3/17/12	G	\$4M Alloc'd 9/25/08 Contract Awd 3/17/09	G
26	2009P	BART	Ala. Co. BART Station Renovation	RIP	\$3,000	Con	07/08	Accept Contract	10/30/12	G	\$3M Alloc'd 12/11/08 4-Mo Ext App'd June 09	G
				RIP	\$248	PSE	07/08				\$248 Alloc'd 9/5/07 Expend. Complete	
27	2009Y	BART	Ashby BART Station Concourse/Elevator Imps	RIP-TE	\$1,200	Con	07/08	Accept Contract	1/22/12	G	\$1,200 Alloc'd 6/26/08	G
28	2103	BART	Oakland Airport Connector	RIP	\$20,000	Con	10/11	Accept Contract	9/1/14	G	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
29	2014U	GGBHTD	SF Golden Gate Bridge Barrier	RIP	\$12,000	Con	11/12	Allocate Funds	6/30/12	G		G
30	2009K	LAVTA	Satellite Bus Operating Facility (Phases 1 & 2)	RIP	\$4,000	Con	11/12	Allocate Funds	6/30/12	G	Moved to Delivered List at Mar 2011 CTC	G
				RIP	\$1,500	Con	06/07	Final Invoice/Report	NA		Contract Accepted	
31	2100	MTC	Planning, Programming and Monitoring ²	RIP	\$113	Con	09/10	Complete Expend	6/30/12	G	\$113 Alloc'd 7/9/09	G
				RIP	\$113	Con	10/11	Complete Expend	6/30/11	NA	10/11 Expenditures Comp.	
				RIP	\$114	Con	11/12	Allocate Funds	6/30/12	G		
				RIP	\$114	Con	12/13	Allocate Funds	6/30/13	G		
				RIP	\$118	Con	13/14	Allocate Funds	6/30/14	G		
				RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
32	1022	Oakland	Rte. 880 Access at 42nd Ave./High St., APD	RIP	\$5,990	R/W	07/08	Complete Expend	2/29/12	G	\$5.990M Alloc'd 12/13/07 20-Mo Ext App'd May	G
33	2100C1	Oakland	MacArthur Transit Hub Improvement, 40th St	RIP-TE	\$193	Con	07/08	Final Invoice/Report		NA	Alloc App'd 7/26/07	G
34	2100E	Oakland	7th St. / West Oakland TOD	ARRA-TE	\$1,300	Con	09/10	Accept Contract	9/30/12	G	\$1,300 Obligated 8/5/09 Contract Awd 2009	G

Notes:

- 1 The "Date Req'd By" for the required activity is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite the required activity and/or satisfy the requirement.
- 2 PPM funds programmed in the Con phase are not subject to the typical construction phase requirements. Once PPM funds are allocated, the next deadline is "Complete Expenditures."
- 3 Transit projects receiving State-only funds are subject to project specific requirements in agreements with Caltrans (Federal funds are typically transferred to FTA grant).

STIP At Risk Report		Status Date: April 30, 2011	
2010 STIP Locally-Sponsored Alameda County Projects			
2010 STIP -Timely Use of Funds Provisions			
The At Risk Report monitors the STIP Timely Use of Funds Provisions included in the current STIP Guidelines as adopted by the CTC. The current Timely Use of Funds Provisions are as follows:			
Required Activity	Description		
Allocation	For all phases, by the end (June 30th) of the fiscal year programmed in the STIP.		
Construction Contract Award ¹	Within six (6) months of allocation.		
Accept Contract	Within 36 months of contract award.		
Complete Expenditures	For Env, PSE, & R/W funds, costs must be expended by the end of the second FY following the FY in which the funds were allocated.		
Final Invoice (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the FY in which the expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.		
Zone Criteria			
The At Risk Report utilizes the deadlines associated with each required activity of the STIP Timely use of Funds Provisions to assign a zone of risk. The following zone criteria was developed for each of these risk zones (Red, Yellow, & Green). For the Final Invoice, this activity is tracked but no zone of risk is assigned.			
Required Activity	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Allocation -Env Phase	within four months	within four (4) to eight (8) months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six (6) to ten (10) months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	NA	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six (6) to twelve (12) months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight (8) to twelve (12) months	All conditions other than Red or Yellow Zones
Final Invoice (Final Report of Expenditures)	NA	NA	NA
Other Zone Criteria			
Yellow Zone	STIP /TIP Amendment pending		
Red Zone	Extension Request pending		
Notes:			



Memorandum

DATE: April 22, 2011
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Matt Todd, Manager of Programming
SUBJECT: Approval of Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Program At Risk Report

Recommendations:

It is recommended that the Alameda CTC Board approve the attached Federal STP/CMAQ Program At Risk Report, dated April 30, 2011.

Summary:

The report includes 50 locally-sponsored, federally-funded projects segregated by “zone.” Red zone projects are considered at a relatively high risk of non-compliance with the provisions of MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy. Yellow zone projects are considered at moderate risk, and Green zone at low risk.

Information:

The report is based on the information made available to the Alameda CTC’s project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

The report is intended to identify activities required to comply with the requirements set forth in MTC’s Resolution 3606, the Regional STP/CMAQ Project Delivery Policy–Revised (as of July 23, 2008). Per Resolution 3606, the deadline to submit the request for authorization was February 1, 2011 and the obligation deadline is April 30, 2011 for projects programmed with funding in federal FY 2010/11.

The report segregates projects into Red, Yellow, and Green zones. The criteria for determining the project zones are listed in Appendix A of the report. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk. Appendix B provides details related to the deadlines associated with each of the Required Activities used to determine which zone of risk a project is assigned to. Appendix C provides the date of the last invoice for projects with obligated funds. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

Attachments:

Attachment A - Federal STP/CMAQ Program At Risk Report

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Federal At Risk Report

Status Date: April 30, 2011

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
1	ALA030002	STP	Ala County	Vasco Road Safety Imps. Phase 1A Con	07/08	Advertise Contract Award Contract Submit First Invoice Liquidate Funds	Note 1 05/31/11 08/31/11 08/31/16	R R G G	\$2,250 Obligated 8/31/10	R
2	TBD	SRTS	Ala County	Marshall Elementary School Vicinity Improvements PE	09/10	Request Field Review Submit Req for Auth Obligate Funds	Note 1 Note 1 Note 1	R R R	Fed Safe Routes to School	R
3	TBD	SRTS	Ala. County	Fairview Elementary School Vicinity Improvements Con	11/12	Req Field Review Submit Req for Auth Obligate Funds	04/30/11 02/01/12 04/30/12	R G G	Fed Safe Routes to School	Y
4	TBD	HSIP	Ala. County	Install Traffic Signal and Provide Frontage Improvements (Castro Valley Blvd. and Wisteria St.) Con	11/12	Req Field Review Submit Req for Auth Obligate Funds	04/30/11 02/01/12 04/30/12	R G G	Hwy Safety Imp Program	Y
5	TBD	HSIP	Ala. County	Remove Permanent Obstacle along Shoulder (Foothill Road) Con	10/11	Obligate Funds	04/30/11	R	Hwy Safety Imp Program	Y
6	ALA110039	STP	Albany	Albany - Pierce Street Pavement Rehabilitation Con	10/11	Obligate Funds	04/30/11	R	App'd into TIP 1/6/11	R
7	ALA110024	STP	Dublin	Dublin Citywide Street Resurfacing Con	11/12	Req Field Review Submit Req for Auth Obligate Funds	04/30/11 02/01/12 04/30/12	R G G	App'd into TIP 1/6/11	R
8	ALA110018	STP	Fremont	Fremont Various Streets Pavement Rehabilitation Con	10/11	Advertise Contract Award Contract Submit First Invoice Liquidate Funds	08/22/11 11/22/11 02/22/12 02/22/17	R Y G G	\$3,138 Obligated 2/22/11	R
9	TBD	HSIP	Fremont	Paseo Padre Parkway - Walnut to Washington PE	10/11	Submit First Invoice Liquidate Funds	05/18/11 11/18/16	R G	Hwy Safety Imp Program \$23 Obligated 11/18/10	R
		HSIP		Con	10/11	Submit Req for Auth Obligate Funds	Note 1 04/30/11	R R		

Federal At Risk Report

Status Date: April 30, 2011

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
10	TBD	Fremont	HSIP	PE	10/11	Walnut Avenue from Fremont to Parkhurst & Argonaut Way from Parkhurst to Mowry				
						Request Field Review	Note 1	R	Hwy Safety Imp Program	R
						Submit Req for Auth	Note 1	R		
						Obligate Funds	Note 1	R		
11	TBD	Fremont	HSIP	Con	10/11	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)				
						Obligate Funds	04/30/11	R	Hwy Safety Imp Program	Y
12	TBD	Fremont	HSIP	Con	10/11	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)				
						Obligate Funds	04/30/11	R	Hwy Safety Imp Program	Y
13	ALA110019	Hayward	STP	Con	10/11	Hayward Various Arterials Pavement Rehab				
						Advertise Contract	08/23/11	R	\$1,336 Obligated 2/23/11	R
						Award Contract	11/23/11	Y		
						Submit First Invoice	02/23/12	G		
						Liquidate Funds	02/23/17	G		
14	TBD	Hayward	HSIP	Con	11/12	Carlos Bee Blvd. between West Loop and Mission				
						Req Field Review	04/30/11	R		NA
						Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G		
15	ALA110013	Livermore	CMAQ	Con	11/12	Iron Horse Trail Extension in Downtown Livermore				
						Req Field Review	04/30/11	R	App'd into TIP 1/6/11	Y
						Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G		
16	ALA110037	Livermore	CMAQ	Con	11/12	Livermore Village Streetscape Infrastructure				
						Req Field Review	04/30/11	R	App'd into TIP 1/6/11	Y
						Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G		
17	ALA110016	Newark	STP	Con	11/12	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab				
						Req Field Review	04/30/11	R	App'd into TIP 1/6/11	Y
						Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G		
18	ALA110014	Oakland	CMAQ	Con	10/11	Oakland - MacArthur Blvd Streetscape				
						Obligate Funds	04/30/11	R	App'd into TIP 1/6/11 Request Pkg submitted	R
19	TBD	Oakland	SRTS	Con	11/12	Multiple School (5 Schools) Improvements Along Major Routes				
						Req Field Review	04/30/11	R	Fed Safe Routes to School	Y
						Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G		

