



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

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Commission Vice Chair

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City of Oakland

AC Transit

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Alameda County

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Supervisor Keith Carson, District 5

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City of Pleasanton

Mayor Jerry Thorne

City of San Leandro

Councilmember Michael Gregory

City of Union City

Mayor Carol Dutra-Vernaci

Executive Director

Arthur L. Dao

Alameda County Technical Advisory Committee

Thursday, June 5, 2014, 1:30 p.m.

**1111 Broadway, Suite 800
Oakland, CA 94607**

Mission Statement

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

Public Comments

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

Recording of Public Meetings

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

Reminder

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

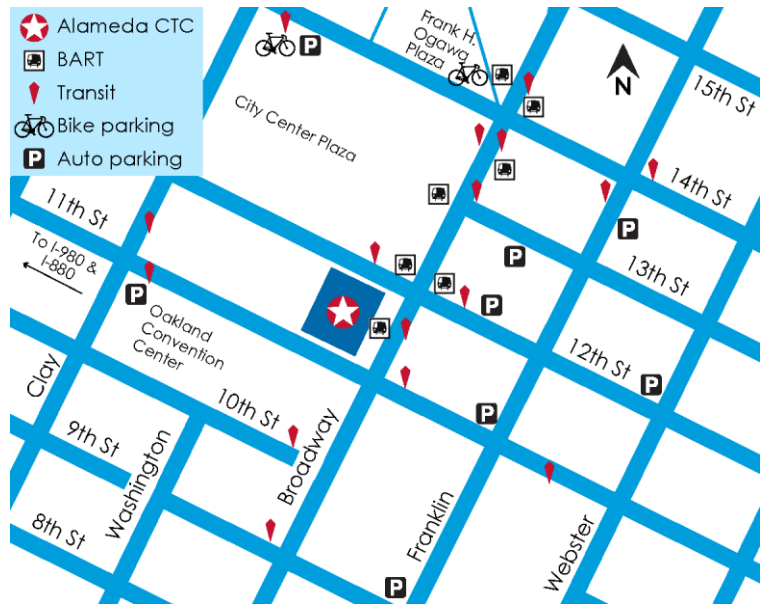
Glossary of Acronyms

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

Location Map

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

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



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

Accessibility

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



Meeting Schedule

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

Paperless Policy

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

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Alameda County Technical Advisory Committee

Revised Meeting Agenda

Thursday, June 5, 2014, 1:30 p.m.*

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

***NOTE: THE GOODS MOVEMENT TECHNICAL TEAM MEETS FROM 11:30 A.M. TO 1:00 P.M.**

The [Technical Team Meeting Agenda](#) is available on the Alameda CTC website.

1. Introductions/Roll Call

Chair: Arthur L. Dao, Alameda CTC Executive Director

2. Public Comment

Staff Liaison: Matt Todd, Principal Transportation Engineer

Public Meeting Coordinator: Angie Ayers

3. Administration

Page A/I

3.1. [May 8, 2014 ACTAC Meeting Minutes](#)

1 A

Recommendation: Approve the May 8, 2014 meeting minutes.

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update (Verbal)

I

4.2. [Legislative Update](#)

5 I

5. Transportation Planning

5.1. [2014 Level of Service Monitoring Study Status Update](#)

17 I

5.2. [Countywide Goods Movement Plan Vision and Goals](#)

51 A

Recommendation: Approve the Countywide Goods Movement Plan Vision and Goals.

6. Programs/Projects/Monitoring

6.1. [Alameda CTC At Risk Monitoring Reports](#)

61 A

Recommendation: Approve the State Transportation Improvement Program (STIP), Federal Surface Transportation/ Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation Fund for Clean Air (TFCA) At Risk monitoring reports, dated May 31, 2014.

6.2. [FY 2012-2013 Measure B and Vehicle Registration Fee Program Compliance Reports](#)

87 I

6.3. [Transportation Fund for Clean Air \(TFCA\) FY 2014-15 Program](#)

151 I

6.4. [Alameda County Federal Inactive Projects List: May 2014 Update](#)

155 I

6.5. [California Transportation Commission May 2014 Meeting Summary](#)

161 I

7. Member Reports

7.1. [Metropolitan Transportation Commission Local Streets and Roads Working Group Update](#) 165 I

7.2. Other Reports (Verbal) I

8. Adjournment

Next Meeting: Thursday, July 10, 2014

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



Alameda County Technical Advisory Committee Fiscal Year 2013-2014

Member Agencies

AC Transit
BART
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

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

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Alameda County Technical Advisory Committee Meeting Minutes Thursday, May 8, 2014, 1:30 p.m.

3.1

1111 Broadway, Suite 800, Oakland, CA 94607

• 510.208.7400

• www.AlamedaCTC.org

1. Introductions/Roll Call

Art Dao called the meeting to order. The meeting began with introductions, and the chair confirmed a quorum. Representatives from all cities and agencies were present, except from the following: AC Transit, Altamont Corridor Express (ACE), Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (Air District), California Department of Transportation (Caltrans), California Highway Patrol (CHP), City of Alameda, City of Albany, City of Berkeley, City of Livermore, City of Piedmont, City of Pleasanton, Metropolitan Transportation Commission (MTC), Port of Oakland, Union City Transit, and San Francisco Bay Area Water Emergency Transportation Authority (WETA).

2. Public Comment

There were no public comments.

3. Administration

3.1. Approval of March 6, 2014 Minutes

A request was made to correct the first sentence in the second paragraph for item 5.1 to read as follows: "Members inquired as to whether emission reduction goals could be included in future monitoring efforts."

Amber Evans (Emeryville) moved to approve the March 6, 2014 meeting minutes with the above correction. Keith Cooke (San Leandro) seconded the motion. The motion passed unanimously (AC Transit, ACE, ABAG, Air District, Caltrans, CHP, City of Alameda, City of Albany, City of Berkeley, City of Livermore, City of Piedmont, City of Pleasanton, MTC, Port of Oakland, Union City Transit, and WETA absent).

4. Policies and Legislation

4.1. Transportation Expenditure Plan Update

Laurel Poeton informed the committee that Alameda CTC has received approval of the Transportation Expenditure Plan (Plan) from 12 of the 14 cities, which represent a majority of the population. She stated that the goal is to present the Plan to the Board of Supervisors in July for placement on the November 2014 ballot. Staff will present at the City of Pleasanton on May 20.

Laurel notified the committee that Alameda CTC staff has prepared the messaging postcards for outreach purposes. She encouraged committee members to take as many as they need and to contact her at lpoeton@alamedactc.org for additional materials.

She informed the committee that Alameda CTC is performing extensive outreach, and staff provided the Commissioners with a list of outreach events, which they will assist in supporting. Laurel mentioned that staff will be at the Park Street Spring Festival in Alameda and the Healthy Living Festival in Livermore on May 10 and she encouraged members to join staff.

4.2 Legislative Update

Tess Lengyel gave an update on federal and state initiatives. She provided an update on the federal budget, federal transportation issues, legislative activities and policies at the state level, as well as an update on local legislative activities.

Tess discussed the bills related to the Alameda CTC legislative program and specifically explained staff's recommended support or watch positions on following three bills:

- Senate Bill (SB) 1077, Support – Vehicles: vehicle-miles-traveled charges
- Assembly Bill (AB) 2013, Watch – Vehicles: high-occupancy vehicle lanes
- AB 2197, Support – Temporary license plate

5. Transportation Planning

5.1. 2014 Level of Service (LOS) Monitoring Study Status Update

Saravana Suthanthira gave an update on the study status and requested the committee review the freeways and Tier 2 arterial data of the 2014 LOS Monitoring Study results and provide comments by May 16, 2014. She noted that the results she presented are partial and based on commercial travel time data collected by INRIX, freeways, and a portion of Tier 2 arterials. She explained the Congestion Management Program monitoring periods and the collection methods and informed the committee that the LOS results for Tier 1 arterials from the floating car survey will be distributed to ACTAC early next week for review. Saravana requested that the committee return comments to her on this data one week after receiving the data.

Questions/feedback from members:

- What are F20 and F30 on the freeway results? Staff stated that they represent the intensity of the range of speed for the LOS.
- What is the possibility of adding data collection for State Route (SR)-84 between I-580 and I-680? Saravana said that SR 84 is a Tier 1 arterial, for which Floating car runs are being conducted, and the results will be available soon.
- What data is being compared for speed change? The data between 2012 and 2014.
- With the improvements to I-238, can this interstate be removed from the deficiency list? Yes, Alameda CTC has already removed it.
- Is the traffic backing up on the SR 92/I-880 connector due to ramp metering? Saravana said she will look into this and check with Caltrans.

5.2. Senate Bill 743 Update

Kara Vuicich reiterated that Governor Brown signed SB 743 in September 2013, and it proposes changes to metrics for transportation analysis in the California Environmental Quality Act (CEQA) Guidelines from the Governor's Office of Planning and Research (OPR). She stated that OPR staff is meeting with various groups throughout California. OPR published a preliminary Evaluation of Alternative Methods of Transportation Analysis in December 2013 and received from various stakeholders many comments which are on OPR's website. It's possible that OPR will issue an interim publication before the end of May. OPR will bring its revised CEQA Guidelines to the California Natural Resources Agency by July 1, 2014. It appears OPR will adopt vehicle miles traveled as the metric statewide and remove automobile LOS from the CEQA Guidelines completely.

Kara asked committee members if they are interested in forming an ACTAC Ad Hoc Committee to: (1) Develop formal comments for Alameda CTC on the revised CEQA Guidelines submitted to the California Natural Resources Agency; (2) Develop a scope of work and an approach for implementation assistance. Tess Lengyel stated that the ad hoc would form after July 1, 2014 to:

- Formulate comments to submit to the California Natural Resources Agency
- Generate a scope of work to use the \$500,000 allocated to this process

Tess noted that a representative from each planning area and transit agency would make up the ad hoc, and the group may meet four to five times. The committee agreed by consensus to form an ACTAC Ad Hoc Committee.

6. Programs/Projects/Monitoring

6.1. Metropolitan Transportation Commission Freeway Performance Initiative Update

Stewart Ng stated that Alameda CTC has the authority to create express lanes on I-580 and I-680, and MTC is developing express lanes on I-80 and I-880 to better manage congestion and improve safety on the freeway system. He informed the committee that Alameda CTC and MTC have the following four elements in common for these projects:

- Backhaul fiber communication network
- Express lanes
- I-880 Integrated Corridor Management
- Freeway Performance Initiative

Stewart introduced Ashley Nguyen of MTC. Ashley provided an update on the MTC Freeway Performance Initiative and explained how the above programs relate with each other. Ashley also discussed adaptive ramp metering and the communications fiber network.

6.2. Alameda CTC Timely Use of Funds Monitoring Reports

James O'Brien gave an update on the State Transportation Improvement Program and Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ) Timely Use of Funds Monitoring Report. MTC distributed a report on May 8, 2014 stating that five projects were not complete by the April 30, 2014 deadline. He encouraged project sponsors who missed fiscal year 2013-2014 obligation deadlines, to contact MTC to determine if the funds can be reprogrammed to fiscal year 2014-2015. Jacki Taylor gave an update on the Transportation Fund for Clean Air (TFCA) projects Timely Use of Funds Report. She informed the committee that the TFCA call for projects deadline is Monday, May 12, 2014 and to call her if members are interested in applying. Alameda CTC will reopen the call for projects if all funds are not utilized.

6.3. Alameda CTC Federal Inactive Projects List: April 2014 Update

Vivek Bhat provided an update on the April 2014 federal inactive list of projects. He encouraged committee members to stay current with their invoicing activity.

7. Member Reports

7.1. Other Reports

Vivek Bhat reminded members that the California Transportation Commission (CTC) announced the 2014 Active Transportation Project (ATP) call for projects at the

March meeting. The deadline is May 21, 2014, and \$180 million of ATP funds are available. Vivek mentioned that the committee can access the ATP application from a link on the Caltrans Local Assistance website. The CTC mentioned inclusion of the California Conservation Corps is part of the ATP application. The CTC will deduct points if an applicant does not include the Corps. Vivek encouraged committee members to contact the California Conservation Corps, and he will send an email with the appropriate contact information. He noted that the regional ATP call for projects will be released on May 21, 2014, and \$30 million is available.

Vivek announced that on May 29, Alameda CTC will host a Caltrans Local Assistance workshop at Alameda CTC offices.

Obaid Khan requested Alameda CTC staff bring to ACTAC items that staff will present at the Projects and Programs Committee and at the Planning, Policy, and Legislation Committee.

Tess Lengyel stated that the Citizens Watchdog Committee (CWC) signs up to receive information on and "watches" capital projects. CWC members are receiving agendas; however, these do not specify which agenda items are related to Measure B. CWC members would like local jurisdictions to be more specific in the information they provide. Alameda CTC will notify jurisdictions of the members signed up to watch the capital projects in their jurisdiction. It's ACTAC responsibility to inform CWC members of public meetings for capital projects. ACTAC members suggested Alameda CTC place the Projects and Programs Watchlist on the website for ease of use.

8. Adjournment and Next Meeting

The meeting adjourned at 3:25 p.m. The next meeting is:

Date/Time: Thursday, June 5, 2014 at 1:30 p.m.

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

Attested by:



Angie Ayers,
Public Meeting Coordinator



Memorandum

4.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 2, 2014

SUBJECT: Legislative Update

RECOMMENDATION: Review positions on legislation and receive an update on state and federal legislative activities

Summary

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

Alameda CTC's legislative program was approved in December 2014 establishing legislative priorities for 2014 and is included in summary format in Attachment A. The 2014 Legislative Program is divided into six sections: Transportation Funding, Project Delivery, Multi-Modal Transportation and Land Use, Climate Change, Goods Movement and Partnerships. The program was designed to be broad and flexible to allow Alameda CTC the opportunity to pursue legislative and administrative opportunities that may arise during the year, and to respond to political processes in Sacramento and Washington, DC. Each month, staff brings updates to the Commission on legislative issues related to the adopted legislative program, including recommended positions on bills as well as legislative updates.

Background

Federal Update

The following updates provide information on activities and issues at the federal level within each category of Alameda CTC Legislative Program and include information contributed from Alameda CTC's lobbyist team (CJ Lake/Len Simon).