Federal At Risk Report

Status Date: April 30, 2011

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
20	ALA110021	Pleasanton	Pleasanton Various Streets Pavement Rehab					
	STP	\$876	Con	10/11	Obligate Funds	04/30/11	R App'd into TIP 1/6/11	R
21	ALA110031	Pleasanton	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities					
	CMAQ	\$709	Con	11/12	Req Field Review	04/30/11	R App'd into TIP 1/6/11	R
					Submit Req for Auth	02/01/12	G	
					Obligate Funds	04/30/12	G	
22	ALA110010	Port	Shore Power Initiative					
	CMAQ	\$3,000	Con	11/12	Req Field Review	04/30/11	R App'd into TIP 12/30/10	Y
					Submit Req for Auth	02/01/12	G	
					Obligate Funds	04/30/12	G	
23	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface					
	CMAQ	\$312	PE	10/11	Submit First Invoice	06/21/11	R \$312 Obligated 12/21/10	R
					Liquidate Funds	12/21/16	G	
	CMAQ	\$4,298	Con	11/12	Submit Req for Auth	02/01/12	G	
					Obligate Funds	04/30/12	G	
24	ALA110028	Union City	Union City Blvd Corridor Bicycle Imp. Phase 1					
	CMAQ	\$860	Con	11/12	Req Field Review	04/30/11	R App'd into TIP 1/6/11	Y
					Submit Req for Auth	02/01/12	G	
					Obligate Funds	04/30/12	G	
25	ALA110036	Union City	Union City BART East Plaza Enhancements					
	CMAQ	\$4,450	Con	10/11	Advertise Contract	08/02/11	R \$4,450 Obligated 2/2/11	R
					Award Contract	11/02/11	Y	
					Submit First Invoice	02/02/12	G	
					Liquidate Funds	02/02/17	G	

Yellow Zone Projects

Index	TIP ID	Sponsor	Project Title	Req'd Activity	Date	Zone	Notes	Prev Zone
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd By			
26	ALA110009	ACCMA	Bike Repair and Encouragement Vehicle					
	CMAQ	\$500	Con	10/11	Advertise Contract	09/29/11	Y \$500 Obligated 3/29/11	R
					Award Contract	12/29/11	Y Obligated w/ALA110033	
					Submit First Invoice	03/29/12	G	
					Liquidate Funds	03/29/17	G	
27	ALA110033	ACCMA	Alameda County Safe Routes to School					
	CMAQ	\$2,289	Con	10/11	Award Contract	12/29/11	Y RFP released 4/5/11	R
	STP	\$400	Con	10/11			\$2,689 Obligated 3/29/11	
							Obligated w/ALA110009	
					Submit First Invoice	03/29/12	G	
					Liquidate Funds	03/29/17	G	

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Yellow Zone Projects (cont.)

Index	TIP ID	Source	Sponsor	Project Title	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
28	ALA110025	STP	Alameda	Alameda - Otis Drive Rehabilitation	Con	10/11	Advertise Contract	09/08/11	Y	\$837 Obligated 3/8/11	R
							Award Contract	12/08/11	Y		
							Submit First Invoice	03/08/12	G		
							Liquidate Funds	03/08/17	G		
29	ALA090068	CMAQ	BART	MacArthur BART Plaza Remodel	Con	10/11	Advertise Contract	09/16/11	Y	\$625 Obligated 3/16/11	NA
							Award Contract	12/16/11	Y		
							Submit First Invoice	03/16/12	G		
							Liquidate Funds	03/16/17	G		
30	ALA110007	CMAQ	Berkeley	City of Berkeley Transit Action Plan - TDM	PE	10/11	Submit First Invoice	08/22/11	Y	\$1,990 Obligated 2/22/11	R
							Liquidate Funds	02/22/17	G		
		CMAQ			Con	11/12	Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
31	ALA110012	CMAQ	Fremont	Fremont CBD/Midtown Streetscape	Con	10/11	Advertise Contract	10/13/11	Y	\$540 Obligated 4/13/11	R
							Award Contract	01/13/12	Y		
							Submit First Invoice	04/13/12	G		
							Liquidate Funds	04/13/17	G		
		CMAQ			Con	11/12	Submit Req for Auth	02/01/12	G	TIP Amendment Pending	
							Obligate Funds	04/30/12	G	To move \$1,060 to 11/12	
32	ALA110022	STP	Berkeley	Berkeley - Sacramento St Rehab - Dwight to Ashby	Con	10/11	Advertise Contract	09/18/11	Y	\$955 Obligated 3/18/11	R
							Award Contract	12/18/11	Y		
							Submit First Invoice	03/18/12	G		
							Liquidate Funds	03/18/17	G		
33	ALA110035	CMAQ	Hayward	South Hayward BART Area/Dixon Street Streetscape	PE	10/11	Submit First Invoice	07/18/11	Y	\$536 Obligated 1/18/11	R
							Liquidate Funds	01/18/17	G		
		CMAQ			Con	11/12	Submit Req for Auth	02/01/12	G		
							Obligate Funds	04/30/12	G		
34	ALA110015	CMAQ	Livermore	Livermore Downtown Lighting Retrofit	Con	10/11	Advertise Contract	10/04/11	Y	\$176 Obligated 4/4/11	R
							Award Contract	01/04/12	Y		
							Submit First Invoice	04/04/12	G		
							Liquidate Funds	04/04/17	G		

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Yellow Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
35	ALA110023		Livermore			Livermore - 2011 Various Arterials Rehab				
		STP	\$1,028	Con	10/11	Advertise Contract	09/21/11	Y	\$1,028 Obligated 3/21/11	R
						Award Contract	12/21/11	Y		
						Submit First Invoice	03/21/12	G		
						Liquidate Funds	03/21/17	G		
36	ALA110006		Oakland			Various Streets Resurfacing and Bikeway Facilities				
		STP	\$560	PE	10/11	Submit First Invoice	08/22/11	Y	\$560 Obligated 2/22/11	R
						Liquidate Funds	02/22/17	G		
		STP	\$3,492	Con	11/12	Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G		
37	ALA110020		San Leandro			San Leandro - Marina Blvd Rehabilitation				
		STP	\$807	Con	10/11	Advertise Contract	09/29/11	Y	\$807 Obligated 3/29/11	R
						Award Contract	12/29/11	Y		
						Submit First Invoice	03/29/12	G		
						Liquidate Funds	03/29/17	G		
38	ALA110017		Union City			Union City - Dyer Street Rehabilitation				
		STP	\$861	Con	10/11	Advertise Contract	10/13/11	Y	\$861 Obligated 4/13/11	R
						Award Contract	01/13/12	Y		
						Submit First Invoice	04/13/12	G		
						Liquidate Funds	04/13/17	G		

Green Zone Projects

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
39	ALA090069		Ala. County			Alameda County: Rural Roads Pavement Rehab				
		STP	\$320	PE	10/11	Submit First Invoice	09/16/11	G	\$320 Obligated 3/16/11	NA
						Liquidate Funds	03/16/17	G		
		STP	\$1,815	Con	11/12	Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G		
40	ALA110026		Ala County			Alameda Co - Central Unincorporated Pavement Rehab				
		STP	\$50	PE	10/11	Submit First Invoice	09/23/11	G	\$50 Obligated 3/23/11	R
						Liquidate Funds	03/23/17	G		
		STP	\$1,071	Con	11/12	Submit Req for Auth	02/01/12	G		
						Obligate Funds	04/30/12	G		

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Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	Prev Zone
41	TBD	Ala. County	Patterson Pass Road Widen or Improve Shoulder	HRRR	\$717	Con	12/13	Req Field Review	04/30/12	G	High Risk Rural Roads	G
								Submit Req for Auth	02/01/13	G		
								Obligate Funds	04/30/13	G		
42	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path	CMAQ	\$1,702	Con	11/12	Submit Req for Auth	02/01/12	G	App'd into TIP 1/6/11	Y
								Obligate Funds	04/30/12	G		
43	ALA090068	BART	MacArthur BART Plaza Remodel	CMAQ	\$626	Con	10/11				\$626 Obligated 3/16/11 Transfer to FTA Grant	R
44	ALA110032	BART	Downtown Berkeley BART Plaza/Transit Area Imps.	CMAQ	\$706	PE	10/11				\$706 Obligated 3/16/11	R
				CMAQ	\$1,099	Con	10/11				\$1,099 Obligated 3/16/11 Transfer to FTA Grant	
45	ALA110038	BART	BART - West Dublin BART Station Ped Access Imps	CMAQ	\$21	PE	10/11				\$21 Obligated 2/2/11	R
				CMAQ	\$839	Con	10/11				\$839 Obligated 2/2/11 Transfer to FTA Grant	
46	ALA110034	Dublin	West Dublin BART Golden Gate Drive Streetscape	CMAQ	\$67	PE	10/11	Submit First Invoice	09/18/11	G	\$67 Obligated 3/18/11	R
								Liquidate Funds	03/18/17	G		
				CMAQ	\$580	Con	11/12	Submit Req for Auth	02/01/12	G		
								Obligate Funds	04/30/12	G		
47	ALA110029	Oakland	Oakland Foothill Blvd Streetscape	CMAQ	\$2,200	Con	11/12	Submit Req for Auth	02/01/12	G		
								Obligate Funds	04/30/12	G		
48	TBD	Oakland	Multiple School (5 Elem. + 1 Middle) Vicinity Improvements	SRTS	\$638	Con	10/11	Submit First Invoice	11/22/11	G	Obligated 11/22/10	Y
								Liquidate Funds	11/22/16	G		
49	TBD	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th	HSIP	\$223	Con	11/12	Submit Req for Auth	02/01/12	G	Hwy Safety Imp Program	R
								Obligate Funds	04/30/12	G		
50	TBD	Oakland	Various Intersections	HSIP	\$81	Con	11/12	Submit Req for Auth	02/01/12	G	Hwy Safety Imp Program	R
								Obligate Funds	04/30/12	G		

Notes:

- 1 MTC Reso 3606 deadline is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete required activity.

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Federally-Funded Locally-Sponsored Alameda County Projects

Appendix A**Federal At Risk Report Zone Criteria****Required Activities per Resolution 3606 (Revised July 23, 2008)**

Required Activities Monitored by CMA¹	Criteria Timeframes for Required Activities		
	Red Zone	Yellow Zone	Green Zone
Request Project Field Review	Project in TIP for more than nine (9) months, or obligation deadline for Con funds within 15 months.	Project in TIP for less than nine (9) months, and obligation deadline for Con funds more than 15 months away.	All conditions other than Red or Yellow Zones
Submit Environmental Package	NA	NA	NA
Approved DBE Program and Methodology	NA	NA	NA
Submit Request for Authorization (PE)	within three (3) months	within three (3) to six (6) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (R/W)	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones
Submit Request for Authorization (Con)	within six (6) months		All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Advertise Construction	within four (4) months	within four (4) to six (6) months	All conditions other than Red or Yellow Zones
Award Contract	within six (6) months	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Award into FTA Grant	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Submit First Invoice	within two (2) months	within two (2) to four (4) months	All conditions other than Red or Yellow Zones
Liquidate Funds	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones Move to Appendix D
Project Closeout	within four (4) months	within four (4) to nine (9) months	All conditions other than Red or Yellow Zones

Other Zone Criteria

Red Zone	Projects with funds programmed in the same FY for both a project development phase (i.e. Env or PSE) and a capital phase (i.e. R/W or Con) without the project development phase(s) obligated.
Yellow Zone	Projects with an Amendment to the TIP pending.