Surface Transportation Bill Proposals and the Highway Trust Fund

The current federal surface transportation bill, known as MAP-21, is a two-year bill authorized through September 30, 2014. The bill authorizes expenditures for surface transportation investments throughout the nation, including transit funding for our major transit providers in the Bay Area, as well as many programs funded at Alameda CTC, such

as the One Bay Area Grant programs, Safe Routes to Schools, and some senior mobility programs funded with federal grants, and projects that have received federal grant awards.

Over the past few months in Congress, increased focus has been placed on addressing the surface transportation bill. Thus far, two proposals have emerged – one from President Obama as released in his Fiscal Year (FY) 2015 budget proposal and one from the Senate Environment and Public Works (EPW) Committee, which has jurisdiction over the highway portion of the bill. These two proposals are described below.

President Obama's Grow America Act Overview

In April, the Administration released bill language based upon President Obama's FY 2015 budget outline for a surface transportation bill. The bill, called the *GROW AMERICA Act*, is based on a \$302 billion investment over four years for infrastructure projects for the country's highways, bridges, transit, and rail systems. The Administration's proposal would be funded by supplementing the Highway Trust Fund's dwindling revenues with \$150 billion in a one-time revenue infusion from pro-growth business tax reform. This reform is aimed at reducing the U.S. corporate tax rate and eliminating loopholes which many major corporations have taken advantage of to dramatically reduce, and in some cases eliminate, their tax liability.

The GROW AMERICA Act supports increased funding for highways, roads, transit, rail, and includes a new freight grant program and an expanded TIGER grant program:

- **Highway funds:** The amount of would be increased by an average of about 22 percent above FY14 enacted levels.
- **Transit systems:** The bill would invest \$72 billion in transit and expand transportation options, an increase of nearly 70 percent above FY14 enacted levels.
- **Freight grant program:** The bill provides \$10 billion for a multi-modal to strengthen U.S. exports and trade.
- **Rail programs:** The bill dedicates \$19 billion in funding for rail programs, with an additional \$5 billion provided annually for high performance passenger rail programs with a focus on improving the connections between key regional city pairs and high traffic corridors throughout the country.
- **TIGER Grants:** The bill includes a total of \$5 billion for the program over four years, a 100 percent increase for investments that support economic recovery.
- **Fixing and Accelerating Surface Transportation (FAST Grants):** This new grant program includes \$4 billion, embedded in the highway and transit requests, for a new competitive grant program to support effective investments in surface transportation.
- **TIFIA loan program** The bill would provide \$4 billion in current-level funding over four years to attract private investment in transportation infrastructure.
- **Programmatic and administrative reforms:** Lastly, the bill proposes reforms to improve project delivery and the federal permitting and regulatory review process,

as well as policy reforms to incentivize improved regional coordination by Metropolitan Planning Organizations (MPOs). High-performing large MPOs would be granted control of a larger portion of funds under the Surface Transportation Program (STP) and the Transportation Alternatives Program (TAP).

The Obama Administration does not expect Congress to adopt its proposal in its entirety, but has set a framework from which lawmakers could take elements and incorporate them into reauthorization measures, such as some of what the Senate Environment and Public Works (EPW) Committee did in its proposal released on May 12th, as described below.

Senate EPW Transportation Bill Summary

The Senate EPW Committee released its draft legislation on May 12th (MAP-21 Reauthorization Act) to reauthorize MAP-21. The proposal is bipartisan and would reauthorize the Federal-aid highway program at current funding plus inflation from FY2015 through FY2020. The bill gradually boosts the core highway program from \$38.44 billion in 2015 to \$42.59 billion by 2020. In general, the reauthorization proposal follows a similar structure to MAP-21. The following summarizes specific programs in the EPW bill:

- **Core Formula Programs:** The core highway program structure from MAP-21 is maintained including:
 - The National Highway Performance Program;
 - The Highway Safety Improvement Program;
 - The Surface Transportation Program; and
 - Congestion Mitigation and Air Quality Improvement Program.
- **Projects of Regional and National Significance:** The bill would give the infrastructure program more teeth compared to the current law, establishing a competitive grant program and requiring congressional oversight for the Department of Transportation selection process. The bill would provide \$400 million per fiscal year for the grant program.
- **Multi-modal Freight Program:** The bill would establish a multi-modal freight program beginning in 2016 designed to coordinate efforts between trucks, ports, and rail to make the movement of goods more efficient. Specifically, it would establish a formula-based freight program.
- **Highway Trust Fund Transparency:** The proposal would improve transparency of how and where transportation projects are selected and funded.
- **Transportation Alternatives (TA):** The bill would increase the portion of TA funds sub-allocated to MPOs by population from one-half to two-thirds. It would allow nonprofits responsible for administering local transportation safety programs to be allocated TA funding. It would also add a new requirement for DOT to develop guidance to “encourage the use of programmatic approaches to environmental reviews” to expedite small projects.

- **American Transportation Awards:** The bill would authorize a new competitive grant program (subject to annual appropriations) to support best practices and reward states and local governments that are able to deliver projects under budget and ahead of schedule. The bill authorizes \$125 million annually for the program. The grant awards would be no more than \$10 million each.
- **TIFIA:** The bill would fund the program at \$1 billion per year and would redefine a TIFIA project to include improvements to public infrastructure including utilities within walking distance of mass transit, rail, bus or intermodal facility. It also amends current law to allow TIFIA funding for transit oriented development projects costing over \$10 million.
- **Study of Alternative Funding Mechanisms:** The bill would direct the DOT to carry out a "research and innovation program" examining alternative financing mechanisms that would preserve the user-fee structure and maintain long-term Highway Trust Fund solvency. The department would be required to study three or more sustainable funding alternatives, partner with states to conduct field trials and establish an advisory council to assist with the evaluation of funding mechanisms.
- **University Transportation Centers:** The bill would provide \$72.5 million for university transportation centers in each fiscal year (FY2015-FY2020). In addition, the bill would also allow university transportation centers to be eligible for funding from the Surface Transportation Program (STP).
- **Metropolitan Planning Organizations (MPOs):** The bill would largely maintain the metropolitan planning processes, however it would increase the portion of TA funds that go to MPOs as described above.

The Senate EPW bill does not specify how it would pay for the programs; this will be left up to the Senate Finance and House Ways & Means Committees.

Senate Finance and House Ways & Means continue to say they are looking for a long-term solution, while also considering a stop gap patch to buy more time this year. The Committees will need to find approximately \$16 billion per year to deposit into the Highway Trust Fund to keep it solvent and pay for this next surface transportation reauthorization bill. If the Committees are unable to find the full amount (approximately \$100 billion) to support the full six-year bill, EPW will likely start to take years off starting with FY2020.

The House Transportation and Infrastructure Committee is likely to unveil its version of a multi-year surface transportation bill this summer.

Highway Trust Fund

Federal surface transportation investments are funded by gas tax revenues deposited into the highway and transit accounts of the Highway Trust Fund (HTF). Based upon current estimates from Department of Transportation (DOT) and the Congressional Budget Office, the HTF will not have insufficient revenues to meet obligations in 2015, and will result in on-going cumulative shortfalls. The DOT has indicated that it needs at least \$4 billion in cash

balances available in the highway account and at least \$1 billion in the transit account to meet obligations as they are due. Due to the need for these balances, the trust fund may have to delay some of its payments during the latter half of 2014 – first with the highway account estimated as early as July 2014, followed by the transit account in winter, if Congress cannot find a fix to support existing authorized payments levels. It is likely that Congress will institute a short-term fix to the HTF, until longer-term solutions are found to support national investments in federal surface transportation.

State Update

The following update provides information on activities and issues at the state level and includes information contributed from Alameda CTC's state lobbyist, Platinum Advisors.

Budget

In January, Governor Brown released his overall budget of \$154 Billion, which was \$8 billion over the FY 13/14 budget. The budget proposed reducing the wall of debt by \$11 billion by paying off the economic recovery bonds (\$3.9 billion payment), eliminating the debt to schools for deferred payments (\$6.1 billion payment), and repaying various internal loans from special funds. The budget also proposed creating a new rainy day fund, cap and trade auction revenue expenditures, and expanding the use of Infrastructure Financing Districts by cities and counties.

On May 12th, the Governor released his May Revise, which included updated budget proposals from the January release.

Regarding revenues in the May Revise, the Governor is using conservative estimates on revenue growth for next fiscal year. While revenue in the current fiscal year is about \$2 billion higher than the January estimate, the May Revise assumes revenue will only grow by \$856 million in FY 2014-15. In addition, actual revenue attributed to the 2012-13 fiscal year has been scaled back by \$513 million, putting the May Revise surplus at around \$2.4 billion.

The Legislative Analyst's Office (LAO) released its review of the May Revise, and compared its revenue forecasts with the Governor's forecast. The LAO revenue forecast for 2014-15 is \$2 billion higher than the Administration's. While the Governor assumes revenues in 2014-15 will only rise by \$856 million, the LAO forecasts revenue growth by \$2.8 billion. Based on the LAO's numbers the two-year budget surplus exceeds \$4 billion.

The source of these divergent assumptions lies with capital gains. The LAO assumes the realization of capital gains in 2014 will reach \$136 billion, and will drop to \$123 billion in 2015. However, the Administration assumes that realization of capital gains will only reach to \$105 billion in 2014, and drop to \$89 billion in 2015. According to the LAO, these differences alone account for a swing in \$3 billion in income tax revenue.

Cap & Trade Funding: The May Revise does not propose any changes to the Governor's January expenditure plan. The appropriation of cap & trade funds is currently a topic of negotiations between the Administration and Legislature.

Specifically for cap and trade funds, the Governor's January proposal included appropriating \$850 million in auction revenue to various programs. This amount included a \$100 million repayment of the \$500 million in auction revenue loaned to the general funding in the current fiscal year. The proposal included funds for projects in each of the issue areas identified in the expenditure plan developed last year. This included \$80 million for energy efficiency and renewable energy projects, \$20 million for green state buildings, \$20 million for agricultural projects, and \$20 million water energy efficiency. In keeping with the expenditure plan, the bulk of the funds were dedicated to transportation related projects, as follows:

- **Rail Modernization \$300 million** —\$250 million to the High Speed Rail Authority and \$50 million to Caltrans to administer for grants to existing rail operators for projects that integrate rail systems and provide connectivity to the high speed rail system.
- **Sustainable Communities \$100 million** — The Strategic Growth Council will administer this program in coordination with various departments to implement Sustainable Communities Strategies that improve transit ridership, increase active transportation, provide affordable housing near transit, as well as preserves agricultural lands and supports local planning efforts that promote infill development. A priority will be given to projects in disadvantaged communities. The SGC is made up of Office of Planning and Research, Cal STA, CalEPA, California Health and Human Services, and a public member.
- **Low Carbon Transportation \$200 million** —The Air Board will use these funds to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. These funds will be used to augment the Air Board's existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses.

Transportation: There were no significant changes to the transportation budget in the May Revise. The changes contained in the May Revise include a reduction in capital outlay support by \$21.8 million and 195 position due to diminishing Prop 1B and American Recovery and Reinvestment Act (ARRA) funds.

The forecast for State Transit Assistance funds were increased slightly. STA funds are allocated to public transit operators to assist with operating costs. The May Revise increase the outlook for STA funds in 2013-14 from \$389 million to \$400 million, and the 2014-15 outlook is improved from \$373 million to \$379 million.

Governor and Caltrans: The Department of Transportation traditionally updates the Capital Outlay Support program based on project allocations by the California Transportation Commission and adjusts support resources needed to proceed with those

projects. The program provides the funding and resources necessary to plan, construct, and oversee state highway projects.

The May Revision reflects a net reduction of \$21.8 million and 195 state positions for engineering, design, and construction oversight activities due to diminishing fund sources, such as Proposition 1B and the federal American Recovery and Reinvestment Act.

Contract resources are provided to advance 22 highway projects associated with the one-time funding available due to an early General Fund loan repayment of \$340 million proposed in the Governor's Budget.

The LAO released a new report on its review of how Caltrans budgets for Capital Outlay Support costs. The report continues the LAO's call for Caltrans to improve the data quality used for the estimates, and urges the Legislature to take a multi-year approach to reduce the budget and staffing levels. The LAO points out that due to declining project funding, such as the end of Prop 1B revenues, the COS budget will be overstaffed by about 3,500 full time equivalents starting in 2014-15 at a cost of \$500 million.

While significant staff cuts are proposed, the LAO also recommends granting the CTC greater oversight of SHOPP projects. Due to the lack of external oversight of the SHOPP program, the LAO recommends granting the CTC the following oversight powers:

- Require the CTC to review and approve individual SHOPP projects. Currently, the CTC is limited to approving or rejecting the entire SHOPP program.
- Require the CTC to allocate COS funds for SHOPP projects. The CTC currently approves the capital costs of SHOPP projects, but has no oversight of the support costs.
- Require Caltrans to provide the CTC with any project information that the CTC or its staff feels is needed.
- Require the CTC to include in its annual report to the Legislature a review of Caltrans' performance at delivering projects.

Cap and Trade Policy

In addition to the Governor's Proposal for Cap and Trade, two other proposals have been introduced: one by Senator Steinberg, which is currently a policy proposal only and will likely be included in bill language in early June, and a second by the State Assembly, which was introduced on May 22nd at a budget subcommittee hearing. The following summarize these two different proposals.

Senator Steinberg modified proposal on Cap and Trade funds: Senate President Pro Tem Steinberg released a modified version of a cap and trade funding proposal. Many details still need to be defined in the proposal, but it includes several elements that Alameda CTC has supported in policy. It is possible that the following proposal may be incorporated into the budget process:

- **Affordable Housing and Sustainable Communities (20%)** - Half the funds must be used for affordable housing and half for implementing sustainable communities strategies. This includes investments in affordable housing, transit-oriented development, land use planning, active transportation, and high density mixed use development, transportation efficiency and demand management projects. These funds would be distributed to regions by the SGC.
- **Public Transit Funding (25%)**: These funds would be distributed to operators based on GHG performance criteria to build and operate transit projects. At least 5% must be used for direct transit assistance to customers, such as transit passes.
- **Low Carbon Transportation (15%)**: This program provides funding for a comprehensive effort to clean up the state's cars, trucks, buses, and freight to meet federally mandated clean air requirements and California's long-term GHG goals. Specifically, providing funding for heavy-duty freight (including independent truckers), electric vehicle programs and rebates, and off-road vehicles, among others. Additionally, this would establish programs for low and moderate-income earners.
- **Energy (13%)**: This includes energy efficiency and renewable programs for low-income and commercial/industrial users, projects for agricultural energy, green bank funding for both commercial scale technology deployment and clean tech innovation.
- **Natural resources and Waste Diversion (7%)**: This includes urban forestry and parks in disadvantaged communities and water efficiency infrastructure projects, forestry and landscape, wetland development, waste diversion and recycling.
- **Intercity Rail and/or High Speed Rail (HSR) Permanent Source of Funding (20%)**: This would provide an ongoing source of funding for construction and operations of Intercity Rail and/or HSR.

Assembly Budget Subcommittee proposal on Cap and Trade funds: On May 22nd, the Assembly Budget Subcommittee 3 on Resources and Transportation heard and approved the Assembly Cap and Trade proposal for FY 14-15, which assumes a one year program funded at \$1,040 million in Cap and Trade revenues. The following is an excerpt of the Assembly proposal for expenditure of \$1,040 million:

- **State Greenhouse Gas Reduction Program (\$400 million)**: This program provides funding for allocation to State departments that are undertaking Greenhouse Gas Reduction Activities through a competitive process administered by the Strategic Growth Council. Departments must meet the same performance criteria as the Sustainable Community Grants and be subject to the same reporting requirements. Overall, these funds must allocate at least 25 percent of total funding to disadvantaged communities, as defined by the Strategic Growth Council. These funds can be used to fund the following:
 - Energy efficiency upgrades to State and public buildings through a revolving fund loans for public buildings
 - High Speed Rail construction and intercity rail
 - Fire prevention and urban forestry, waste diversion, reducing agricultural waste, wetland restoration, and other activities by State departments that reduce Greenhouse Gas emissions.

- **Sustainable Communities Grants (\$400 Million):** This program creates a competitive grant program to reduce greenhouse gases through a variety of approaches, including:
 - Transit passes, transit-oriented design, active transportation
 - Affordable housing
 - Urban forestry, forest conservation, carbon farming, and environmental mitigation funding
 - Expansion of Low-Income Home Energy Assistance Program funding.
 - At least 50 percent of total funding to disadvantaged communities, as defined regionally by MPOs.
- **Low-Emission Vehicle Rebates and Water Use Efficiency (\$240 million):** This program is similar to Governor Brown's proposal for these uses as described above.
- **High Speed Rail Financing:** This proposal would authorize the High Speed Rail Authority to borrow up to \$20 billion in federal Railroad Rehabilitation and Improvement Financing (RRIF) loans to construct the High Speed Rail operations segment. In addition, it would authorize up to \$20 billion in lease-revenue bond authority for the same purpose and allows the use of Cap and Trade revenue for repayment of either of these mechanisms, assuming it has met the criteria for funding designated by the Strategic Growth Council.

In the coming weeks, the Assembly and Senate will convene a conference committee to address different cap and trade proposals, provided that the Senate approves its own proposal. At the conference committee hearings, staff will continue to advocate for the cap and trade principles the Commission adopted and which are supported by the Transportation Coalition for Livable Communities, a statewide coalition of transportation agencies and partners that support cap and trade investments to implement the adopted sustainable communities strategies and allocation of the funds at the regional level. Staff will provide an update on the status of these proposals at the Commission meeting.

Legislation

This year almost 2,000 bills were introduced. Staff is reviewing bills related to the Alameda CTC legislative program and will bring a series of recommendations on bill positions in the coming months. Below is staff's recommendation on a bill introduced this session.

AB 1721(Linder), Vehicles: high-occupancy vehicle lanes. This bill would allow a toll-free or reduced rate for eligible low emission vehicles who are single occupants with appropriate state stickers to use express lanes. Current law exempts vehicles meeting these requirements from toll charges imposed on express lanes, however, current law does allow reduced rate toll charges on state owned bridges in the Bay Area. To incentivize purchase of clean vehicles, the State of California currently allows unlimited white vehicle decals for certified zero emission vehicles and up to 40,000 green decals until 2019 for vehicles that meet California's enhanced advanced technology partial zero-emission vehicle standard or transitional zero-emission vehicle standard. Pending legislation would increase this amount to

80,000. The intent of express lanes is to allow toll-free passage to high-occupancy vehicle users and to allow single occupant drivers the opportunity to pay to use the lanes if there is excess capacity – meaning that the lanes would not be degraded as a result of additional single occupant vehicles entering the lanes. Tolling policy is generally left to the agency with direct financial responsibility for the lanes. If a tolling authority seeks to sell revenue bonds to construct express lanes and is unable to quantify its revenues as a result of increasing free access to the lanes, it may be required to pay a significant risk premium, as in the case of the Interstate 15 HOT lanes in Riverside County, without this law. Alameda CTC's legislative program states, "Support HOT lane expansion in Alameda County and the Bay Area, and efforts that promote effective implementation." As the Bay Area seeks to build out an express lane network, this bill would reduce financing risks associated with bonding for constructing the lanes and allows the flexibility of the tolling authority to allow toll-free or reduced rate fares. Staff recommends a **SUPPORT** position on this bill.

Legislative coordination efforts: Alameda CTC is leading and participating in many legislative efforts at the local, regional, state and federal levels, including coordinating with other agencies and partners as well as seeking grant opportunities to support transportation investments in Alameda County.

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

Attachments

A. Alameda CTC 2014 Legislation Program

Staff Contact

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



2014 Alameda County Legislative Program

The legislative program herein supports Alameda CTC's transportation vision adopted in the 2012 Countywide Transportation Plan described below:

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

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

Issue	Priority	Strategy Concepts
Climate Change	Support climate change legislation	<ul style="list-style-type: none"> Support funding for innovative infrastructure, operations, and programs that relieve congestion, improve air quality, reduce emissions and support economic development. Support the expansion of funding for housing that does not conflict with or reduce transportation funding
	Support cap-and-trade expenditure plan	<ul style="list-style-type: none"> Support cap and trade funds derived from transportation fuels for transportation purposes.
	Support emerging technologies	<ul style="list-style-type: none"> Support incentives for emerging technologies, such as alternative fuels and fueling technology, and research for transportation opportunities to reduce GHG emissions.
Goods Movement	Expand goods movement funding and policy development	<ul style="list-style-type: none"> Support a multi-modal goods movement system and efforts that enhance the economy, local communities and the environment, and reduce impacts. Support a designated funding stream for goods movement. Support goods movement policies that enhance Bay Area goods movement planning, funding, delivery, and advocacy. Ensure that Bay Area transportation systems are included in and prioritized in state and federal planning and funding processes.
Partnerships	Expand partnerships at the local, regional, state and federal levels	<ul style="list-style-type: none"> Support efforts that encourage regional cooperation and coordination to develop, promote and fund solutions to regional transportation problems and that support governmental efficiencies and cost savings in transportation. Support policy development to influence transportation planning, policy and funding at the county, regional, state and federal levels. Support efforts to maintain and expand local-, women-, minority- and small-business participation in competing for contracts.



Memorandum

5.1

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DATE: June 2, 2014

SUBJECT: 2014 Level of Service Monitoring Study Status Update

RECOMMENDATION: Receive Status Update on the 2014 Level of Service Monitoring Study

Summary

This is a second update on the 2014 Level of Service Monitoring on the CMP roadways, which is one of the required elements of the Congestion Management Program (CMP) legislation. Monitoring the CMP roadways for the 2014 cycle began the first week of March and is expected to be concluded in June. For the first time, the 2014 monitoring uses two types of data collection methodologies: commercial travel time data and floating car survey data. This provides a cost effective approach for LOS monitoring and an opportunity for additional monitoring due to robust data, which can allow for more analysis options.

Data collection for the 2014 cycle will be completed by the first week of June and final results will be presented at the July Committee meetings, including identification of potential deficiency segments. The final report will be presented in September 2014. During the data collection period, draft monitoring results are provided to ACTAC for review as they become available.

Background

The Level of Service on CMP roadways in Alameda County is monitored biennially for both the morning and the evening peak periods. The data for the evening peak period on the CMP network (Tier 1) that is subject to CMP Conformity is used to identify deficiency as required by statute. All other data collected, such as for the morning peak period on Tier 1 and both periods on Tier 2, is used for informational purposes only.

The CMP network, shown in Attachment A, contains 232 miles of Tier 1 and 90 miles of Tier 2 roadways. Of the total 232 miles of Tier 1, 134 miles (58 percent) are interstate freeways, 71 miles (31 percent) are conventional state highways, and 27 miles (11 percent) are city/county arterials. In addition, Tier 1 roadways also include 23 freeway-to-freeway connector ramps. All Tier 2 roadways are arterials.

Based on Commission approval in December 2013, commercially available data is used for monitoring purposes in the 2014 cycle on a majority of Tier 1 roadways (all the freeways and ramps with the exception of two segments in each group) and on about two thirds of Tier 2 roadways. In addition, the 2014 monitoring scope also includes monitoring of the three bridges crossing the bay using commercial data, and HOV/Express Lanes (managed lanes) in the county using the floating car methodology since commercial data is not yet available for these managed lanes. For the commercial data, INRIX data is used and is obtained without cost from the Metropolitan Transportation Commission.

Progress of Data Collection and Analysis

For the 2014 monitoring cycle, commercial data will be downloaded beginning the first week of March through the end of May 2014. Floating car surveys began in the first week of April and will be completed by the first week of June. The final LOS results including deficiency identification will be presented in July, and the final report will be presented in September 2014. Attachment B presents the progress made in data collection and analysis.

Attachment C provides the draft results for the Tier 1 Arterials and updated data results for freeways and the three bridges. Any further updated data for these roadways and data on the Tier 2 Arterials and HOV lanes will be provided to ACTAC, as available.

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

Attachments

- A. CMP Tiers 1 and 2 Network
- B. Types and Status of 2014 LOS Monitoring Data Collection and Analysis
- C. Draft results for Tier 1 Arterials and updated results for Tier 1 Freeways and the three bridges