Notes: ¹ See Appendix B for more information about the Required Activities and Resolution 3606.

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Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
1	Req Proj Field Rev	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures."	12 months from approval in the TIP ¹ , but no less than 12 months prior to the obligation deadline of construction funds.
2	Sub ENV package	
	Per MTC Resolution 3606-Revised, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities."	12 months prior to the obligation deadline for RW or Con funds. (No change)
3	Approved DBE Prog	
	Per MTC Resolution 3606-Revised, "Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP. STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds."	Approved program and methodology in place prior to the FFY the funds are programmed in the TIP.
4	Sub Req for Auth	
	Per MTC Resolution 3606-Revised, "In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by February 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by February 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after February 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the February 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming."	February 1 of FY in which funds are programmed in the TIP.

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Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
5	Obligate Funds/ Transfer to FTA	
	Per MTC Resolution 3606-Revised, "STP and CMAQ funds are subject to an obligation/FTA transfer deadline of April 30 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by February 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by April 30 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of February 1, 2008 and an obligation/FTA transfer deadline of April 30, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of February 1, 2009 and an obligation/FTA transfer deadline of April 30, 2009. No extensions will be granted to the obligation deadline."	April 30 of FY in which funds are programmed in the TIP.
6	Execute PSA	
	Per MTC Resolution 3606, "The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers. Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans."	Within 60 days of receipt of the PSA from Caltrans, and within six months from the actual obligation date. ²
7	Advertise Contract /Award Contract/Award into FTA Grant	
	Per MTC Resolution 3606-Revised, "For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding. Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance. For FTA projects, funds must be approved/ awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA."	Advertised within 6 months of obligation and awarded within 9 months of obligation. FTA Grant Award: Within 1 year of transfer to FTA.
8	Submit First Invoice / Next Invoice Due	
	Per MTC Resolution 3606-Revised, "Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated. Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months thereafter. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated. If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline. Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA."	For Con phase: Once within 12 months of Obligation and then once every 6 months thereafter, for each federal program code. For all other phases: Once within 6 months following Obligation and then once every 6 months thereafter, for each phase and federal program code.

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Appendix B**Definitions of the Required Activities per Resolution 3606 (As revised July 23, 2008)**

Index	Definition	Deadline
8a	Inactive Projects	
	Per MTC Resolution 3606-Revised, "Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated."	Funds must be invoiced and reimbursed against once every 12 months to remain active.
9	Liquidate Funds	
	Per MTC Resolution 3606-Revised, "Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation. California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers."	Funds must be liquidated within six years of obligation.
10	Estimated Completion Date/Project Closeout	
	Per MTC Resolution 3606-Revised, "Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans. At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any un-reimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA. Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase. Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds. Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC."	Est. Completion Date: For each phase, fully expend federal funds 1 year prior to date provided to Caltrans. Project Close-out: Within 6 months of final project invoice.

Notes:

- ¹ Approval in the TIP: For administrative/ minor TIP Amendments it is the date of Caltrans approval. For formal TIP Amendments, it is the date of FHWA approval.
- ² Per DOT letter from Caltrans Local Assistance to MPOs, regarding "Procedural Changes in Managing Obligations", dated 9/15/05.

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Appendix C**Date of Most Recent Invoice on Record at Alameda CTC**

Project Sponsors are required to submit an invoice at least once every six months following obligation for each phase for which federal funds have been obligated (per MTC Resolution 3606 - Revised 7/23/08), with the exception of the first invoice for the construction phase which must be submitted within 12 months following obligation. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de obligation by FHWA.

Project Sponsors are requested to provide the Alameda CTC with copies of excerpts from invoices showing the invoice number, date, amount, and the signature of the agency representative (i.e. the Alameda CTC does not need copies of the entire invoice package).

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C1	ALA070042/ ACCMA I-880 SB HOV Lane	CMAQ STP	\$6,979 \$801	PE PE	07/08 09/10	12/19/07 9/21/10	4/28/10 3/18/11	Note 2 2
C2	ALA010032/ ACCMA I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	3/27/09	4/11/11	1
C3	ALA050018/ ACCMA Grand/MacArthur Bus Improvements	CMAQ	\$500	Con	06/07	5/22/08	9/7/10	8
C4	ALA030002/ Ala. County Vasco Road Safety Imps., Phase 1	STP	\$3,900 \$9,350	R/W Con	04/05 07/08	6/29/05 6/20/08	11/26/07 5/27/10	Note 2 12
C5	ALA050072/ Ala. County Castro Vly Blvd. Rehab - Foothill to Stanton	STP	\$83 \$758	PSE Con	06/07 08/09	6/26/07 7/23/09	5/6/10 5/6/10	Note 2 12
C6	ALA070040/ Ala. County Hampton Rd Streetscape Improvement	CMAQ	\$2,999	Con	08/09	6/17/09	6/23/10	11
C7	ALA050082/ Dublin East Dublin BART Station Corridor Enhancements	CMAQ CMAQ	\$2,587 \$489	Con PE	08/09 06/07	3/9/09 4/12/07	3/16/10 3/16/10	14 Note 2
C8	ALA070037/Fremont Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	1/21/09	1/14/2010	16
C9	ALA070038/ Livermore Downtown Ped Transit Connection	CMAQ	\$140 \$1,060	PE Con	07/08 08/09	11/16/07 3/30/09	5/10/10 5/10/10	Note 2 12
C10	ALA070059/ Livermore Downtown Pedestrian Improvements	CMAQ	\$845	Con	08/09	4/8/09	7/26/10	10
C11	ALA050021/ Oakland Oakland Street Resurfacing Program	STP	\$825	Con	05/06	6/21/06	9/23/10	8
C12	ALA050023/ Oakland Rehabilitation on Various Streets	STP STP	\$1,573 \$2,486	Con Con	05/06 07/08	6/21/06 4/11/08	6/9/10 6/9/10	Note 2 11
C13	ALA050039/ Oakland MacArthur Transit Hub Imps	CMAQ CMAQ	\$200 \$996	PE Con	05/06 06/07	3/30/06 3/20/07	2/26/10 10/12/10	Note 2 7
C14	ALA050080/ Oakland 7th St., W. Oakland Transit Villiage Imps.	CMAQ STP ARRA	\$320 \$2,330 \$1,300	PE Con Con	07/08 08/09 08/09	11/5/07 8/5/09 8/5/09	04/02/10 6/15/10 6/15/10	13 11 11
C15	ALA070011 Oakland 66th Ave. Streetscape Improvement Project	CMAQ	\$1,230	Con	08/09	3/30/09	4/25/11	1
C16	ALA070027 Oakland W. Oakland Bay Trail: Mandela Pkwy	CMAQ	\$770	Con	06/07	3/19/07	7/16/10	10
C17	ALA070039 Oakland Oakland Waterfront Bay Trail	CMAQ	\$899	Con	07/08	4/16/08	9/22/10	8

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Federally Funded - Locally Sponsored Alameda County Projects

Appendix C**Date of Most Recent Invoice on Record at Alameda CTC**

Project Sponsors are required to submit an invoice at least once every six months following obligation for each phase for which federal funds have been obligated (per MTC Resolution 3606 - Revised 7/23/08), with the exception of the first invoice for the construction phase which must be submitted within 12 months following obligation. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Project Sponsors are requested to provide the Alameda CTC with copies of excerpts from invoices showing the invoice number, date, amount, and the signature of the agency representative (i.e. the Alameda CTC does not need copies of the entire invoice package).

Index	TIP ID/ Sponsor Project	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Obligation Date	Date of Most Recent Invoice on Record at CMA	Months ¹ Since Most Recent Invoice on Record at CMA
C18	ALA050069/ San Leandro Washington Ave Rehab - Creek to I-880	STP	\$49 \$442	PE Con	06/07 07/08	3/5/07 5/7/08	5/7/09 8/9/10	Note 2 9
C19	ALA050078/ San Leandro Bay Trail Bridge at Oyster Bay Slough	CMAQ	\$750	Con	08/09	12/19/08	3/8/10	14
C20	ALA070048/ San Leandro San Leandro ATMS Upgrade	CMAQ	\$184	Con	07/08	4/2/08	12/13/10	5
C21	ALA050070/ Union City Alvarado-Niles Pavement Rehabilitation	STP STP	\$5 \$421	PE Con	07/08 08/09	4/4/08 1/21/09	1/6/09 9/14/2009	Note 2 20

- Notes:**
- ¹ Partial months are rounded up to full months (i.e. 4 months and 1 day = 5 months).
 - ² The programmed amount for this phase has been fully invoiced.
 - ³ Final Invoice submitted by Sponsor.

Federal At Risk Report

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Federally-Funded Locally-Sponsored Alameda County Projects

Appendix D**Projects with Liquidate Funds as the Next Required Activity****Or with Funds Obligated for Transfer to FTA**

Most projects are completed in advance of the "Liquidate Funds" deadline which is six years following obligation. When Liquidate Funds becomes the next required activity being tracked by the Alameda CTC monitoring team, the monitoring team is dependent on the project sponsor to submit documentation when the project is complete. If the sponsor does not submit anything to the Alameda CTC when the project is completed, the monitoring program will track the project until the Liquidate Funds deadline. In order to keep the number of projects in the "Zone" sections of the report to a minimum, projects for which Liquidate Funds is the next required activity will be moved to Appendix D. If the project monitoring team receives documentation that the project has been closed out in the federal aid system, the project will be shown as completed in the next report and then removed from the report in subsequent reports. If the project monitoring team does not receive any documentation about project closeout, the Liquidate Funds requirement will move the project into the Yellow Zone and subsequently the Red Zone in accordance with Appendix A. Projects with funds obligated for transfer to FTA are treated in a similar fashion, however the project monitoring team does not track activities required by FTA Grant Agreements.