Staff Contacts

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

[Saravana Suthanthira](#), Senior Transportation Planner

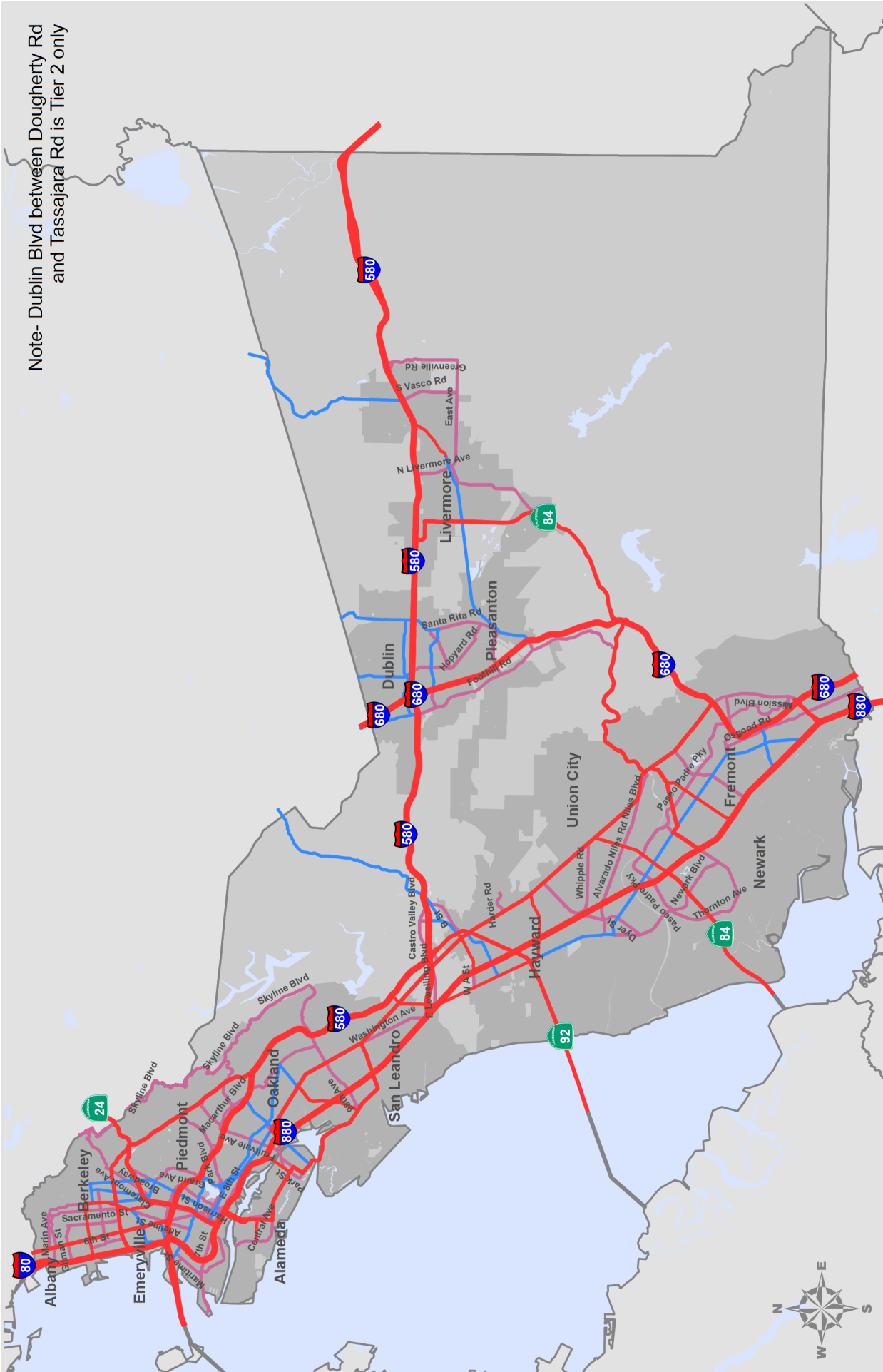


Figure 1 : Designated Countywide System Map

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Types and Status of 2014 LOS Monitoring Data Collection and Analysis				
CMP Network	Miles/# Number	Type of Data Collection and Other Related Effort	Status of data collection (number of segments completed/total number of segments)	Status of Analysis and Schedule of Presentation to ACTAC
Tier 1 Freeways				
	134 miles	INRIX (AM/PM peak period speeds)	Data downloaded for March and April 2014.	Data/results for March 2014 presented to ACTAC. Updated results for March and April 2014 is being analyzed and will be presented to ACTAC at their June 5th meeting.
	one segment on I-80	Floating Car Surveys	Completed	Will be delivered to ACTC in June 1st week. Will be distributed to ACTAC 3rd week of June and presented to the Committees in July.
	134 miles	INRIX (weekend peak period)	Data downloaded for March and April 2014.	March and April data being analyzed and will be presented to ACTAC at their June 5th meeting.
Tier 1 Arterials				
	98 miles	Floating Car Surveys	90% data collection completed	Data being analyzed for presentation to ACTAC on June 5th. <u>Draft data is included in the agenda packet.</u>
Tier 1 Ramp Connectors				
	21 ramps	INRIX	data download completed	Quality check by Iteris underway. Draft data will be distributed to ACTAC in 3rd week of June. Final results will be presented to the Committees in July.
	2 ramps	Floating Car Surveys	Completed	
Tier 2 Arterials				
	~ 65 miles	INRIX (AM/PM peak period speeds)	Data downloaded for March and April 2014.	Draft speed data for March 2014 presented to ACTAC. Updated results for March and April 2014 is being analyzed and will be presented to ACTAC at their June 5th meeting.
	~65 miles	INRIX - Free Flow Speed (FFS) data	Completed	Data analysis completed. Being applied to 2012 and 2014 speed data to estimate LOS. Draft LOS results will be distributed to ACTAC in 3rd week of June.
	~25 miles	Floating Car Surveys (AM/PM peak periods)	95% completed	Data being analyzed. Will be presented to ACTAC on June 5th.
	~25 miles	Floating Car Surveys (FFS)	95% completed	Data being analyzed. Will be applied to 2012 and 2014 speed data to estimate LOS. Draft LOS results will be distributed to ACTAC in 3rd week of June.
Bay Crossing Bridges				
	3 bridges	INRIX	Same as freeway data above	Same as freeway data above
HOV/Express Lanes				
	~84 miles	Floating Car Surveys	Completed	Quality check by Iteris underway. Draft data will be distributed to ACTAC in 3rd week of June. Final results will be presented to the Committees in July.
O-D surveys				
	10 pairs	multimodal travel time data collection	Underway - Data collection due for completion on May 29th	TBD

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2014 Draft LOS Monitoring Results for Freeways - PM Peak Period

CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	No of lanes	2012 results			2014 results		
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	1	10	7	49.9	C	2590	53.7	C
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.3	1	10	7	25.4	(F30)	2590	24.0	(F30)
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery - Berk	0.54	1	10	7	13.05	(F20)	2001	12.6	(F20)
F4	I-80 - EB	Powell	Ashby	Emery - Berk	0.72	1	10	7	12.29	(F20)	2001	13.3	(F20)
F5	I-80 - EB	Ashby	University	Emery - Berk	1.3	1	10	7	25.72	(F30)	2001	23.5	(F30)
F6	I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1.37	1	10	7	33.5	E	1997	34.3	E
F7	I-80 - EB	Jct I-580 (off)	Central (County Line)	Berk - Alb	0.84	1	10	7	27.7	(F30)	1997	44.4	D
F8	I-80 - WB	Central (County Line)	Jct I-580	Berk - Alb	0.7	1	10	6	52.0	C	1996	52.9	C
F9	I-80 - WB	Jct I-580	University	Berk - Alb	1.51	1	10	6	28.7	(F30)	1997	27.5	(F30)
F10	I-80 - WB	University	Ashby	Emery - Berk	1.31	1	10	6	23.3	(F30)	2001	19.6	(F20)
F11	I-80 - WB	Ashby	Powell	Emery - Berk	0.71	1	10	6	15.5	(F20)	1802	15.8	(F20)
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery - Berk	0.47	1	10	6	28.0	(F30)	1803	27.4	(F30)
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	1	10	6	39.4	E	2293	41.0	E
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	1	10	6	40.9	E	2588	39.3	E
F15	I-238 - EB	I-880	I-580	Uninc-San L	2.59	2	6	6	38.7	E	1766	47.1	D
F16	I-238 - WB	I-580	I-880	Uninc-San L	2.48	2	6	7	52.1	C	1743	58.4	B
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Ethel Off)	Grove	Unincorp	2.68	2	8	7	51.1	C	2588	52.5	C
F18	I-580 EB	Grove	Eden Canyon	Uninc - Pleas	2.19	4	8	7	54.3	C	2588	50.0	C
F19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Pleas	4.82	4	8	7	48.0	D	2354	51.9	C
F20	I-580 EB	San Ramon/ Foothill	I-680	Uninc - Pleas	0.71	4	8	7	33.2	E	2711	35.9	E
F21	I-580 EB	I-680	Hopyard	Plea	0.87	4	8	8	24.6	(F30)	2711	30.9	E
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.9	4	8	8	26.2	(F30)	2711	32.4	E
F23	I-580 EB	Santa Rita	El Charro	Uninc-Pleas	1.25	4	8	8	34.1	E	2711	40.2	E
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Liv	1.72	4	8	8	56.1	B	2711	49.0	D
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Liv	1.73	4	8	9	61.0	A	2711	44.3	D
F26	I-580 - EB	Portola	1st St	Liv	2.56	4	8	9	65.0	A	2711	43.1	D
F27	I-580 - EB	1st St	Greenville	Liv-Uninc	2.13	4	8	9	29.3	(F30)	2711	22.9	(F30)
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	4	8	9	25.4	(F30)	2709	36.9	E
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	4	8	9	39.6	E	2356	58.6	B
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	4	8	9	37.8	E	2592	54.5	C
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Liv - Uninc	0.72	4	8	6	37.1	E	2367	66.1	A
F32	I-580 - WB	Grant Line	N Flynn	Liv - Uninc	4.59	4	8	6	69.0	A	2356	66.2	A
F33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	2.43	4	8	6	68.0	A	2710	67.7	A
F34	I-580 - WB	Greenville Rd	1st St	Liv - Uninc	2.21	4	8	6	66.2	A	2709	67.1	A

2014 Draft LOS Monitoring Results for Freeways - PM Peak Period													
CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	No of lanes	2012 results			2014 results		
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	4	8	6	63.4	A	2706	66.7	A
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv	1.73	4	8	6	69.6	A	2709	65.5	A
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/EI Charro	Liv	1.73	4	8	6	68.4	A	2711	64.6	A
F38	I-580 - WB	Fallon Rd/EI Charro	Tassajara	Plea	1.23	4	8	6	61.3	A	2711	58.9	B
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	4	8	6	62.1	A	2711	47.9	D
F40	I-580 - WB	I-680	San Ramon Rd	Plea - Uninc	0.71	4	8	6	62.9	A	2711	60.6	A
F41	I-580 - WB	San Ramon Rd	Eden Caynon	Plea - Uninc	4.82	4	8	6	62.4	A	2354	64.9	A
F42	I-580 - WB	Eden Canyon	Center St	Plea - Uninc	2.5	4	8	6	67.8	A	2590	66.0	A
F43	I-580 - WB	Center	I-580/238	Unincorp	2.26	2	8	6	57.4	B	2590	64.5	A
F44	I-580 - EB	I-80	I-980	Oak	1.27	1	8	6	18.6	(F20)	2588	24.3	(F30)
F45	I-580 - EB	I-980	Harrison	Oak	1.02	1	8	6	30.1	E	2590	23.7	(F30)
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	1	8	6	31.2	E	2590	25.7	(F30)
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	1	8	6	43.7	D	2590	33.3	E
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.2	1	8	6	52.1	C	2582	36.1	E
F49	I-580 - EB	SH 13 Off	MacArthur	Foothill	4.08	1	8	6	42.4	D	2584	54.7	C
F50	I-580 - EB	MacArthur	I-580/238	SL - Hay	3.78	2	8	6	66.6	A	2587	66.3	A
F51	I-580 - WB	I-238	Foothill/MacArthur	Oak -SL	3.86	2	8	6	71.0	A	2553	67.6	A
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak -SL	4.04	1	8	6	64.0	A	2574	64.6	A
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	1	8	6	60.8	A	2579	66.3	A
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	1	8	6	55.0	C	2564	63.6	A
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	1	8	6	53.0	C	2590	58.9	B
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	1	8	6	14.2	(F20)	2588	28.8	(F30)
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.7	1	4	6	46.3	D	0		
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	1	4	6	66.6	A	0		
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	3	6	7	51.4	C	2594	36.6	E
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	3	6	7	20.1	(F30)	2594	13.2	(F20)
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.3	3	6	7	23.4	(F30)	2594	12.8	(F20)
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	3	6	7	38.7	E	2594	20.2	(F30)
F63	I-680 NB	SR 238/Mission	Vargas Rd	Unincorp	1.1	3	6	7	53.7	C	2592	24.8	(F30)
F64	I-680 NB	Vargas Rd	Andrade Rd	Unincorp	2.21	3	6	7	28.9	(F30)	2709	20.0	(F20)
F65	I-680 NB	Andrade Rd	Calaveras	Unincorp	1.15	3	6	7	39.3	E	2709	30.6	E
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Unincorp	0.39	3	6	6	63.7	A	2709	51.7	C
F67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	3.52	4	6	6	64.7	A	2706	66.2	A
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	1.49	4	6	6	62.5	A	2709	63.6	A

FREEWAYS 2014 -PM

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2014 Draft LOS Monitoring Results for Freeways - PM Peak Period													
CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	No of lanes	2012 results			2014 results		
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	4	6	6	60.8	A	2709	62.0	A
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	4	6	6	63.4	A	2711	61.4	A
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	4	6	6	55.8	B	2711	64.2	A
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	4	6	6	68.8	A	2711	65.9	A
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	4	6	6	62.2	A	2711	56.8	B
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	4	6	6	65.4	A	2698	60.8	A
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Unincorp	1.49	4	6	6	59.7	B	2692	66.5	A
F76	I-680 SB	Sunol Blvd.	SR 84	Unincorp	3.71	4	6	6	67.8	A	2703	67.3	A
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Unincorp	1.33	3	6	6	65.4	A	2709	66.9	A
F78	I-680 SB	Andrade Rd	Sheridon Rd	Unincorp	1.4	3	6	6	61.9	A	2709	62.3	A
F79	I-680 SB	Sheridon Rd	Vargas Rd	Unincorp	0.81	3	6	6	63.9	A	2706	65.6	A
F80	I-680 SB	Vargas Rd	SR 238/Mission	Unincorp	1.11	3	6	6	63.7	A	2589	69.5	A
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	3	6	6	64.0	A	2594	69.3	A
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	3	6	6	67.6	A	2594	68.8	A
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	3	6	6	70.6	A	2594	66.9	A
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	3	6	6	64.4	A	2594	68.2	A
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	3	8	8	32.9	E	2594	25.6	(F30)
F86	I-880 - NB	SR 262/Mission	AutoMall Pkwy	Fre	2.43	3	8	8	46.8	D	2594	36.3	E
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	3	8	8	50.2	C	2594	44.3	D
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	3	8	8	56.3	B	2594	34.1	E
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre - Un Cty	1.17	3	8	8	42.8	D	2358	27.3	(F30)
F90	I-880 - NB	Alcarado Blvd	Alvarado-Niles Blvd	Fre- Uni Cty	1.57	3	8	8	39.2	E	2358	31.9	E
F91	I-880 - NB	Alv-Niles	Tennyson	Un Cty - Hay	2.6	3	8	8	24.7	(F30)	2354	25.8	(F30)
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	2	8	7	19.2	(F20)	2588	35.8	E
F93	I-880 - NB	SR 92	A St	Hay	1.68	2	8	7	25.5	(F30)	2590	36.8	E
F94	I-880 - NB	A St	I-238 (Marina before 06)	Unincorp	1.95	2	8	7	45.1	D	2590	52.7	C
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	Oak -SL	2.54	2	8	7	65.8	A	1775	60.1	A
F96	I-880 - NB	Marina Blvd	SR 112/Davis	Oak - SL	0.82	2	8	7	60.9	A	1775	58.3	B
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - SL	1.83	2	8	7	60.5	A	1775	59.3	B
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	1	8	6	48.5	D	1775	58.6	B
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	1	8	6	58.0	B	1775	58.8	B
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	1	8	6	61.8	A	1773	58.6	B
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	1	8	6	63.6	A	2580	56.1	B
F102	I-880 - NB	I-880/I238 (split)	I-880/I-80 (merge)	Oak	1.44	1	8	6	15.2	(F20)	2579	14.9	(F20)

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F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	1	8	7	65.0	A	2590	53.2	C
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	1	8	7	72.3	A	2590	34.0	E
F105	I-880 - SB	I-980	23rd	Oak	2.74	1	8	7	39.5	E	1775	26.6	(F30)
F106	I-880 - SB	23rd St	High/42nd	Oak	1.1	1	8	7	37.3	E	1775	33.0	E
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	1	8	7	35.1	E	1775	33.6	E
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - SL	1.82	1	8	7	51.7	C	1775	43.7	D
F109	I-880 - SB	SR 112/Davis	Marina Blvd	Oak - SL	0.82	1	8	7	56.4	B	1775	55.4	B
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - SL	2.55	1	8	7	63.7	A	1775	59.4	B
F111	I-880 - SB	I-238 (Marina before 06)	A St	SL-Uninc	1.91	2	8	7	53.9	C	2590	52.5	C
F112	I-880 - SB	A St	Rt 92	Hay	1.7	2	8	7	39.9	E	2590	48.9	D
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	2	8	7	33.6	E	2590	45.3	D
F114	I-880 - SB	Tennyson	Alv-Niles	Hay - UC	2.6	2	8	7	41.9	D	2354	46.7	D
F115	I-880 - SB	Alvarado-Niles	Alvarado	UC - Fre	1.56	3	8	7	54.0	C	2358	54.0	C
F116	I-880 - SB	Alvarado	Decoto	UC - Fre	1.19	3	8	7	42.2	D	2358	47.9	D
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	3	8	7	54.4	C	2594	56.1	B
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	2	8	7	64.5	A	2594	65.1	A
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	2	8	6	62.5	A	2594	66.3	A
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	3	8	6	68.1	A	2594	65.5	A
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	1	8	7	65.2	A	1764	57.1	B
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	1	8	7	39.4	E	1773	40.8	E
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	1	4	6	83.1	A	2288	62.0	A
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaquin Miller	Oak	1.08	1	4	6	43.3	D	2370	57.7	B
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	1	4	6	56.0	B	2367	33.7	E
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	1	4	6	18.9	(F20)	1426	17.4	(F20)
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.6	1	4	7	54.1	C	1102	49.2	C
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	1	4	7	69.6	A	2033	60.3	A
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	1	4	7	61.1	A	2317	62.7	A
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.4	1	4	7	15.6	(F20)	2145	23.0	(F30)
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	1	8	7	16.0	(F20)	2590	14.9	(F20)
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	1	8	7	14.1	(F20)	2590	13.3	(F20)
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	1	8	7	35.9	E	2587	29.8	(F30)

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F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	1	8	7	51	C	923	47.1	D
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	1	8	7	68.8	A	2498	58.1	B
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	1	8	7	57.8	B	2552	60.7	A
F137	SR 84 - EB	San M CL	Toll Plaza	Fremont	3.29	3	6	6	51.9	C	2594	57.6	B
F138	SR 84 - EB	Toll Plaza	Thornton	Fremont	0.54	3	6	6	57.2	B	2594	55.2	B
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood Blvd	Newark	1.16	3	6	6	45.9	D	2594	38.0	E
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	Newark	1.2	3	6	6	16.4	(F20)	2590	16.5	(F20)
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark	Newark	1.21	3	6	6	47.2	D	2471	42.8	D
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy		1.15	3	6	6	63.4	A	1929	62.5	A
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate		0.54	3	6	6	44.0	D	2508	46.7	D
F144	SR 84 - WB	Toll Plaza	San M CL	Fremont	3.29	2	6	6	64.1	A	1803	61.4	A
F145	SR 92 - EB	San M CL	Toll Plaza	Uninc - Hay	2.78	2	6	7	47.4	D	2588	42.9	D
F146	SR 92 - EB	Toll Plaza	Clawiter	Uninc - Hay	1.87	2	6	7	49.7	C	2588	40.6	E
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	2	6	7	54.4	C	2574	20.3	(F30)
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	2	6	6	59.7	B	2474	61.9	A
F149	SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	1.88	2	6	6	42.2	D	2568	57.5	B
F150	SR 92 - WB	Toll Plaza	San M CL	Uninc - Hay	2.79	2	6	6	61.7	A	2561	66.2	A
F151	SR 92 - WB	San M CL	Foster City Boulevard	SM	4.97	2	3	N/A			2569	66.4	A
F152	SR 92 - EB	Foster City Boulevard	San M CL	SM	4.97	2	3	N/A			2588	39.8	E
F153	SR 84 - WB	San M CL	Ravenswood Slough	SM	1.31	3	3	N/A			1750	61.7	A
F154	SR 84 - EB	Ravenswood Slough	San M CL	SM	1.31	3	3	N/A			2586	53.6	C
F155	I-80 - WB	SF County Line	Fremont St Off Ramp	SF	3.32	1	5	N/A			2588	29.0	(F30)
F156	I-80 - EB	Bryant St On Ramp	SF County Line	SF	3.29	1	5	N/A			2586	35.3	E

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		From	To					# Runs	Speed	LOS	Sample	Speed	LOS
F1	I-80 - EB	SF County Line	Toll Plaza	Oak	2.01	1	10	7	57.2	B	2594	57.3	B
F2	I-80 - EB	Toll Plaza	I-580 SB Merge	Oak	1.3	1	10	7	55.8	B	2555	59.8	B
F3	I-80 - EB	I-80/I-580 (Merge)	Powell	Emery - Berk	0.54	1	10	7	72.9	A	2010	51.5	C
F4	I-80 - EB	Powell	Ashby	Emery - Berk	0.72	1	10	7	51.2	C	2010	59.9	B
F5	I-80 - EB	Ashby	University	Emery - Berk	1.3	1	10	7	64.4	A	2010	60.9	A
F6	I-80 - EB	University	Jct I-580 (off)	Berk - Alb	1.37	1	10	7	62.4	A	2013	62.0	A
F7	I-80 - EB	Jct I-580 (off)	Central (County Line)	Berk - Alb	0.84	1	10	7	59.4	B	2013	63.3	A
F8	I-80 - WB	Central (County Line)	Jct I-580	Berk - Alb	0.7	1	10	7	22.7	(F30)	2013	16.4	(F20)
F9	I-80 - WB	Jct I-580	University	Berk - Alb	1.51	1	10	7	24.9	(F30)	2013	19.8	(F20)
F10	I-80 - WB	University	Ashby	Emery - Berk	1.31	1	10	7	47.7	D	2010	35.0	E
F11	I-80 - WB	Ashby	Powell	Emery - Berk	0.71	1	10	7	49.3	C	1716	34.4	E
F12	I-80 - WB	Powell	I-80/I-580 (Split)	Emery - Berk	0.47	1	10	7	47.3	D	1694	34.9	E
F13	I-80 - WB	I-580 Split	Toll Plaza	Oak	1.31	1	10	7	6.0	(F10)	2464	7.7	(F10)
F14	I-80 - WB	Toll Plaza	SF County	Oak	2.01	1	10	7	17.8	(F20)	2594	26.6	(F30)
F15	I-238 - EB	I-880	I-580	Uninc-San L	2.59	2	6	10	60.3	A	2585	54.0	C
F16	I-238 - WB	I-580	I-880	Uninc-San L	2.48	2	6	8	20.8	(F30)	2584	20.3	(F30)
F17	I-580 - EB	I-580/I-238 changed fm (I-238/Ethel Off)	Grove	Unincorp	2.68	2	8	8	54.8	C	2594	53.6	C
F18	I-580 EB	Grove	Eden Canyon	Uninc - Pleas	2.19	4	8	8	67.3	A	2594	50.4	C
F19	I-580 EB	Eden Canyon	San Ramon/ Foothill	Uninc - Pleas	4.82	4	8	8	60.4	A	2365	58.7	B
F20	I-580 EB	San Ramon/ Foothill	I-680	Uninc - Pleas	0.71	4	8	8	63.7	A	2719	62.6	A
F21	I-580 EB	I-680	Hopyard	Plea	0.87	4	8	8	61.5	A	2719	64.8	A
F22	I-580 EB	Hopyard	Santa Rita	Plea	1.9	4	8	8	66.9	A	2719	64.9	A
F23	I-580 EB	Santa Rita	El Charro	Uninc-Pleas	1.25	4	8	8	67.8	A	2719	65.5	A
F24	I-580 EB	El Charro	SR 84/Airway Blvd.	Unincorp	1.72	4	8	8	66.9	A	2719	65.3	A
F25	I-580 EB	SR 84/Airway Blvd.	Portola	Unincorp	1.73	4	8	8	68.3	A	2719	65.2	A
F26	I-580 - EB	Portola	1st St	Liv	2.56	4	8	8	68.1	A	2719	65.8	A
F27	I-580 - EB	1st St	Greenville	Liv-Uninc	2.13	4	8	8	56.6	B	2719	62.5	A
F28	I-580 - EB	Greenville	N.Flynn	Uninc	2.73	4	8	8	42.8	D	2719	63.4	A
F29	I-580 - EB	N.Flynn	Grant Line	Uninc	4.32	4	8	8	50.6	C	2362	67.1	A
F30	I-580 - EB	Grant Line	I-205 (SJ Co) Off	Uninc	0.87	4	8	8	46.7	D	2591	66.0	A
F31	I-580 - WB	I-205 (SJ Co)	Grant Line	Liv - Uninc	0.72	4	8	8	36.7	E	2580	50.8	C
F32	I-580 - WB	Grant Line	N Flynn	Liv - Uninc	4.59	4	8	8	45.9	D	2362	41.9	D

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F33	I-580 - WB	N Flynn	Greenville Rd	Liv - Uninc	2.43	4	8	8	36.6	E	2719	36.1	E
F34	I-580 - WB	Greenville Rd	1st St	Liv - Uninc	2.21	4	8	8	23.8	(F30)	2719	24.8	(F30)
F35	I-580 - WB	1st St	Portola Ave	Liv	2.56	4	8	8	22.3	(F30)	2719	28.2	(F30)
F36	I-580 - WB	Portola	SR 84/Airway Blvd	Liv - Plea	1.73	4	8	8	37.4	E	2719	28.9	(F30)
F37	I-580 - WB	SR 84/Airway Blvd	Fallon Rd/El Charro	Plea	1.73	4	8	7	40.9	E	2719	36.0	E
F38	I-580 - WB	Fallon Rd/El Charro	Tassajara	Plea	1.23	4	8	7	45.1	D	2719	44.1	D
F39	I-580 - WB	Tassajara Rd	I-680	Plea	2.78	4	8	7	49.1	C	2719	47.3	D
F40	I-580 - WB	I-680	San Ramon Rd	Plea - Uninc	0.71	4	8	7	64.4	A	2719	62.2	A
F41	I-580 - WB	San Ramon Rd	Eden Canyon	Plea - Uninc	4.82	4	8	7	65.2	A	2365	63.9	A
F42	I-580 - WB	Eden Canyon	Center St	Plea - Uninc	2.5	4	8	7	66.9	A	2594	59.4	B
F43	I-580 - WB	Center	I-580/238	Unincorp	2.26	2	8	7	47.5	D	2594	46.2	D
F44	I-580 - EB	I-80	I-980	Oak	1.27	1	8	8	49.0	C	2585	56.5	B
F45	I-580 - EB	I-980	Harrison	Oak	1.02	1	8	8	66.3	A	2578	63.7	A
F46	I-580 - EB	Harrison	Lakeshore	Oak	0.84	1	8	8	62.3	A	2584	65.0	A
F47	I-580 - EB	Lakeshore	Coolidge	Oak	2.21	1	8	8	67.6	A	2582	64.6	A
F48	I-580 - EB	Coolidge	SH 13 Off	Oak	2.2	1	8	8	67.7	A	2345	65.2	A
F49	I-580 - EB	SH 13 Off	MacArthur	Foothill	4.08	1	8	8	64.4	A	2490	66.7	A
F50	I-580 - EB	MacArthur	I-580/238	SL - Hay	3.78	2	8	8	66.4	A	2494	66.8	A
F51	I-580 - WB	I-238	Foothill/MacArthur	Oak -SL	3.86	2	8	7	74.1	A	2587	55.3	B
F52	I-580 - WB	Foothill/MacArthur	SH 13 Off	Oak -SL	4.04	1	8	7	61.4	A	2594	35.6	E
F53	I-580 - WB	SH 13 Off	Fruitvale	Oak	2.63	1	8	7	26.4	(F30)	2586	29.5	(F30)
F54	I-580 - WB	Fruitvale	Harrison	Oak	2.68	1	8	7	36.6	E	2594	47.2	D
F55	I-580 - WB	Harrison	SH 24 On-ramp	Oak	1.24	1	8	7	46.8	D	2594	44.3	D
F56	I-580 - WB	SH-24 On-ramp	I-80/580 Split	Oak	1.17	1	8	7	16.9	(F20)	2586	25.3	(F30)
F57	I-580 - EB	Central (County Line)	I-80 Jct	Alb	0.7	1	4	8	27.3	(F30)	0		
F58	I-580 - WB	I-80 Jct	Central (County Line)	Alb	0.86	1	4	6	69.2	A	0		
F59	I-680 - NB	Scott Creek Rd	Rt 262/Mission	Fre	2.26	3	6	6	65.5	A	2591	64.9	A
F60	I-680 - NB	Rt 262/Mission	Durham Rd	Fre	1.62	3	6	6	66.2	A	2591	66.4	A
F61	I-680 - NB	Durham Rd	Washington Blvd	Fre	1.3	3	6	6	65.9	A	2591	65.8	A
F62	I-680 - NB	Washington Blvd	Rt 238/Mission	Fre	1.14	3	6	6	69.7	A	2591	63.3	A
F63	I-680 NB	SR 238/Mission	Vargas Rd	Unincorp	1.1	3	6	6	62.4	A	2591	63.8	A
F64	I-680 NB	Vargas Rd	Andrade Rd	Unincorp	2.21	3	6	6	65.2	A	2717	64.8	A