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
D1	ALA010034	AC Transit	Maintenance Facilities Upgrade	STP	\$4,000	Con	07/08				Obligated for Transfer to FTA Grant
D2	ALA010063	AC Transit	Acquire 416 Bus Catalyst Devices	CMAQ	\$68	Con	04/05				Obligated for Transfer to FTA Grant
D3	ALA050017	AC Transit	Enhanced Bus - Telegraph/Int'l/East 14th	CMAQ	\$35,000	Con	08/09				Obligated for Transfer to FTA Grant
D4	ALA070047	AC Transit	Travel Choice -Berkeley	CMAQ	\$216	Con	07/08				Obligated for Transfer to FTA Grant
D5	ALA070055	AC Transit	Bike Racks for New Buses	CMAQ	\$100	Con	07/08				Obligated for Transfer to FTA Grant
D6	ALA010032	ACCMA	I-580 San Leandro Estudillo Noise Barrier	STP	\$7,262	Con	08/09	Liquidate funds	03/27/15	G	\$7,262 Obligated 3/27/09 Contract Awd 5/28/09
D7	ALA050018	ACCMA	Grand/MacArthur Bus Improvements	CMAQ	\$500	Con	06/07	Liquidate Funds	05/22/14	G	\$500 Obligated 5/22/08
D8	ALA050036	ACCMA	SMART Corridors Operations & Management	CMAQ	\$283	Con	06/07	Liquidate Funds	01/27/15	G	\$283 Obligated 1/27/09
				STP	\$135	Con	05/06	Liquidate Funds	09/07/12	G	\$135 Obligated 9/7/06
				CMAQ	\$518	Con	07/08	Liquidate Funds	07/03/14	G	\$518 Obligated 7/3/08
D9	ALA070020	ACCMA	I-580 (Tri-Valley) Corridor - EB HOV/HOT Lanes								
	I-580 EB HOT Conversion										
	ARRA	\$7,500	PE				Liquidate Funds	11/27/15	G	Contract Awarded 3/25/10	
											\$7.5M Obligated 11/27/09 System Integrator in PE2
	I-580 EB HOV/HOT Lanes										
	CMAQ	\$6,161	Con	08/09			Liquidate Funds	04/09/15	G	\$6,161 Obligated 12/19/08	
											Funds De-Obligated 2/4/09
											Re-Obligated 4/9/09
											Caltrans Adminstering Funds

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Federally-Funded Locally-Sponsored Alameda County Projects

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
Or with Funds Obligated for Transfer to FTA**

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Index	TIP ID	Sponsor	Project Title		Req'd Activity	Date	Zone	Notes
	Source	Prog'd Amount (\$x 1,000)	Phase	FY		Req'd By		
D10	ALA070041	ACCMA	I-80 Integrated Corridor Mobility					
	CMAQ	\$3,243	PE	07/08	Liquidate funds	07/10/14	G	\$3,243 Obligated 7/10/08
D11	ALA070042	ACCMA	I-880 SB HOV Lanes -Marina to Hegenberger					
	CMAQ	\$6,979	PE	07/08 08/09	Liquidate funds	12/19/13	G	\$4M obligated 12/19/07 STP to CMAQ 4/18/08 \$2.781M added 4/15/09 \$198 of STP to CMAQ
	CMAQ	\$801	PE	09/10	Liquidate funds	12/19/13	G	\$801 Obligated 9/21/10
D12	ALA050009	ACTIA	I-580 Castro Valley Interchange Improvements					
	STP	\$1,000	Con	07/08	Liquidate Funds	04/28/14	G	\$1,000 Obligated 4/28/08
D13	ALA070025	Alameda	City of Alameda Signal Coordination					
	CMAQ	\$59	Con	06/07	Liquidate Funds	05/31/13	G	\$59 Obligated 5/31/07 Force Account
D14	ALA070049	Alameda	Signal Coordination: 8th St, Otis Dr., & Park St.					
	CMAQ	\$138	Con	07/08	Liquidate Funds	04/18/14	G	\$138 Obligated 4/18/08
D15	ALA030002	Ala County	Vasco Road Safety Imps. Phase 1					
	STP	\$9,350	Con	07/08	Liquidate Funds	06/20/14	G	\$9,350 Obligated 6/20/08 Contract Awarded 7/29/08
	STP	\$3,900	R/W	04/05	Liquidate Funds	06/29/11		\$3,900 Obligated 6/29/05 R/W Phase drawn down
D16	ALA050072	Ala County	Castro Valley Blvd Pavement Rehabilitation -Foothill Blvd. to Stanton Ave.					
	STP	\$758	Con	08/09	Liquidate Funds	07/23/15	G	\$758 Obligated 7/23/09 advertised 8/7/09
	STP	\$83	PSE	06/07	Liquidate Funds	06/26/13	G	\$83 Obligated 6/26/07
D17	ALA070040	Ala County	Hampton Rd Streetscape Improvement					
	CMAQ	\$2,999	Con	08/09	Liquidate Funds	06/17/15	G	\$2,999 Obligated 6/17/09

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Federally-Funded Locally-Sponsored Alameda County Projects

Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
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Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
D18	ALA050065	BART	Ed Roberts Campus	CMAQ	\$2,000	Con	07/08				Obligated for Transfer to FTA Grant 8/1/08
D19	ALA070034	BART	Ashby BART Station / Ed Roberts Campus	CMAQ	\$1,386	Con	08/09				Obligated for Transfer to FTA Grant 8/1/08
D20	ALA070051	BART	BART Station Electronic Bike Lockers, Phase 2	CMAQ	\$130	Con	08/09				Obligated for Transfer to FTA Grant 7/14/09
D21	ALA050073	Berkeley	University Ave Reconstruction	STP	\$630	Con	08/09	Liquidate funds	02/05/15	NA	Final Invoiced Paid 3/22/10
D22	ALA050059	Caltrans	SR 13 Median Landscaping	STP	\$500	Con	06/07	Liquidate Funds	05/15/13	G	\$400 Obligated 5/15/07
				STP	\$100	Con	08/09	Liquidate Funds	01/13/15	G	\$100 Obligated 1/13/09
D23	ALA050082	Dublin	East Dublin BART Station Corridor Enhancements	CMAQ	\$2,587	Con	08/09	Liquidate Funds	03/09/15	G	Contract Awarded 5/19/09 \$2,587 Obligated 3/9/09 Combined w/ALA050083
				CMAQ	\$489	PE	06/07	Liquidate Funds	04/12/13	G	\$489 Obligated 4/12/07
D24	ALA050022	Fremont	Rehab on Various Sts	STP	\$2,172	Con	05/06	Liquidate Funds	06/13/12	G	\$2,172 Obligated 6/13/06
				STP	\$2,850	Con	06/07	Liquidate Funds	05/30/13	G	\$2,850 Obligated 5/30/07
D25	ALA070037	Fremont	Bay Street Streetscape and Parking Project	CMAQ	\$1,570	Con	08/09	Liquidate Funds	01/21/15	G	\$1,570 Obligated 1/21/09
D26	ALA070050	Fremont	Mowry Ave Arterial Management	CMAQ	\$419	Con	07/08	Liquidate Funds	09/15/14	G	\$419 Obligated 9/15/08
D27	ALA050025	Hayward	Hesperian Blvd Rehab	STP	\$713	Con	05/06	Liquidate Funds	06/27/12	G	\$713 Obligated 6/27/06
				STP	\$8	Env	05/06	Liquidate Funds	02/15/12	G	\$8 Obligated 2/15/06

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Appendix D (cont.)**Projects with Liquidate Funds as the Next Required Activity
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Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
D28	ALA050056	Hayward	West A Street Rehab	STP	\$117	Con	05/06	Liquidate Funds	06/27/12	G	\$117 Obligated 6/27/06
				STP	\$5	Env	05/06	Liquidate Funds	02/15/12	G	\$5 Obligated 2/15/06
D29	ALA050071	Hayward	Rehab on Various Streets (Arterial Pavement Rehab)	STP	\$776	Con	07/08	Liquidate Funds	03/26/14	G	\$835 Obligated 3/26/08
				STP	\$104	PE	06/07	Liquidate Funds	04/03/13	G	\$104 Obligated 4/3/07 E-76 Rev to \$45 3/26/08
D30	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices	CMAQ	\$175	Con	04/05				Obligated for Transfer to FTA Grant
D31	ALA030017	LAVTA	Exp. Bus –Route 70 & Subscript. Routes	CMAQ	\$89	Con	04/05				Obligated for Transfer to FTA Grant
D32	ALA070028	LAVTA	ACE Station Shuttle Services	CMAQ	\$88	Con	06/07				Obligated for Transfer to FTA Grant
D33	ALA070029	LAVTA	E. Dublin/ Pleasanton BART Station Shuttle	CMAQ	\$102	Con	06/07				Obligated for Transfer to FTA Grant
D34	ALA050054	Livermore	East Ave Rehab (Hillcrest to Loyola)	STP	\$158	Con	05/06	Liquidate Funds	05/01/12	G	\$158 Obligated 5/1/06
D35	ALA050024	Livermore	South Vasco Rd Rehab	STP	\$300	Con	05/06	Liquidate Funds	05/01/12	G	\$300 Obligated 5/1/06
D36	ALA050068	Livermore	Murrieta Blvd Pavement Rehabilitation	STP	\$486	Con	06/07	Liquidate Funds	04/27/13	G	Final Invoice Sub'd 1/17/07
D37	ALA070038	Livermore	Downtown Livermore Ped Transit Connection	CMAQ	\$1,060	Con	08/09	Liquidate Funds	03/30/15	G	\$888 Obligated 3/30/09 Contract Awarded 7/13/09
				CMAQ	\$140	PE	07/08	Liquidate Funds	11/16/13	G	\$140 obligated 11/16/07