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F65	I-680 NB	Andrade Rd	Calaveras	Unincorp	1.15	3	6	6	64.1	A	2719	66.0	A
F66	I-680 NB	Calaveras	Rt.84/Vallecitos	Unincorp	0.39	3	6	6	73.4	A	2719	64.5	A
F67	I-680 NB	SR 84	Sunol Blvd	Plea - Uninc	3.52	4	6	6	68.3	A	2717	67.3	A
F68	I-680 NB	Sunol Blvd.	Bernal Ave	Plea - Uninc	1.49	4	6	6	64.6	A	2716	67.2	A
F69	I-680 NB	Bernal Ave	Stoneridge Dr	Plea	2.53	4	6	6	65.4	A	2716	67.0	A
F70	I-680 NB	Stoneridge Dr	I-580	Plea	0.74	4	6	6	70.3	A	2719	60.3	A
F71	I-680 - NB	I-580	Alcosta	Dub	1.85	4	6	6	47.9	D	2719	50.6	C
F72	I-680 - SB	Alcosta	I-580	Dub	1.85	4	6	7	67.5	A	2719	64.8	A
F73	I-680 SB	I-580	Stoneridge Dr	Plea	0.73	4	6	7	44.5	D	2719	47.1	D
F74	I-680 SB	Stoneridge Dr	Bernal	Plea	2.54	4	6	7	40.5	E	2719	40.0	E
F75	I-680 SB	Bernal Ave.	Sunol Blvd	Unincorp	1.49	4	6	7	27.5	(F30)	2719	34.6	E
F76	I-680 SB	Sunol Blvd.	SR 84	Unincorp	3.71	4	6	7	44.9	D	2719	44.2	D
F77	I-680 SB	SR 84 (Niles Canyon)	Andrade Rd	Unincorp	1.33	3	6	7	49.0	D	2719	51.2	C
F78	I-680 SB	Andrade Rd	Sheridon Rd	Unincorp	1.4	3	6	7	56.7	B	2719	49.2	C
F79	I-680 SB	Sheridon Rd	Vargas Rd	Unincorp	0.81	3	6	7	58.7	B	2719	52.3	C
F80	I-680 SB	Vargas Rd	SR 238/Mission	Unincorp	1.11	3	6	7	46.7	D	2591	56.8	B
F81	I-680 - SB	Rt 238/Mission	Washington Blvd	Fre	1.14	3	6	7	50.3	C	2591	54.6	C
F82	I-680 - SB	Washington Blvd	Durham Rd	Fre	1.35	3	6	7	51.0	C	2591	41.5	D
F83	I-680 - SB	Durham Rd	Rt 262/Mission	Fre	1.63	3	6	7	51.3	C	2591	43.6	D
F84	I-680 - SB	Rt 262/Mission	Scott Creek Rd	Fre	2.25	3	6	7	63.0	A	2591	66.2	A
F85	I-880 - NB	Dix Landing	SR 262/Mission	Fre	2.09	3	8	7	75.5	A	2591	66.5	A
F86	I-880 - NB	SR262/Mission	AutoMall Pkwy	Fre	2.43	3	8	7	68.8	A	2591	63.3	A
F87	I-880 - NB	AutoMall Pkwy	Stevenson	Fre	1.53	3	8	7	68.2	A	2591	64.5	A
F88	I-880 - NB	Stevenson	Decoto	Fre	4.06	3	8	8	65.9	A	2591	61.0	A
F89	I-880 - NB	Decoto	Alvarado Blvd	Fre - Un Cty	1.17	3	8	8	53.1	C	2362	50.1	C
F90	I-880 - NB	Alcarado Blvd	Alvarado-Niles Blvd	Fre- Uni Cty	1.57	3	8	8	45.8	D	2362	45.3	D
F91	I-880 - NB	Alv-Niles	Tennyson	Un Cty - Hay	2.6	3	8	8	38.1	E	2365	37.7	E
F92	I-880 - NB	Tennyson	SR 92	Hay	1.02	2	8	8	64.5	A	2594	48.6	D
F93	I-880 - NB	SR 92	A St	Hay	1.68	2	8	8	53.1	C	2594	48.6	D
F94	I-880 - NB	A St	I-238 (Marina before 06)	Unincorp	1.95	2	8	8	57.9	B	2594	46.3	D
F95	I-880 - NB	I-880/I238 (split)	Marina Blvd	Oak -SL	2.54	2	8	8	34.3	E	2594	26.6	(F30)
F96	I-880 - NB	Marina Blvd	SR 112/Davis	Oak - SL	0.82	2	8	8	30.0	(F30)	2594	25.6	(F30)

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CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Plan Area	No of lanes	2012 results			2014 results		
		From	To					# Runs	Speed	LOS	Sample	Speed	LOS
F97	I-880 - NB	SR 112/Davis	Hegenberger	Oak - SL	1.83	2	8	8	29.8	(F30)	2594	29.2	(F30)
F98	I-880 - NB	Hegenberger	High/42nd	Oak	2.34	1	8	7	30.8	E	2594	23.1	(F30)
F99	I-880 - NB	High/42nd	23rd (1st on)	Oak	1.25	1	8	7	33.2	E	2594	24.8	(F30)
F100	I-880 - NB	23RD (1ST on)	Jct 980 (off)	Oak	2.63	1	8	7	48.0	D	2594	43.6	D
F101	I-880 - NB	Jct 980 (off)	I-880/I-80 split	Oak	2.43	1	8	7	63.7	A	2594	62.3	A
F102	I-880 - NB	I-880/I238 (split)	I-880/I-80 (merge)	Oak	1.44	1	8	7	65.1	A	2594	60.0	A
F103	I-880 - SB	I-880/I-80 split	I-880/I-80 merge	Oak	1.28	1	8	8	67.5	A	2592	56.9	B
F104	I-880 - SB	I-880/I-80 merge	Jct 980	Oak	2.51	1	8	8	83.0	A	2594	56.3	B
F105	I-880 - SB	I-980	23rd	Oak	2.74	1	8	8	60.7	A	2594	52.4	C
F106	I-880 - SB	23rd St	High/42nd	Oak	1.1	1	8	8	56.7	B	2594	58.4	B
F107	I-880 - SB	High/42nd	Hegenberger	Oak	2.36	1	8	8	61.0	A	2594	61.3	A
F108	I-880 - SB	Hegenberger	SR 112/Davis	Oak - SL	1.82	1	8	8	60.6	A	2594	56.4	B
F109	I-880 - SB	SR 112/Davis	Marina Blvd	Oak - SL	0.82	1	8	8	72.2	A	2594	50.3	C
F110	I-880 - SB	Marina Blvd	SR 238 WB (merge)	Oak - SL	2.55	1	8	8	47.2	D	2594	39.2	E
F111	I-880 - SB	I-238 (Marina before 06)	A St	SL-Uninc	1.91	2	8	8	22.4	(F30)	2594	23.3	(F30)
F112	I-880 - SB	A St	Rt 92	Hay	1.7	2	8	8	34.1	E	2594	29.8	(F30)
F113	I-880 - SB	Rt 92	Tennyson	Hay	1.01	2	8	8	23.0	(F30)	2594	29.2	(F30)
F114	I-880 - SB	Tennyson	Alv-Niles	Hay - UC	2.6	2	8	8	23.5	(F30)	2365	26.1	(F30)
F115	I-880 - SB	Alvarado-Niles	Alvarado	UC - Fre	1.56	2	8	8	24.6	(F30)	2362	24.6	(F30)
F116	I-880 - SB	Alvarado	Decoto	UC - Fre	1.19	2	8	8	26.8	(F30)	2362	29.1	(F30)
F117	I-880 - SB	Decoto	Stevenson	Fre	4.06	3	8	8	20.2	(F30)	2591	30.1	E
F118	I-880 - SB	Stevenson	AutoMall Pkwy	Fre	1.52	2	8	7	35.5	E	2591	41.3	D
F119	I-880 - SB	AutoMall Pkwy	Rt 262/Mission	Fre	2.83	2	8	7	32.3	E	2591	43.6	D
F120	I-880 - SB	SR 262/Mission	Dix Landing(off)	Fre	1.69	3	8	7	46.1	D	2591	56.0	B
F121	I-980 - WB	SR 24 @ 580	I-880	Oak	2.49	1	8	7	63.7	A	2594	57.8	B
F122	I-980 - EB	I-880	SR 24 @ 580	Oak	2.44	1	8	6	60.2	A	2593	60.3	A
F123	SR 13 - NB	Mountain On	Carson/Redwood (1) (off)	Oak	1.27	1	4	6	85.8	A	2183	56.0	B
F124	SR 13 - NB	Carson/Redwood (1) (off)	Joaguin Miller	Oak	1.08	1	4	6	39.4	E	2266	49.1	C
F125	SR 13 - NB	Joa Miller/Linc	Moraga Ave	Oak	1.83	1	4	6	35.4	E	2106	40.3	E
F126	SR 13 - NB	Moraga Ave	Hiller (Sig)	Oak	1.63	1	4	6	23.2	(F30)	1214	35.2	E
F127	SR 13 - SB	Hiller Sig	Moraga Ave	Oak	1.6	1	4	6	55.9	B	432	53.2	C
F128	SR 13 - SB	Moraga Ave	Joa Miller/Linc	Oak	1.85	1	4	6	72.0	A	2024	62.2	A

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		From	To					# Runs	Speed	LOS	Sample	Speed	LOS
F129	SR 13 - SB	Joaq Miller/Lincoln	Redwood	Oak	1.07	1	4	6	62.6	A	2161	62.9	A
F130	SR 13 - SB	Redwood	Jct I-580 (EB Merge)	Oak	1.4	1	4	6	41.6	D	2108	54.9	C
F131	SR 24 - EB	Jct I-580 (on)	Broadway/SR 13	Oak	1.84	1	8	6	65.2	A	2594	62.7	A
F132	SR 24 - EB	Broadway/SR 13	Caldecott (enter)	Oak	1.65	1	8	6	18.3	(F20)	2594	53.6	C
F133	SR 24 - EB	Caldecott (enter)	Fish Ranch Road	Oak	1.04	1	8	6	40.2	E	2542	45.2	D
F134	SR 24 - WB	Fish Ranch Road (CC)	Caldecott (exit)	Oak	0.99	1	8	8	50.2	C	1730	48.4	D
F135	SR 24 - WB	Caldecott (exit)	Broadway	Oak	1.73	1	8	8	60.3	A	2594	53.4	C
F136	SR 24 - WB	Broadway	Jct I-580 (on)	Oak	1.86	1	8	7	49.2	C	2594	45.3	D
F137	SR 84 - EB	San M CL	Toll Plaza	Fremont	3.29	3	6	6	53.9	C	2584	64.7	A
F138	SR 84 - EB	Toll Plaza	Thornton	Fremont	0.54	3	6	6	58.3	B	2587	62.4	A
F139	SR 84 - EB	Thornton Ave/Pascon Padre	Newark Blvd/Ardenwood	Newark	1.16	3	6	6	65.9	A	2584	62.5	A
F140	SR 84 - EB	Newark Blvd/Ardenwood Blvd	I-880 NB (off)	Newark	1.2	3	6	6	41.8	D	2583	45.2	D
F141	SR 84 - WB	I-880 NB (off)	Ardenwood/Newark		1.21	3	6	6	42.7	D	2591	38.6	E
F142	SR 84 - WB	Ardenwood/Newark	Paseo Padre Pkwy		1.15	3	6	6	36.3	E	2578	38.1	E
F143	SR 84 - WB	Paseo Padre Pkwy	Toll Gate		0.54	3	6	6	31.0	E	2587	30.7	E
F144	SR 84 - WB	Toll Plaza	San M CL	Fremont	3.29	2	6	6	60.7	A	2591	47.6	D
F145	SR 92 - EB	San M CL	Toll Plaza	Uninc - Hay	2.78	2	6	7	65.6	A	2571	66.0	A
F146	SR 92 - EB	Toll Plaza	Clawiter	Uninc - Hay	1.87	2	6	7	62.1	A	2548	65.4	A
F147	SR 92 - EB	Clawiter	I-880	Hay	2.07	2	6	7	67.8	A	2057	58.1	B
F148	SR 92 - WB	I-880	Clawiter	Hay	2.05	2	6	6	55.1	B	2592	32.5	E
F149	SR 92 - WB	Clawiter	Toll Plaza	Uninc - Hay	1.88	2	6	6	35.7	E	2594	26.4	(F30)
F150	SR 92 - WB	Toll Plaza	San M CL	Uninc - Hay	2.79	2	6	6	59.0	B	2594	44.7	D

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CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Arterial Class	Plan Area	No of Lanes	2012 Results		2014 Results		
		From	To						Speed	LOS	# Runs	Speed	LOS
A1	150th St - EB	Hesperian	I-580	SL	0.49	II	2	2	13.6	E	4	12.4	E
A2	150th St - WB	I-580	Hesperian	SL	0.49	II	2	2	18.2	C	4	12.8	E
A3	A Street - EB	I-880	Western	Hay	1.08	II	2	2	18.8	C	4	26.3	B
A4	A Street - EB	Western	SR 185	Hay	0.31	III	2	2	5.2	F	4	12.0	D
A5	A Street - WB	SR 238	Western	Hay	0.54	III	2	2	10.3	D	2		
A6	A Street - WB	Western	I-880	Hay	1.07	II	2	2	17.7	D	2	18.5	C
A7	Atlantic - EB	Main	Webster	Ala	0.81	II	1	2	19.5	C	6	20.6	C
A8	Atlantic - WB	Webster	Main	Ala	0.81	II	1	2	20.7	C	6	22.1	C
A9	Hegenberger - EB	SR 61	Edgewater	Oak	0.77	I	1	3	15.9	E	2	19.4	D
A10	Hegenberger - EB	Edgewater	Baldwin	Oak	0.73	I	1	3	20.0	D	2	23.8	C
A11	Hegenberger - EB	Baldwin	E 14th	Oak	1.02	I	1	3	25.5	C	2	36.6	A
A12	Hegenberger - WB	E 14th	Baldwin	Oak	1.02	I	1	3	30.0	B	2	16.2	E
A13	Hegenberger - WB	Baldwin	Edgewater	Oak	0.72	I	1	3	18.1	D	2	21.5	D
A14	Hegenberger - WB	Edgewater	SR 61	Oak	0.77	I	1	3	19.5	D	2	21.4	D
A15	Hesperian - NB	Tennyson	SH 92 - WB	Hay	0.49	I	2	3	14.9	E	6	11.0	F
A16	Hesperian - NB	SH 92	La Playa	Hay	0.78	II	2	3	18.3	C	6	11.6	E
A17	Hesperian - NB	La Playa	W.Winton Ave.	Hay	0.43	II	2	3	11.6	E	6	4.4	F
A18	Hesperian - NB	W.Winton Ave	A St	Hay	0.97	II	2	3	13.9	E	6	17.9	D
A19	Hesperian - NB	A St	Hacienda	Unin	0.67	II	2	2	16.8	D	6	16.5	D
A20	Hesperian - NB	Hacienda	Grant	Unin	0.66	II	2	2	16.6	D	6	22.3	C
A21	Hesperian - NB	Grant	Llewelling	Unin	0.27	II	2	2	6.9	F	6	9.2	F
A22	Hesperian - NB	Llewelling	Springlake	Unin	0.39	II	2	2	18.2	C	6	18.2	C
A23	Hesperian - NB	Springlake	Fairmont	SL	0.66	II	2	2	13.5	E	6	16.8	D
A24	Hesperian - NB	Fairmont	14th	SL	0.31	II	2	2	15.0	D	6	12.1	E
A25	Hesperian - SB	14th	Fairmont	SL	0.31	II	2	2	17.5	D	6	10.9	E
A26	Hesperian - SB	Fairmont	Springlake	SL	0.66	II	2	2	17.5	D	6	19.1	C
A27	Hesperian - SB	Springlake	Llewelling	Unin	0.39	II	2	2	7.9	F	6	12.4	E
A28	Hesperian - SB	Llewelling	Grant	Unin	0.27	II	2	2	13.5	E	6	11.3	E
A29	Hesperian - SB	Grant	Hacienda	Unin	0.66	II	2	2	26.8	B	6	21.5	C
A30	Hesperian - SB	Hacienda	A St	Unin	0.67	II	2	2	19.6	C	6	19.3	C
A31	Hesperian - SB	A St	W.Winton Ave.	Hay	0.97	II			22.3	C	6	19.2	C
A32	Hesperian - SB	W.Winton Ave	La Playa	Hay	0.43	II			18.4	C	6	18.1	C
A33	Hesperian - SB	La Playa	SH 92	Hay	0.78	II			18.6	C	6	18.9	C
A34	Hesperian - SB	SH 92 - WB	Tennyson	Hay	0.49	I	2	3	11.7	F	6	20.6	D
A35	Mowry - EB	I-880	Farwell	Fre	0.28	II	3	2	17.0	D	7	24.4	B