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Index	TIP ID Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes	
D38	ALA070059 CMAQ	Livermore \$845	Downtown Pedestrian Improvements Con	08/09	Liquidate Funds	04/08/15	G	\$845 Obligated 4/8/09 Contract Awd 10/12/09	
D39	ALA010021 STP	Oakland \$825	City of Oakland Street Resurfacing Program Con	05/06	Liquidate Funds	06/21/12	G	\$825 Obligated 6/21/06	
D40	ALA030007	Oakland \$89	Coliseum Transit Hub (San Leandro St. btwn 73rd & 66th Ave) Con	06/07	Liquidate Funds	01/17/13	G	\$89K Obligated 1/17/07 CE determination 5/26/04	
D41	ALA050023 STP	Oakland \$2,486	Rehab on Various Sts Con	07/08	Liquidate Funds	04/11/14	G	\$2,486 Obligated 4/11/08 Contract Awd 1/6/09	G
	STP	\$1,573	Con	05/06	Liquidate Funds	06/21/12	G	\$1,573 Obligated 6/21/06	
D42	ALA050039 CMAQ	Oakland \$996	MacArthur Transit Hub Improvement Project Con	06/07 07/08	Liquidate Funds	03/30/13	G	\$681 Obligated 3/30/07 \$215 Obligated 9/5/07 \$100 Obligated 6/11/08	G
	CMAQ	\$200	PE	05/06	Liquidate Funds	03/30/12	G	\$200 Obligated 3/30/06	
D43	ALA050080 ARRA-TE	Oakland \$1,300	7th St, W. Oakland Transit Village Imps Con					\$1,300 Obligated 8/5/09	G
	STP	\$2,330	Con	08/09	Liquidate Funds	08/05/15	G	\$2,330 Obligated 1/21/09 Re-Obligated 8/5/09	
					Liquidate Funds	08/05/15	G	Contract Awarded 12/8/09	
	CMAQ	\$320	PE	07/08	Liquidate Funds	11/05/13	G	\$320 Obligated 11/5/07	
D44	ALA070011 CMAQ	Oakland \$1,230	66th Avenue Streetscape Improvement Project Con	08/09	Liquidate Funds	03/30/15	G	\$1,230 Obligated 3/30/09	
D45	ALA070027 CMAQ	Oakland \$770	W. Oakland Bay Trail: Mandela Pkwy & 8th Street Con	06/07	Liquidate Funds	03/19/13	G	\$770 Obligated 3/19/07	

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Index	TIP ID Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Req'd Activity	Date Req'd By	Zone	Notes
D46	ALA070039	Oakland	Oakland Waterfront Bay Trail					
	CMAQ	\$899	Con	07/08	Liquidate Funds	04/16/14	G	\$599 Obligated 4/16/08 \$300 Obligated 7/11/08
D47	ALA050026	San Leandro	Washington Ave Rehab					
	STP	\$445	Con	05/06	Liquidate Funds	03/24/12	G	\$455 Obligated 3/24/06
D48	ALA050055	San Leandro	Floresta Blvd Street Rehab					
	STP	\$185	Con	05/06	Liquidate Funds	03/24/12	G	\$185 Obligated 3/24/06
D49	ALA070030	San Leandro	Traffic Signal System Improvements					
	CMAQ	\$100	Con	06/07	Liquidate Funds	04/30/13	G	\$100 Obligated 4/30/07
D50	ALA050069	San Leandro	Washington Ave Rehab -San Lorenzo Creek to I-880 O/C					
	STP	\$442	Con	07/08	Liquidate Funds	05/07/14	G	\$442 Obligated 5/7/08
	STP	\$49	PE	06/07	Liquidate Funds	03/05/13	G	\$49 Obligated 3/5/07
D51	ALA050078	San Leandro	Bay Trail Bridge at Oyster Bay Slough					
	CMAQ	\$750	Con	08/09	Liquidate funds	12/19/14	G	\$750 Obligated 12/19/08
D52	ALA070048	San Leandro	San Leandro ATMS Upgrade					
	CMAQ	\$184	Con	07/08	Liquidate Funds	04/02/14	G	\$184 Obligated 4/2/08 Force Account
D53	ALA990015	Union City	UC Intermodal Station					
	CMAQ	\$124	Con	07/08				Obligated for Transfer to FTA Grant 2/6/08
	CMAQ	\$1,702	Con	07/08				Obligated for Transfer to FTA Grant 1/25/08
	CMAQ	\$3,024	Con	05/06				Obligated for Transfer to FTA Grant 7/10/06

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Memorandum

DATE: April 22, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Matt Todd, Manager of Programming

SUBJECT: Approval of CMA Exchange Program Quarterly Status Report

Recommendation:

It is recommended the Alameda CTC Board approve the CMA Exchange Program Quarterly Status Report, dated April 30, 2011.

Information:

The CMA Exchange Program provides funding for the projects programmed in the CMA Transportation Improvement Program (CMATIP), a local fund source administered by the Alameda CTC. The report contains a listing of all of the projects in the CMA Exchange Program, along with the current status of each exchange.

Since the January 2011 Status Report, a total of \$3,796,701 in exchange revenue has been received from the following exchanges:

- 1) \$2,147,545 from ACTIA I-580 Castro Valley Interchange Improvements (CMA Exchanges 16 & 17).
- 2) \$1,649,156 from the AC Transit Bus Component Rehab (CMA Exchange 15).

Attachments:

Attachment A – CMA Exchange Program Quarterly Status Report

CMA Exchange Projects - Quarterly Status Report
Status Date: April 30, 2011

Index	CMA Exchange Project Number	Sponsor	Project	Exchange Fund Source	Exchange Amount	Amount Rec'd (as of 4/14/2011)	Amount Remaining (to be rec'd)	Estimated Payback Date (full amount)	Agreement Status ¹	Notes
1	Ex 1	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 20,182,514	\$ 20,182,514	\$ -	Done	E	
2	Ex 2	AC Transit	Bus Component Rehab	STP	\$ 4,000,000	\$ 4,000,000	\$ -	Done	E	
3	Ex 3	AC Transit	Bus Component Rehab	STIP-RIP	\$ 4,500,000	\$ 4,500,000	\$ -	Done	E	
4	Ex 15	AC Transit	Bus Rehabilitation	STIP-RIP	\$ 6,378,000	\$ 6,378,000	\$ -	Done	E	
5	Ex 18	Ala. County	Vasco Rd. Safety Improvements	STP	\$ 7,531,000		\$ 7,531,000	12/31/15	D	
6	Ex 19	Ala. County	ARRA LSR Project	ARRA	\$ 1,503,850		\$ 1,503,850	12/31/10	D	
7	Ex 16	ACTIA	I-580 Castro Valley I/C Imps	STP	\$ 1,000,000	\$ 1,000,000	\$ -	12/31/10	E	
8	Ex 17	ACTIA	I-580 Castro Valley I/C Imps	STIP-RIP	\$ 1,300,000	\$ 1,147,545	\$ 152,455	12/31/10	E	
9	Ex 4	BART	Seismic Retrofit	STIP-RIP	\$ 8,100,000	\$ 8,100,000	\$ -	Done	E	
10	Ex 5	Berkeley	Street Resurfacing	STP	\$ 259,560	\$ 259,560	\$ -	Done	E	
11	Ex 6	Dublin	Tassajara Interchange	STIP-RIP	\$ 4,230,000	\$ 4,230,000	\$ -	Done	E	
12	Ex 7	Fremont	Street Rehabilitation	STIP-RIP	\$ 2,196,900	\$ 2,196,900	\$ -	Done	E	
13	Ex 8	Fremont	Street Resurfacing	STP	\$ 858,000	\$ 858,000	\$ -	Done	E	
14	Ex 14	Fremont	Street Overlay -13 Segments	STP	\$ 1,126,206	\$ 1,126,206	\$ -	Done	E	
15	Ex 20	Fremont	ARRA LSR Project	ARRA	\$ 1,802,150	\$ 1,802,150	\$ -	Done	E	
16	Ex 9	Livermore	Isabel Interchange	STIP-RIP	\$ 3,600,000	\$ 3,600,000	\$ -	Done	E	
17	Ex 10	MTC	East Dublin County BART	STP	\$ 750,000	\$ 750,000	\$ -	Done	E	
18	Ex 11	Union City	UC Intermodal Station	STIP-RIP	\$ 9,314,000	\$ 1,813,153	\$ 7,500,847	12/31/10	E	
					Totals:	\$ 78,632,180	\$ 61,944,028	\$ 16,688,152		

Notes:

- ¹ E = Agreement Executed
A = Agreement Amendment in Process
D = Agreement Draft Form
N = Agreement Not Initiated



Memorandum

DATE: April 22, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

SUBJECT: Approval of Transportation Fund for Clean Air (TFCA) Program At Risk Report

Recommendation:

It is recommended the Alameda CTC Board approve the TFCA At Risk Report, dated April 30, 2011.

Summary:

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into “Red”, “Yellow”, and “Green” zones based on upcoming project delivery milestones. For this reporting cycle, all projects are in the report’s “Green Zone”.

Information:

The report includes currently active and recently completed projects programmed with Alameda County TFCA Program Manager funds. The report segregates the active projects into “Red”, “Yellow”, and “Green” zones based on upcoming project delivery milestones. For this reporting cycle, all 25 active projects are listed under the report’s “Green Zone” and do not have required activities due for eight months or more. There are no “Red” or “Yellow” Zone projects for this report. As noted at the end of the report, LAVTA’s Route 10 Transit Signal Priority project, 08ALA11, has been completed and will be removed from the next report.

Note that an estimated project start date is included under the “Date Due” column of the report, but it is not a true deadline, and as such does not have a zone of risk associated with it. Actual start dates are added to the report as they are provided by the project sponsor.

A request for project status information for use in the Alameda CTC’s TFCA semi-annual report was distributed to TFCA sponsors on April 12th and responses were requested by April 28th. Any responses remaining to be received as of May 3rd will be noted at the meeting.

Attachments:

Attachment A – TFCA Program Manager Fund At Risk Report

TFCA County Program Manager Fund
At Risk Report

Report Date: April 30, 2011

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months)							
07ALA06	BART	Multi-Jurisdiction Bike Locker Project	TFCA Award	Agreement Executed	1/1/08	3/8/08	Expenditures not complete Expenditure deadline Dec '11 (2nd extension appv'd 10/28/10) FMR Due Mar '12
			\$ 275,405.00	Project Start	2/1/08	Feb-08	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	12/22/11		
08ALA01	ACCMA	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Mar '12
			\$ 420,000.00	Project Start	Jan-09	Jun-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ 229,015.97	FMR	Mar-12		
				Expend Deadline Met?	12/22/11		
08ALA02	BART	Castro Valley BART Station Bicycle Lockers	TFCA Award	Agreement Executed	1/31/09	2/12/09	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Mar '12
			\$ 66,500.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	12/22/11		
08ALA03	Berkeley	9th Street Bicycle Boulevard	TFCA Award	Agreement Executed	1/8/09	1/14/09	Expenditures not complete Expenditure deadline Dec '11 (Extension approved 10/28/10) FMR Due Mar '12
			\$ 247,316.00	Project Start	Jan-09	Jan-09	
			TFCA Expended	Final Reimbursement	12/31/12		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	12/22/11		
08ALA05	ACCMA	Oakland San Pablo Avenue TSP/Transit Improvement Project	TFCA Award	Agreement Executed	NA	8/22/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR Due Feb '13 (2-year post-project reporting required)
			\$ 174,493.00	Project Start	Apr-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11		
			\$ 149,650.83	FMR	Feb-13		
				Expend Deadline Met?	12/22/10	Yes	
09ALA01	ACCMA	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 400,000.00	Project Start	Oct-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 192,093.98	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA02	Alameda County	Fairmont Campus to BART Shuttle (FY 09/10)	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 170,000.00	Project Start	Mar-10	Apr-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 141,876.00	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA04	Berkeley	Citywide Bicycle Parking Program	TFCA Award	Agreement Executed	1/7/10	1/5/10	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 46,887.00	Project Start	Mar-10	Jul-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA05	Fremont	South Fremont Arterial Management	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 232,000.00	Project Start	Jan-10	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 155,075.95	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 350,000.00	Project Start	Sep-09	Nov '09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
09ALA08	ACCMA	Guaranteed Ride Home Program (FYs 09/10 & 10/11)	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 280,000.00	Project Start	Nov-09	Nov-09	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		

TFCA County Program Manager Fund

At Risk Report

Report Date: April 30, 2011

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months), continued							
09ALA10	ACCMA	Bike to Work Day Marketing and Survey	TFCA Award	Agreement Executed	1/7/10	7/7/09	Expenditures not complete Expenditure deadline Jan '12 FMR Due Mar '12
			\$ 96,000.00	Project Start	Mar-10	Mar-10	
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Mar-12		
				Expend Deadline Met?	01/13/12		
10ALA01	Alameda County	Fairmont Campus to BART Shuttle (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	02/08/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 110,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 100,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA03	Fremont	Signal Retiming: Paseo Padre parkway and Auto Mall Parkway	TFCA Award	Agreement Executed	2/17/11	02/24/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 210,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 614,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA05	Oakland	Broadway Shuttle - Extended Service	TFCA Award	Agreement Executed	2/17/11	01/21/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 166,880.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA06	Oakland	Webster/Franklin Bikeway Project	TFCA Award	Agreement Executed	2/17/11	01/20/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 90,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA07	Pleasanton	Pleasanton Trip Reduction Program (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 52,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA08	AC Transit	TravelChoice- New Residents (TCNR)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 165,000.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 2,583.00	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA09	LAVTA	BART to Downtown Pleasanton - Route 8 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 96,860.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA10	LAVTA	BART/Hacienda Business Park Shuttle - Route 9 (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 60,380.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 37,406.46	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		

TFCA County Program Manager Fund
At Risk Report

Report Date: April 30, 2011

<u>Project No.</u>	<u>Sponsor</u>	<u>Project Title</u>	<u>Balances</u>	<u>Required Activity</u>	<u>Date Due</u>	<u>Activity Completed (Date or Y/N)</u>	<u>Notes</u>
GREEN ZONE (Milestone deadline beyond 7 months), continued							
10ALA11	LAVTA	ACE Shuttle Service - Route 53 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 70,677.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 20,182.89	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA12	LAVTA	ACE/BART Shuttle Service - Route 54 (FYs 10/11 & 11/12)	TFCA Award	Agreement Executed	2/17/11	12/15/10	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 72,299.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ 20,859.93	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
10ALA13	San Leandro	San Leandro Links (FY 10/11)	TFCA Award	Agreement Executed	2/17/11	01/05/11	Expenditures not complete Expenditure deadline Oct '12 FMR Due Jan '13
			\$ 66,605.00	Project Start	Mar-11		
			TFCA Expended	Final Reimbursement	12/31/13		
			\$ -	FMR	Jan-13		
				Expend Deadline Met?	10/28/12		
Completed Projects (will be removed from the next monitoring report)							
08ALA11	LAVTA	Route 10 BRT TSP and Queue Jumper Improvements	TFCA Award	Agreement Executed	1/8/09	11/19/08	Expenditure deadline Dec '10 Expenditures complete Final Invoice received Jan'11 FMR received April '11
			\$ 444,722.00	Project Start	Jul-09	Jul-09	
			TFCA Expended	Final Reimbursement	12/31/11	Apr-11	
			\$ 444,722.00	FMR	Mar-11	Apr-11	
				Expend Deadline Met?	12/22/10	Yes	

Report Milestone Notes

Agmt Executed = Date TFCA Agreement executed

Project Start = Date of project initiation

FMR = Date Final Monitoring Report received by CMA

Exp. Deadline Met? = Expenditures completed by deadline (Yes/No)



Memorandum

DATE: April 25, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

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

SUBJECT: **Review of Sustainable Community Strategy (SCS)/Regional Transportation Plan (RTP) and Countywide Transportation Plan (CWTP)/ Transportation Expenditure Plan Information**

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

ACTAC; the Planning, Policy and Legislation Committee (PPLC); the Alameda CTC Board; the Citizen's Watchdog Committee; the Paratransit Advisory and Planning Committee; the Citizen's Advisory Committee; and the Bicycle and Pedestrian Advisory Committee receive monthly updates on the CWTP-TEP and RTP/SCS. 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.

May 2011 Update:

This report focuses on the month of May 2011. 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 Attachment B and Attachment C respectively. Highlights include MTC/Alameda CTC Call for Projects and Programs, which is also covered earlier in the Agenda, and the process for moving from the recently released Initial Vision Scenario to the Alternative Scenarios that are scheduled to be released by ABAG in July.

1) MTC/ Alameda CTC Call for Projects and Programs

The concurrent Call for Projects and Programs was released on February 25, 2011. Project/program applications were due to Alameda CTC by **April 12, 2011**. Approximately 300 project and program applications were received by the due date. These projects and programs were screened and a preliminary tiered list of CWTP and RTP projects and programs developed. A draft list of projects and programs recommended for inclusion in the RTP is due to MTC by **April 29, 2011**. The CWTP-TEP Steering Committee is anticipated to review the draft list at its meeting on April 28, 2011 and recommend that it be forwarded to MTC by the deadline. The Draft list of projects and programs will be presented to Alameda CTC committees and advisory groups in May culminating in a public hearing at the **May 26, 2011** CWTP-TEP Steering Committee meeting with a recommendation for approval by the Commission on the same day. The final list is due to MTC on **May 27, 2011**. The draft list is being considered by ACTAC under a separate agenda item.

2) Release of Initial Vision Scenario and Development of Detailed Scenarios

On March 11, 2011, ABAG released the Initial Vision Scenario representing the starting point for discussion for how to house the region's population and meet sustainability goals. The Initial Vision Scenario was presented to Alameda County elected officials at four meetings throughout the County between March 16 and March 24, 2011 and to the Technical Advisory Working Group, including the Alameda County Planning Directors, on March 18, 2011. ABAG and MTC are seeking input on the Initial Vision Scenario between now and June 2011 to use in the development of Alternative Land Use Scenarios, which are anticipated to be released in **July 2011**. In addition to providing input on the development of the Alternative Land Use Scenarios through the CWTP-TEP Committees, a public workshop, hosted by MTC and ABAG, is being scheduled on **May 19** in Berkeley. Alameda CTC is working with Supervisorial Districts 1 and 2 to host a joint workshop on the SCS. The workshop is scheduled on **May 14, 2011** from 9 a.m. to noon at the Sunol Golf Course.

3) RTP/SCS Work Element Proposals and

MTC continues to refine their proposals and guidance for the following work elements of the RTP/SCS:

- 25-year financial forecasts;
- Draft committed funds and projects policy scheduled to be adopted by MTC in April. Staff will provide a status update at the meeting; and
- Transit capital, local streets and roads maintenance needs, and transit operation needs approach.

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

Committee	Regular Meeting Date and Time	Next Meeting
CWTP-TEP Steering Committee	4 th Thursday of the month, noon Location: Alameda CTC	April 28, 2011 May 26, 2011 No June Meeting
CWTP-TEP Technical Advisory Working Group	2 nd Thursday of the month, 1:30 p.m. Location: Alameda CTC	May 12, 2011 No June Meeting
CWTP-TEP Community Advisory Working Group	1 st Thursday of the month, 3:00 p.m. Location: Alameda CTC	May 5, 2011 No June Meeting

ACTAC Meeting 05/03/11**Agenda Item 5.2**

Committee	Regular Meeting Date and Time	Next Meeting
SCS/RTP Regional Advisory Working Group	1 st Tuesday of the month, 9:30 a.m. Location: MetroCenter, Oakland	May 3, 2011 June 7, 2011
SCS/RTP Equity Working Group	Location: MetroCenter, Oakland	May 11, 2011 June 8, 2011
SCS/RTP Housing Methodology Committee	10 a.m. Location: BCDC, 50 California St., 26th Floor, San Francisco	May 26, 2011 June 23, 2011
CWTP-TEP Public Workshops and Initial Vision Scenario Outreach	Location and times vary District 1 and 2 SCS Workshop Initial Vision Scenario Public Meeting	May 14, 2011 May 19, 2011

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: One Bay Area SCS Planning Process

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**Summary of Next Quarter Countywide and Regional Planning Activities
(May through July)**

Countywide Planning Efforts

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. In the May to July time period, the CWTP-TEP Committees will be focusing on:

- Coordinating with ABAG and local jurisdictions to provide comments on the Initial Vision Scenario and to define the Alternative Land Use Scenarios for the Sustainable Communities Strategy;
- Finalizing the issues papers that discuss challenges and opportunities regarding transportation needs in Alameda County, including a presentation of best practices and strategies for achieving Alameda County's vision beyond this CWTP update;
- Beginning the discussion on Transportation Expenditure Plan strategic parameters and funding scenarios;
- Approving a list of projects and programs in response to the Call for Projects by MTC that will be further evaluated for the CWTP and the RTP;
- Identifying and evaluating transportation investment packages against a Modified Future Land Use scenario;
- Reviewing the results of the evaluation and identifying a constrained transportation network;
- Developing countywide financial projections and opportunities that are consistent and concurrent with MTC's financial projections; and
- Developing a Locally Preferred SCS land use scenario to test with the constrained transportation network.

Regional Planning Efforts

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 focusing on

- Receiving input on the Initial SCS Vision Scenario released March 11, 2011;
- Developing the Alternative SCS Scenarios based on that input;
- Conducting public outreach;
- Developing draft financial projections; and
- Conducting a performance assessment.

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),
- Participating on regional Sub-committees (Equity sub-committee); and
- Assisting in public outreach.