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		From	To						Speed	LOS	# Runs	Speed	LOS
A36	Mowry - EB	Farwell	SH 84	Fre	2.48	II	3	2	25.9	B	7	23.5	C
A37	Mowry - WB	SH 84	Farwell	Fre	2.53	II	3	2	22.7	C	7	21.0	C
A38	Mowry - WB	Farwell	I-880	Fre	0.28	II	3	2	23.9	C	7	21.5	C
A39	Park/23rd - EB	Encinal	Santa Clara	Ala	0.23	III	1	2	11.2	D	3	10.0	D
A40	Park/23rd - EB	Santa Clara	Kennedy	Ala	0.68	III	1	2	13.1	C	3	15.4	C
A41	Park/23rd - EB	Kennedy	E 11th	Ala - Oak	0.45	II	1	2	19.8	C	3	21.0	C
A42	Park/23rd - WB	E 11th	Kennedy	Ala - Oak	0.45	II	1	2	29.8	B	3	16.1	D
A43	Park/23rd - WB	Kennedy	Santa Clara	Ala	0.68	III	1	2	12.8	D	3	12.5	D
A44	Park/23rd - WB	Santa Clara	Encinal	Ala	0.23	III	1	2	9.7	D	3	15.0	C
A45	MLK Jr Way - NB	SH 24	Adeline	Oak	1.48	II	1	2	17.4	D	6	21.7	C
A46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.28	II	1	2	15.2	D	6	12.1	E
A47	Adeline - NB	MLK Jr - North	Shattuck	Berk	0.61	II	1	2	15.3	D	6	18.9	C
A48	Shattuck NB	Adeline	Dwight	Berk	0.31	II	1	2	15.7	D	6	16.1	D
A49	Shattuck NB	Dwight	University	Berk	0.57	III	1	2	13.8	C	6	15.0	C
A50	Shattuck SB	University	Dwight	Berk	0.57	III	1	2	12.8	D	6	12.4	D
A51	Shattuck SB	Dwight	Adeline	Berk	0.30	II	1	2	26.3	B	6	23.4	C
A52	Adeline - SB	Shattuck	MLK Jr - North	Berk	0.61	II	1	2	13.0	E	6	12.6	E
A53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.29	II	1	2	21.5	C	6	15.3	D
A54	MLK Jr Way - SB	Adeline	SH 24	Oak	1.39	II	1	2	15.3	D	6	12.7	E
A55	Tennyson - EB	Hesperian	I-880	Hay	0.86	I	2	2	20.1	D	6	12.8	F
A56	Tennyson - EB	I-880 NB	Rt 238	Hay	1.54	II	2	2	19.2	C	6	22.2	C
A57	Tennyson - WB	Rt 238	I-880	Hay	1.54	II	2	2	20.1	C	5	16.1	D
A58	Tennyson - WB	I-880	Hesperian	Hay	0.86	I	2	2	20.5	D	5	27.2	C
A59	University - EB	I-80 SB	6th	Berk	0.40	II	1	2	16.9	D	6	19.6	C
A60	University - EB	6th	San Pablo	Berk	0.32	II	1	2	15.3	D	6	11.5	E
A61	University - EB	San Pablo	Sacramento	Berk	0.56	II	1	2	18.4	C	6	20.8	C
A62	University - EB	Sacramento	ML King	Berk	0.49	II	1	2	16.6	D	6	17.5	D
A63	University - EB	ML King	Shattuck Pl	Berk	0.29	III	1	2	11.2	D	6	21.5	B
A64	University - WB	Shattuck Pl	ML King	Berk	0.29	III	1	2	11.0	D	6	8.1	E
A65	University - WB	ML King	Sacramento	Berk	0.49	II	1	2	24.8	B	6	17.6	D
A66	University - WB	Sacramento	San Pablo	Berk	0.56	II	1	2	9.9	F	6	10.4	E
A67	University - WB	San Pablo	6th	Berk	0.32	II	1	2	10.2	E	6	7.9	F
A68	University - WB	6th	I-80 SB	Berk	0.40	II	1	2	37.8	A	6	35.6	A
A69	SR 13 Ashby - WB	Hiller	Domingo	Oak - Berk	0.81	II	1	2	21.3	C	4	22.6	C
A70	SR 13 Ashby - WB	Domingo	College	Berk	0.52	III	1	1	16.0	C	4	20.4	B

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		From	To						Speed	LOS	# Runs	Speed	LOS
A71	SR 13 Ashby - WB	College	Telegraph	Berk	0.37	III	1	1	10.2	D	4	13.3	C
A72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	1	1	14.8	C	4	11.6	D
A73	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.26	III	1	1	7.8	E	4	11.4	D
A74	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.86	III	1	1	11.8	D	4	12.7	D
A75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	1	2	18.2	C	4	13.3	E
A76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.62	II	1	2	13.9	E	4	23.7	C
A77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.86	III	1	1	19.5	B	4	16.5	C
A78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.26	III	1	1	7.2	E	4	15.0	C
A79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	1	1	15.8	C	4	14.7	C
A80	SR 13 Ashby - EB	Telegraph	College	Berk	0.37	III	1	1	12.9	D	4	7.4	E
A81	SR 13 Ashby - EB	College	Domingo	Berk	0.52	III	1	1	7.7	E	4	9.2	D
A82	SR 13 Ashby - EB	Domingo	Hiller	Berk - Oak	0.81	II	1	2	25.4	B	4	16.2	D
A83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.57	III	1	2	12.7	D	6	12.3	D
A84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.74	II	1	2	18.9	C	6	15.3	D
A85	SR 61 - SB	Sher/Encino	Park	Ala	1.20	II	1	1	18.7	C	6	17.9	D
A86	SR 61 - SB	Park	High/Otis	Ala	1.05	II	1	1	21.4	C	6	16.2	D
A87	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.44	II	1	2	20.7	C	6	18.9	C
A88	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay	Ala	0.51	I	1	2	29.0	B	6	22.4	C
A89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.17	I	1	1	31.1	B	6	32.5	B
A90	SR 61 (Doolittle) - SB	Airport	Davis	Oak - SL	0.94	I	1	2	30.0	B	6	24.2	C
A91	SR 61 (Doolittle) - NB	Davis	Airport	SL - Oak	0.94	I	2	2	30.0	B	6	27.2	C
A92	SR 61 - NB	Airport Dr	Harbor Bay	Ala	2.17	I	1	1	36.4	A	6	31.4	B
A93	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.51	I	1	2	32.8	A	6	29.0	B
A94	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.44	II	1	2	16.6	D	6	19.6	C
A95	SR 61 - NB	High/Otis	Park	Ala	1.05	II	1	1	22.8	C	6	18.4	C
A96	SR 61 - NB	Park/Encnal	Sher/Cent	Ala	1.20	II	1	1	17.7	D	6	18.9	C
A97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.74	II	1	2	21.5	C	6	16.2	D
A98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.57	III	1	2	15.0	C	6	13.9	C
A99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.36	I	1	2			4	26.6	C
A100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.36	I	1	2			4	32.1	B
A101	Decoto - WB	SH 238/Mission	Union Square	UC	0.86	II	3	2	17.4	D	3	22.2	C
A102	Decoto - WB	Union Square	Alv-Niles Rd	UC	0.24	II	3	2	13.7	E	3	13.5	E
A103	Decoto - WB	Alv-Niles Rd	Fremont CL	UC	0.65	II	3	2	29.0	B	3	16.0	D
A104	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	3	2	23.0	C	3	26.8	B
A105	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	3	2	16.4	D	4	14.8	D

Draft 2014 LOS Monitoring Results for Tier 1 Arterials - PM Peak Period													
CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Arterial Class	Plan Area	No of Lanes	2012 Results		2014 Results		
		From	To						Speed	LOS	# Runs	Speed	LOS
A106	Decoto - EB	Union City CL	Alv-Niles Rd	UC	0.66	II	3	2	17.9	D	4	21.9	C
A107	Decoto - EB	Alv-Niles Rd	Union Square	UC	0.24	II	3	2	19.1	C	4	15.3	D
A108	Decoto - EB	Union Square	SH 238/Mission	UC	0.85	II	3	2	21.5	C	4	15.5	D
A109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.81	I	3		35.3	A	4	28.0	B
A110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.66	I	3		27.9	C	4	33.7	B
A111	SR 84/Fremont(Fre)-WB	Peralta	Thornton	Fre	0.33	II	3		10.5	E	4	31.5	A
A112	SR 84/Thornton(Fre)-WB	Fremont	I-880 SB	Fre	1.26	II	3		26.5	B	0		
A113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	Fre	1.26	II	3	4	24.9	B	5	22.8	C
A114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.32	II	3	4	10.5	E	5	23.3	C
A115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.64	I	3	2	24.6	C	5	19.3	D
A116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.86	I	3	4(2)	17.4	D	5	24.6	C
A117	1st Street - SB	I-580 Off	N Mines	Liv	0.60	I			21.0	D	5	25.5	C
A118	1st Street - SB	N Mines	Inman	Liv	1.06	I			31.8	B	5	25.9	C
A119	1st Street - NB	Inman	N Mines	Liv	1.06	I			30.8	B	5	34.3	B
A120	1st Street - NB	N Mines	I-580 Off	Liv	0.60	I			27.4	C	5	25.2	C
A121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.35	41.9	3	2	35.8	B			
A122	SR 84 - EB	Union City Limit	Palamores	Fre	0.86	44.5	3	2	41.9	A			
A123	SR 84 - EB	Palamoras	Niles Cnyn Quarry	Fre	2.16	43.8	3	2	43.8	A			
A124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd	Fre	1.74	46.7	3	2	47.7	A			
A125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fre	0.55	27.6	3	2	4.8	F			
A126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	Unin	0.80	42.9	4	2	41.0	A			
A127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	Unin	1.05	50.8	4	2	13.6	F			
A128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Cntr	Unin	1.13	57.5	4	2	29.1	E			
A129	SR 84 - EB	Vallecitos Nuc Center E	Culvert (Lat/Long: 37.613	Unin	1.66	58.3	4	2	43.4	C			
A130	SR 84 - EB	Culvert (Lat/Long: 37.	Ruby Hill /Kaithoff	Unin	1.63	59.2	4	2	56.4	A			
A131	SR 84 - EB	Ruby Hill./Kaithoff	Isabel/Vallecitos	Unin	0.38	I	4	2	29.8	A			
A132	SR 84 (Liv) - NB	Vallecitos/Isabel	Vineyard	Liv	1.12	I	4	2	35.2	A			
A133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	4	2	40.0	A			
A134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.05	I	4	2	37.2	A			
A135	SR 84 (Liv) - NB	Stanley	W. Jack London Blvd.	Liv	0.90	I	4	2	31.5	B			
A136	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/Kitty Hawk	Liv	0.49	I	4	2	22.0	D			
A137	SR 84 (Liv) - NB	Airway/Kitty	I-580	Liv	1.06	I	4	2	28.6	B			
A138	SR 84 (Liv) - SB	I-580	Airway/Kitty Hawk	Liv	1.06	I	4	2	33.5	B			
A139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London Blvd.	Liv	0.49	I	4	2	39.6	A			
A140	SR 84 (Liv) - SB	W. Jack London Blvd	Stanley	Liv	0.90	I	4	2	44.9	A			