Key Dates and Opportunities for Input

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

Detailed SCS Scenarios Released: July 2011

Preferred SCS Scenario Released/Approved: December 2011/January 2012

RHNA

RHNA Process Begins: January 2011

Draft RHNA Methodology Released: September 2011

Draft RHNA Plan released: February 2012

Final RHNA Plan released/Adopted: July 2012/October 2012

RTP

Develop Financial Forecasts and Committed Funding Policy: March/April 2011

Call for RTP Transportation Projects: March 1 through April 29, 2011

Conduct Performance Assessment: March 2011 - September 2011

Transportation Policy Investment Dialogue: October 2011 – February 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 Land Use Scenarios: May – July 2011

Call for Projects: Concurrent with MTC

Outreach: January 2011 - June 2011

Draft List of CWTP constrained Projects and Programs: July 2011

First Draft CWTP: September 2011

TEP Program and Project Packages: September 2011

Draft CWTP and TEP Released: January 2012

Outreach: January 2012 – June 2012

Adopt CWTP and TEP: July 2012

TEP Submitted for Ballot: August 2012

Calendar Year 2010												
Meeting												
	2010						FY2010-2011	2010				
Task	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	Information about upcoming CWTP Update and reauthorization											
Alameda CTC Technical Work												
Technical Studies/RFP/Work timelines: All this work will be done in relation to SCS work at the regional level						Board authorization for release of RFPs	Pre-Bid meetings	Proposals reviewed	ALF/ALC approves shortlist and interview; Board approves top ranked, auth. to negotiate or NTP	Technical Work		
Polling												
Sustainable Communities Strategy/Regional Transportation Plan												
Regional Sustainable Community Strategy Development Process - Final RTP in April 2013			Local Land Use Update P2009 begins & PDA Assessment begins						Green House Gas Target approved by CARB.	Start Vision Scenario Discussions		
											Adopt methodology for Jobs/Housing Forecast (Statutory Target)	Projections 2011 Base Case
												Adopt Voluntary Performance Targets

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

Calendar Year 2012

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

DATE: March 28, 2011

TO: Alameda County Technical Advisory Committee (ACTAC)

FROM: Jacki Taylor, Programming Liaison

RE: Review Project Eligibility Categories for Transportation Fund for Clean Air (TFCA) Program

Recommendation:

ACTAC is requested to review information regarding eligible project categories for the TFCA Program.

Summary:

At the March 2011 Alameda CTC Programs and Projects Committee (PPC) and Board meetings, it was proposed that TFCA funding eligibility should be expanded to include Transportation Demand Management (TDM) projects, specifically transit incentives such as bus passes. ACTAC is requested to review the overall TFCA project eligibility categories.

Information:

Eligible TFCA projects are those defined in the provisions of the California Health and Safety code (HSC) section 44241. The HSC specifies that TFCA funds be used to reduce air pollution from motor vehicles through the implementation of Transportation Control Measures (TCMs) and Mobile Source Measures (MSMs). The Bay area Air Quality Management District (Air District) also adopts policies and provides additional guidance. The Alameda CTC, as administrator of the Program Manager funds, also adopts Program Guidelines. These Alameda CTC Program Guidelines include a list of eligible project types based on the HSC and Air District guidance. Attachment A provides a comparison of how the project eligibility is detailed by the HSC, Air District and Alameda CTC.

Staff is aware that the Air District has funded TDM-related projects such as Guaranteed Ride Home and certain transit incentives and trip reduction programs in the past, even though they are not specifically detailed in the HSC. The Air District policies/guidance does not specify types of projects that have been funded in the past that are considered consistent with, but may not be specifically mentioned in, the HSC. This information could help prospective applicants identify projects that may be a good match for TFCA-funding. Alameda CTC can also consider providing a similar level of information in its Program Manager Guidelines.

Through this discussion, this is also an opportunity for ACTAC to suggest additional eligibility categories or specific project types for consideration for the TFCA Program.

The Air District Guidance also includes a provision that, “On a case-by-case basis, Program Mangers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness, but do not fully meet other Board-adopted policies.” The Alameda CTC Guidelines could also incorporate the “case-by-case” language.

Next Steps:

Based on today’s discussion staff will prepare a recommendation for ACTAC to consider at a future meeting. Depending on the revisions desired, the staff recommendations may range from administrative to proposed legislative changes.

Attachments:

Attachment A: TFCA Eligible Projects in the HSC, Air District Guidance, and Alameda CTC Guidelines

Matrix of TFCA Eligible Project Categories

	Health and Safety Code, Section 44241:	BAAQMD FY 11/12 Guidance:	Alameda CTC FY 11/12 Guidelines:
1	The implementation of ridesharing programs.	The implementation of ridesharing programs.	Implementation of rideshare programs.
2	The purchase or lease of clean fuel buses for school districts and transit operators.	The purchase or lease of clean fuel buses for school districts and transit operators.	Purchase or lease of clean fuel buses for school districts and transit operators.
3	The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.	The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.	Provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
4	Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."	Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."	Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
5	Implementation of rail-bus integration and regional transit information systems.	Implementation of rail-bus integration and regional transit information systems.	Implementation of rail-bus integration and regional transit information systems.
6	Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit. No funds expended pursuant to this paragraph for telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use.	Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.	Implementation of demonstration projects in congestion pricing of highways, bridges and public transit; and in telecommuting. No funds expended pursuant telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use.
7	Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.	Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.	Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to <u>light duty vehicles with a gross vehicle weight (GVW) of 10,000 pounds or lighter</u> , engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.

			<u>Note: Engine repowers are subject to Air District approval on a case-by-case basis.</u>
8	Implementation of a smoking vehicles program.	Implementation of a smoking vehicles program.	Implementation of smoking vehicles program.
9	Implementation of an automobile buy-back scrapage program operated by a governmental agency.	<u>Not eligible in BAAQMD FY 11/12 Guidance.</u>	<u>Removed from Alameda CTC FY 11/12 Guidelines based on BAAQMD FY 11/12 Guidance.</u>
10	Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.	Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.	Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
11	The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.	The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.	Design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.



Memorandum

DATE: April 25, 2011
TO: Alameda County Technical Advisory Committee (ACTAC)
FROM: Vivek Bhat, Senior Transportation Engineer
RE: Review Federal Inactive Projects List: March 2011 Quarterly Review

Recommendations:

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

Summary:

ACTAC is requested to review the March 2011 Quarterly Federal Inactive obligation list of projects. Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of the project's federal funds unless Caltrans and the Federal Highways Administration (FHWA) receive either an invoice or a valid justification for inactivity. Caltrans is tracking inactive obligations, and releasing a list of inactive projects quarterly. If Caltrans and FHWA do not receive adequate invoicing or justification for the project's inactivity, the project may be deobligated.

Background:

The Federal Inactive obligations list for the March 2011 Quarterly Review of Inactive Obligations is now available on the Division of Local Assistance website at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>. The Inactive Project List contains the current Inactive projects and the 3-Month and 6-Month Look Ahead Projects.

To prevent the deobligation and potential loss of unexpended federal funds, local agencies must submit a valid FMIS transaction (invoice or justification) by **May 20, 2011**.

Project sponsors are requested to review the attached report as well as the Caltrans site on a regular basis for the most current project status.

Attachments:

Attachment A – Federal Inactive List
Attachment B – Justification form

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**Alameda County Quarterly Review of Inactive Obligations
(Review Period 01/01/2011- 03/31/2011)**

Project No	LOOK AHEAD	Updated on 04/14/2011	Inactive Projects (Review period: 01/01/2011-03/31/2011)		Agency	Description	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
			Agency Action Required	State Project No								
5012082	6 MONTH		Submit invoice to District.	04924529L	Oakland	7TH STREET WEST OAKLAND TRANSIT VILLAGE , RECONSTRUCT ROADWAY,PED. WALWAY	10/11/2007	8/20/2009	\$ 482,000.00	\$ 320,000.00	\$ 265,646.36	\$ 54,353.64
5012087	6 MONTH		Invoice returned to Agency, Resubmit to District.	04924796L	Oakland	66TH AVE FROM SAN LEANDRO TO INTERNATION BLVD, STREETSCAPE	3/30/2009	8/27/2010	\$ 2,067,126.00	\$ 1,230,000.00	\$ 36,781.77	\$ 1,193,218.23
5012089	INACTIVE		Justification accepted last quarter. Submit invoice or new justification to District by 05/20/2011.	04924862L	Oakland	FIVE ELEMENTARY SCH. & 1 MIDDLE SCH., SIDEWALK "BULB-OUT"	3/2/2008	3/10/2009	\$ 700,425.00	\$ 700,425.00	\$ 62,725.00	\$ 637,700.00
5012101	6 MONTH		ARRA PROJECT. Invoice being processed by Caltrans. Monitor for progress.	04925596L	Oakland	VARIOUS STREET AND ROADWAY REHAB., AC OVERLAY	11/18/2009	9/9/2010	\$ 1,258,949.00	\$ 1,255,000.00	\$ 6,385.66	\$ 1,248,614.34
5012110	INACTIVE		Submit invoice or justification to District by 05/20/2011.	04985831L	Oakland	CITYWIDE AC OVERLAY, AC PAVEMENT	2/22/2010		\$ 633,000.00	\$ 560,000.00	\$ -	\$ 560,000.00
5050031	INACTIVE		No Federal funds remain. Proceed with project closure or submit justification to request project to remain open.	04924460L	Hayward	W. A ST.-I-880 TO HATHAWAY AVE. , ROADWAY REHABILITATION	2/15/2006	3/5/2008	\$ 137,808.00	\$ 122,000.00	\$ 122,000.00	\$ -
5057035	6 MONTH		Submit invoice to District.	04925836L	Berkeley	SEE COMMENTS, UPGRADE PARKING METERS	9/8/2010		\$ 2,250,000.00	\$ 1,800,000.00	\$ -	\$ 1,800,000.00
5354010	3 MONTH		No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	04928588L	Union City	UNION CITY FTA TRANSFER (CA-90-X851), PURCHASE 2 PARATRANSIT VEHICLES	4/1/1998	5/9/2008	\$ 121,461.00	\$ 107,529.00	\$ 107,529.00	\$ -
5933102	6 MONTH		Submit invoice to District.	04925691L	Alameda County	VASCO ROAD - LOS VAQUEROS ROAD TO ALAMEDA COUNTY LINE, CONSTRUCT MEDIAN BARRIER	8/31/2010		\$ 3,445,000.00	\$ 2,969,921.00	\$ -	\$ 2,969,921.00
6000044	6 MONTH		Submit invoice to District.	04925621L	San Francisco Bay Area Rapid Transit District	I-238 TO HAYWARD STATION, SR-92, INDUSTRIAL BLVD, ALAMEDA CREEK AND UPRR, SEISMIC RETROFIT OF BART STRUCTURES, FREMONT LINE	9/21/2010		\$ 31,374,000.00	\$ 6,951,376.00	\$ -	\$ 6,951,376.00
6000045	6 MONTH		Submit invoice to District.	04925623L	San Francisco Bay Area Rapid Transit District	SAN LEANDRO, HAYWARD AND FREMONT, SEISMIC RETROFIT-BART A-LINE STATIONS	9/21/2010		\$ 40,131,000.00	\$ 2,526,646.00	\$ -	\$ 2,526,646.00

**Alameda County Quarterly Review of Inactive Obligations
(Review Period 01/01/2011- 03/31/2011)**

Project No	LOOK AHEAD	Agency Action Required	State Project No	Agency	Description	Authorization Date	Last Expenditure Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
6000047	6 MONTH	Submit invoice to District.	04925625L	San Francisco Bay Area Rapid Transit District	18TH STREET IN OAKLAND TO ASHLAND AVENUE IN HAYWARD/FREMONT, SEISMIC RETROFIT-AERIAL STRUCTURES	9/21/2010		\$ 77,996,000.00	\$ 10,648,389.00	\$ -	\$ 10,648,389.00
6000049	6 MONTH	Submit invoice to District.	04925646L	San Francisco Bay Area Rapid Transit District	IN WEST OAKLAND, SEISMIC RETROFIT OF BART FACILITIES	9/21/2010		\$ 18,654,000.00	\$ 1,339,004.00	\$ -	\$ 1,339,004.00
6002004	3 MONTH	No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	04927705L	Alameda - Contra Costa Transit District	SAN PABLO CORRIDOR; ELECTRIC TROLLEY, ENVIRONMENTAL/PLANNING STUDIES	5/1/1995	5/9/2008	\$ 1,284,311.00	\$ 1,137,000.00	\$ 1,137,000.00	\$ -
6002005	3 MONTH	No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	04928164L	Alameda	FREMONT BART STATION & COLISEUM BART STATION , TRANSIT CENTER IMPROVEMENTS	7/1/1996	5/9/2008	\$ 886,706.00	\$ 785,000.00	\$ 785,000.00	\$ -
6002006	3 MONTH	No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	04928509L	Alameda - Contra Costa Transit District	04-ALA-0-ACT, ALAMEDA & CONTRA COSTA CO., TIRE & TUBE REPLACEMENT, AVL/AVM(*)	2/1/1998	5/9/2008	\$ 3,362,367.00	\$ 2,975,830.00	\$ 2,975,830.00	\$ -
6057012	3 MONTH	Submit invoice to District by 05/20/2011.	04925411L	Port Of Oakland	MARTINEZ SUBDIVISION RAIL CORRIDOR MP-15 , INTER-REGIONAL RAIL INTERMODALSTUDY	4/17/2009		\$ 150,000.00	\$ 150,000.00	\$ -	\$ 150,000.00
6193001	3 MONTH	No Federal funds remain. Proceed with project closure or submit justification next quarter to request project to remain open.	04069024L	Livermore Amador Valley Transit Authority Alameda County Congestion Management Agency	FTA TRANSFER PROJECT, BUS PURCHASE	12/1/1993	5/9/2008	\$ 1,961,370.00	\$ 1,736,400.00	\$ 1,736,400.00	\$ -
6273045	3 MONTH	Invoice being processed by Caltrans. Monitor for progress.	043A9208L		I-880- MARINA TO HEGENBERGER /C'S , IMPLEMENT HOV LANES.	12/19/2007	5/26/2010	\$ 7,806,000.00	\$ 7,780,000.00	\$ 6,781,000.00	\$ 999,000.00



QUARTERLY REVIEW OF **INACTIVE PROJECTS** JUSTIFICATION FORM SUMMARY

1. CT DIST - FEDERAL AID PROJECT NO.	2. STATE PROJECT NUMBER	3. RESPONSIBLE AGENCY		4. DATE	
5. GENERAL LOCATION					
6. GENERAL DESCRIPTION OF WORK (INCLUDE PROJECT PHASES WITH OBLIGATED FUNDS)					
7. AUTHORIZATION DATE	8. FEDERAL-AID FUNDS AUTHORIZED	9. PGM CODE	10. PHASE (from E-76)	11. FEDERAL FUNDS EXPENDED TO DATE	12. UNEXPENDED FEDERAL FUNDS
TOTAL:					
13. LAST ACTIVITY (BILLING DATE)					
Important note: Caltrans and/or FHWA reserve the right to reject a Justification and deobligate the Federal Funds.					
14. JUSTIFICATION (CHECK ONE OR MORE IF APPLICABLE)					
☐ Litigation Filed ☐ Environmental Delays ☐ Right of way, Utility Relocation Delays					
Justification Forms without proper supporting documents will be rejected and returned to Agencies by Caltrans. Decision to accept or reject a Justification may be based exclusively on this form and supporting documentation.					
15. LIST PROJECT HISTORY FROM INITIAL AUTHORIZATION OR FROM LAST BILLING. LIST CURRENT PROJECT STATUS/REASON FOR PROJECT BEING INACTIVE. PROVIDE BACKUP DOCUMENTATION.					
16. ACTIONS TAKEN TO RESOLVE EXISTING ISSUE(S)					
17. DATE ACTIVITIES TO BE RESUMED			18. DATE BILLINGS OR OTHER CORRECTIVE ACTION TO BE TAKEN (e.g. closure, withdrawal, et		
19. CURRENT COST ESTIMATE NEEDED TO COMPLETE PROJECT			20. IF ESTIMATE IS LESS THAN UNEXPENDED BALANCE, AMOUNT TO BE DEOBLIGATED (Attach copy of E-76 requesting deobligation)		
21. CONSEQUENCES IF FUNDS ARE DEOBLIGATED					
22. ADDITIONAL DOCUMENTATION (LIST ATTACHMENTS) TO SUPPORT VALIDATION OF THIS OBLIGATION					
23. AGENCY CONTACT	EMAIL	SIGNATURE	PHONE NUMBER	DATE	
24. FORM REVIEWED AND RECOMMENDED FOR APPROVAL BY:					
CT DISTRICT CONTACT NAME/TITLE		SIGNATURE	PHONE NUMBER	DATE	



QUARTERLY REVIEW OF INACTIVE PROJECTS JUSTIFICATION FORM SUMMARY



Agenda Item 5.5
Attachment B

Please go through the check list before submitting your justification form
(**DO NOT** leave anything blank)

#	Information Required	Additional Information	Check
1	Enter the District number and federal project number (including the project prefix, e.g. STPL)		
2	Enter State Project Number, if applicable		
3	Enter Responsible Agency		
4	Enter date you've completed the form		
5	Enter route information and location description		
6	Enter work description including project phases with obligated funds		
7	Enter date when funds were authorized. Use a separate line for each phase with authorized federal funds	Refer to the current inactive list/file posted in the web	
8	Enter authorized federal funds	http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
9	Enter all program code(s)		
10	Enter project phase (e.g. PE, RW, CON, etc.)	Use E-76 for this item	
11	Enter accumulated expenditure by program code	Refer to the current inactive list/file posted in the web	
12	Enter unexpended funds	http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
13	Enter last billing date		
14	Select the appropriate reason(s) for justification; for litigation filed, submit copy (with stamp) of the documents filed	http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm	
15	List project history	Include project timeline from the time of authorization or last financial transaction to present. e.g. original bid rejected - costs exceeded engineer estimate by XX%	
16	Action(s) taken to resolve the issue	Explain why previous commitment has not been met. e.g. to be re-advertised after additional funding determinations	
17	Enter date activities to be resumed	e.g. Revised date for contract award	
18	Enter billing dates or other corrective action to be taken		
19	Enter current cost estimate needed to complete		
20	Enter amount to be deobligated for unneeded funds		
21	Enter reason/consequences if funds are deobligated		
22	Additional back-up documentation	Copy of environmental approval; litigation; r/w acquisition; copy of invoice; proof that they have been working on a project since initial authorization; project timeline and funding plan; PSA; etc.	
23	Enter contact person from local agency	Person prepared the justification must sign the form	
24	DLAE approving official	Person reviewing and approving the justification must sign the form	

ANY INCOMPLETE JUSTIFICATION FORM WILL BE SENT BACK TO DLAE

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
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ACTAC Meeting 05/03/11**Agenda Item 5.6**

*Flex your power!
Be energy efficient!*

April 19, 2011

Metropolitan Planning Organizations
Regional Transportation Planning Agencies
Local Transportation Commissions
Local Agencies

Dear Executive Directors:

This letter represents the California Department of Transportation's (Department) interim guidance for the development of Project Initiation Documents (PID). Effective immediately, all PIDs developed for State Transportation Improvement Program (STIP) and special funded projects will use the Project Study Report-Project Development Support (PSR-PDS) process, unless a Project Study Report (PSR) is requested by the project sponsor and authorized by the Department's District Director. This guidance supersedes existing PID guidance relating to the PSR-PDS development process pending amendment of the Project Development Procedures Manual.

The PSR-PDS is a streamlined PID document that does not require the same level of engineering detail as a PSR. The PSR-PDS identifies support costs needed to achieve project approval, a "ballpark" estimate of the construction cost, and allows programming of capital outlay support for Project Approval and Environmental Document (PAED) only. The PSR-PDS process will require a pre-PID meeting to appropriately develop the scope, cost, and schedule for transportation improvements, and establish performance measures to ensure expectations from pre-PID meetings are met. Streamlining the PID process by using the PSR-PDS will:

- Expedite the funding of projects through PAED.
- Clarify PID guidance for STIP and locally-funded projects.
- Identify potential project risks early.
- Use "ballpark" estimates.
- Eliminate redundancies.
- Improve communication between the Department and local agencies.

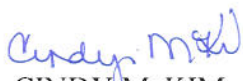
A PID committee comprised of Department headquarters divisions, district programs and functional units, and local and regional transportation agencies have been working in partnership to reduce costs and delays associated with the development of PIDs. The Department will work through the PID Committee over the next several months to amend existing PID guidance to streamline PID procedures and reflect the expanded use of the PSR-PDS process for all STIP and

Metropolitan Planning Organization
Regional Planning Transportation Agencies
April 19, 2011
Page 2

special funded projects. The amended PID guidance on PSR-PDS development is expected to be completed July 1, 2011.

We will continue to work in partnership with you, through these demanding economic times, to improve mobility for all Californians. Please contact your local district office (attached) for questions or clarification.

Sincerely,


CINDY McKIM
Director

Attachment:
District Contact List