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Draft 2014 LOS Monitoring Results for Tier 1 Arterials - PM Peak Period													
CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Arterial Class	Plan Area	No of Lanes	2012 Results		2014 Results		
		From	To						Speed	LOS	# Runs	Speed	LOS
A141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	4	2	41.3	A			
A142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	4	2	33.4	B			
A143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.12	I	4	2	46.4	A			
A144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv	0.38	I	4	2	45.1	A			
A145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long: 37.613	Pleas	1.63	55.8	4	2	55.7	A			
A146	SR 84 - WB	Culvert (Lat/Long: 37.61	Vallecitos Nuc.Cntr	Unin	1.65	56.5	4	2	54.7	A			
A147	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln	Unin	1.14	52.5	3	2	53.4	A			
A148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 NB Off	Unin	0.86	55.3	3	2	60.5	A			
A149	SR 84 - WB	SR 84/I-680 NB Off	Ple-Sunol Rd	Fre	0.62	41.4	3	2	43.3	A			
A150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.55	41.9	3	2	41.5	A			
A151	SR 84 - WB	Sunol Rd	Niles Canyon Quarry	Fre	1.74	48.5	3	2	46.6	A			
A152	SR 84 - WB	Niles Canyon Quarry	Fremont City Limit	Fre	2.44	47.5	3	2	44.6	A			
A153	SR 84 - WB	Fremont City Limit	Union City Limit	Fre	0.59	41.8	3	2	43.1	A			
A154	SR 84 - WB	Union City Limit	SR 238	Fre	1.35	31.7	3	2	33.9	A			
A155	SR 92 - EB	I-880	Mission	Hay	1.71	II	2	3	6.9	F	6	14.5	D
A156	SR 92 - WB	Mission	I-880	Hay	1.71	II	2	3	23.7	C	6	18.4	C
A157	SR 112 (Davis) - EB	Doolittle	I-880	SL	0.52	II	2	2	14.1	D	4	4.5	F
A158	SR 112 (Davis) - EB	I-880	San Leandro	SL	0.99	II	2	2	26.2	B	4	14.1	D
A159	SR 112 (Davis) - EB	San Leandro	14th	SL	0.28	III	2	2	12.1	D	4	14.0	C
A160	SR 112 (Davis) - WB	E 14th	San Leandro	SL	0.28	III	2	2	10.8	D	2	7.3	E
A161	SR 112 (Davis) - WB	San Leandro	I-880	SL	0.99	II	2	2	25.6	B	2	25.8	B
A162	SR 112 (Davis) - WB	I-880	Doolittle	SL	0.52	II	2	2	19.5	C	2	12.5	E
A163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.51	II	1	2	23.8	C	4	16.7	D
A164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.36	III	1	2	14.7	C	4	17.4	C
A165	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.45	II	1	2	16.4	D	4	14.9	D
A166	SR 123 San Pablo - SB	Gilman	University	Berk	0.81	II	1	2	16.4	D	4	19.7	C
A167	SR 123 San Pablo - SB	University	Allston	Berk	0.19	III	1	2	13.6	C	4	14.1	C
A168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.38	II			20.2	C	4	17.5	D
A169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.64	II			13.6	E	4	13.8	E
A170	SR 123 San Pablo - SB	Ashby	Stanford	Berk	0.80	II	1	2	17.2	D	4	16.3	D
A171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	1	2	17.1	D	4	18.0	C
A172	SR 123 San Pablo - SB	53rd	Park	Emer	0.34	II	1	2	17.6	D	4	16.6	D
A173	SR 123 San Pablo - SB	Park	35th	Emer - Oak	0.44	II	1	2	12.7	E	4	10.4	E
A174	SR 123 San Pablo - NB	35th	Park	Oak - Emer	0.42	II	1	2	12.3	E	4	10.0	F
A175	SR 123 San Pablo - NB	Park	53rd	Emer	0.34	II	1	2	22.9	C	4	26.6	B

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CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Arterial Class	Plan Area	No of Lanes	2012 Results		2014 Results		
		From	To						Speed	LOS	# Runs	Speed	LOS
A176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	1	2	14.6	D	4	21.8	C
A177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.80	II	1	2	15.0	D	4	11.7	E
A178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.64	II			14.5	D	4	14.6	D
A179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.38	II			23.9	C	4	15.2	D
A180	SR 123 San Pablo - NB	Allston	University	Berk	0.19	III	1	2	5.4	F	4	11.0	D
A181	SR 123 San Pablo - NB	University	Gilman	Berk	0.81	II	1	2	20.3	C	4	11.1	E
A182	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.45	II	1	2	13.4	E	4	14.2	D
A183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.36	III	1	2	23.6	B	4	11.8	D
A184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.51	II	1	2	19.8	C	4	15.5	D
A185	SR 185 (International Blvd	42nd	46th St	Oak	0.29	II			15.1	D	6	8.4	F
A186	SR 185 (International Blvd	46th St	Seminary	Oak	0.78	II			21.6	C	6	20.8	C
A187	SR 185 (International Blvd	Seminary	73rd	Oak	0.80	II	1	2	10.2	E	6	14.9	D
A188	SR 185 (International Blvd	73rd Ave	98th Ave	Oak	1.41	II	1	2	18.1	C	6	20.6	C
A189	SR 185 (International Blvd	98th	Broadmoor	Oak	0.75	II	1	2	19.5	C	6	14.5	D
A190	SR 185 (14th) - SB	Broadmoor	Davis	SL	0.73	II	2	2	19.2	C	6	20.1	C
A191	SR 185 (14th) - SB	Davis	San Leandro	SL	1.06	III	2	2	19.3	B	6	18.8	C
A192	SR 185 (14th) - SB	San L Blvd	Hesperian	SL	0.94	II	2	2	22.4	C	6	20.9	C
A193	SR 185 (14th) - SB	Hesperian	Bayfair	SL	0.47	II	2	2	16.7	D	6	12.4	E
A194	SR 185 (14th) - SB	Bayfair	170th	Unin	1.19	II	3	2	24.1	B	6	12.1	E
A195	SR 185 (14th) - SB	170th	Llewelling	Unin	0.20	II	3	2	23.4	C	6	23.8	C
A196	SR 185 (14th) - SB	Llewelling	Sunset	Unin	1.05	II	3	2	27.0	B	6	16.4	D
A197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	2	2	9.0	E	6	11.7	D
A198	SR 185 Hayward - NB	SR 92/238	Sunset	Hay	0.84	III	2	2	10.6	D	6	14.6	C
A199	SR 185 (14th) - NB	Sunset	Llewelling	Unin	1.05	II	3	2	24.9	B	6	20.7	C
A200	SR 185 (14th) - NB	Llewelling	170th	Unin	0.20	II	3	2	30.4	A	6	20.4	C
A201	SR 185 (14th) - NB	170th	Bayfair	Unin	1.19	II	3	2	22.8	C	6	18.4	C
A202	SR 185 (14th) - NB	Bayfair	Hesperian	SL	0.47	II	2	2	18.3	C	6	18.2	C
A203	SR 185 (14th) - NB	Hesperian	San L Blvd	SL	0.94	II	2	2	28.1	B	6	20.7	C
A204	SR 185 (14th) - NB	San Leandro	Davis	SL	1.06	III	2	2	15.7	C	6	14.2	C
A205	SR 185 (14th) - NB	Davis	Broadmoor	SL	0.73	II	2	2	21.3	C	6	15.8	D
A206	SR 185 (International Blvd	Broadmoor	98th	Oak	0.75	II	1	2	15.0	D	6	16.9	D
A207	SR 185 (International Blvd	98th Ave	73rd Ave	Oak	1.41	II	1	2	13.9	E	6	15.1	D
A208	SR 185 (International Blvd	73rd Ave	Seminary	Oak	0.80	II	1	2	14.5	D	6	14.1	D
A209	SR 185 (International Blvd	Seminary	46th St	Oak	0.78	II			28.9	B	6	22.2	C
A210	SR 185 (International Blvd	46th St	42nd	Oak	0.29	II			8.7	F	6	15.6	D

Draft 2014 LOS Monitoring Results for Tier 1 Arterials - PM Peak Period													
CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Arterial Class	Plan Area	No of Lanes	2012 Results		2014 Results		
		From	To						Speed	LOS	# Runs	Speed	LOS
A211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.63	III	2	3	6.4	F	6	12.3	D
A212	SR 238 (Foothill) - NB	City Center	I-580	Unin-Hay	0.73	II	3	3	21.5	C	6	13.5	E
A213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Unin	0.68	I	3		48.0	A	6	36.2	A
A214	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Unin	0.73	I	3		43.7	A	6	52.9	A
A215	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay-Unin	1.04	II	2	3	23.1	C	6	24.5	B
A216	SR 238 (Foothill) - SB	City Center	Jackson	Hay	0.63	III	2	3	8.9	E	0		
A217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.35	I	3	2	29.1	B	3	32.8	B
A218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.43	I	3	2	33.4	B	3	29.0	B
A219	SR 238 (Mission) - NB	Nursery	Tamarack	UC	2.63	I	3	2	27.3	C	3	36.6	A
A220	SR 238 (Mission) - NB	Tamarack	Industrial	UC-Hay	1.96	I	3	2	30.6	B	3	24.7	C
A221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.46	II	2	2	21.5	C	3	15.3	D
A222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	2	2	11.8	E	3	22.4	C
A223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	2	2	18.7	C	6	15.1	D
A224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.46	II	2	2	22.5	C	6	17.2	D
A225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay-UC	1.96	I	2	2	30.2	B	6	18.2	D
A226	SR 238 (Mission) - SB	Tamarack	Nursery	UC	2.63	I	3	2	23.6	C	6	18.8	D
A227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.43	I	3	2	33.6	B	6	16.8	E
A228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.35	I	3	2	23.4	C	6	15.4	E
A229	SR 260 (Tubes) - NB	Atlantic	7th/WWeb	Oak	1.35	I	1	2	36.5	A	6	29.1	A
A230	SR 260 (Tubes) - SB	7th/WWeb	Atlantic	Oak	1.43	I	1	2	33.5	A	7	23.8	B
A231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.48	I	3	2	17.8	D	4	12.6	F
A232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.67	I	3	2	30.6	B	4	20.8	D

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Draft 2014 LOS Monitoring Results for Tier 1 Arterials - AM Peak Period													
CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Arterial Class	Plan Area	No of lanes	2012 Results		2014 Results		
		From	To						Speed	LOS	# Runs	Speed	LOS
A1	150th St - EB	Hesperian	I-580	SL	0.49	II	2	2	15.5	D	6	16.6	D
A2	150th St - WB	I-580	Hesperian	SL	0.49	II	2	2	14.9	D	0	13.6	E
A3	A Street - EB	I-880	Western	Hay	1.08	II	2	2	24.0	C	1	20.8	C
A4	A Street - EB	Western	SR 185	Hay	0.31	III	2	2	7.5	E	1	11.7	D
A5	A Street - WB	SR 238	Western	Hay	0.54	III	2	2	11.4	D	2		
A6	A Street - WB	Western	I-880	Hay	1.07	II	2	2	18.2	C	2	14.1	D
A7	Atlantic - EB	Main	Webster	Ala	0.81	II	1	2	24	C	6	23.0	C
A8	Atlantic - WB	Webster	Main	Ala	0.81	II	1	2	28	B	6	25.0	B
A9	Hegenberger - EB	SR 61	Edgewater	Oak	0.77	I			18.5	D	5	16.7	E
A10	Hegenberger - EB	Edgewater	Baldwin	Oak	0.73	I	1	3	24.9	C	5	25.1	C
A11	Hegenberger - EB	Baldwin	E 14th	Oak	1.02	I	1	3	28.5	B	5	36.3	A
A12	Hegenberger - WB	E 14th	Baldwin	Oak	1.02	I	1	3	35.1	A	5	26.4	C
A13	Hegenberger - WB	Baldwin	Edgewater	Oak	0.72	I	1	3	22.0	C	5	22.7	C
A14	Hegenberger - WB	Edgewater	SR 61	Oak	0.77	I	1	3	20.9	D	5	26.7	C
A15	Hesperian - NB	Tennyson	SH 92 - WB	Hay	0.49	I	2	3	17.8	D	6	14.8	E
A16	Hesperian - NB	SH 92	La Playa	Hay	0.78	II	2	3	23.4	C	6	27.8	B
A17	Hesperian - NB	La Playa	W.Winton Ave.	Hay	0.43	II	2	3	15.7	D	6	29.5	B
A18	Hesperian - NB	W.Winton Ave	A St	Hay	0.97	II	2	3	25.2	B	6	18.6	C
A19	Hesperian - NB	A St	Hacienda	Unin	0.67	II	2	2	25.4	B	6	20.9	C
A20	Hesperian - NB	Hacienda	Grant	Unin	0.66	II	2	2	30.8	A	6	22.3	C
A21	Hesperian - NB	Grant	Llewelling	Unin	0.27	II	2	2	9.9	F	6	26.4	B
A22	Hesperian - NB	Llewelling	Springlake	Unin	0.39	II	2	2	24.2	B	6	20.6	C
A23	Hesperian - NB	Springlake	Fairmont	SL	0.66	II	2	2	20.1	C	6	18.9	C
A24	Hesperian - NB	Fairmont	14th	SL	0.31	II	2	2	18.0	D	6	18.2	C
A25	Hesperian - SB	14th	Fairmont	SL	0.31	II	2	2	17.8	D	6	13.4	E
A26	Hesperian - SB	Fairmont	Springlake	SL	0.66	II	2	2	22.2	C	6	18.2	C
A27	Hesperian - SB	Springlake	Llewelling	Unin	0.39	II	2	2	10.6	E	6	21.8	C
A28	Hesperian - SB	Llewelling	Grant	Unin	0.27	II	2	2	15.2	D	6	12.9	E
A29	Hesperian - SB	Grant	Hacienda	Unin	0.66	II	2	2	26.9	B	6	20.5	C
A30	Hesperian - SB	Hacienda	A St	Unin	0.67	II	2	2	17.0	D	6	17.7	D
A31	Hesperian - SB	A St	W.Winton Ave.	Hay	0.97	II	2	3	22.1	C	6	9.3	F

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CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Arterial Class	Plan Area	No of lanes	2012 Results		2014 Results		
		From	To						Speed	LOS	# Runs	Speed	LOS
A32	Hesperian - SB	W.Winton Ave	La Playa	Hay	0.43	II	2	3	18.7	C	6	12.8	E
A33	Hesperian - SB	La Playa	SH 92	Hay	0.78	II	2	3	18.2	C	6	18.9	C
A34	Hesperian - SB	SH 92 - WB	Tennyson	Hay	0.49	I	2	3	13.6	E	6	24.0	C
A35	Mowry - EB	I-880	Farwell	Fre	0.28	II	3	2	19.9	C	6	25.3	B
A36	Mowry - EB	Farwell	SH 84	Fre	2.48	II	3	2	26.8	B	6	25.0	B
A37	Mowry - WB	SH 84	Farwell	Fre	2.53	II	3	2	27.1	B	6	21.9	C
A38	Mowry - WB	Farwell	I-880	Fre	0.28	II	3	2	22.7	C	6	23.0	C
A39	Park/23rd - EB	Encinal	Santa Clara	Ala	0.23	III	1	2	22.1	B	4	19.5	B
A40	Park/23rd - EB	Santa Clara	Kennedy	Ala	0.68	III	1	2	12.3	D	4	9.8	D
A41	Park/23rd - EB	Kennedy	E 11th	Ala - Oak	0.45	II	1	2	16.5	D	4	20.6	C
A42	Park/23rd - WB	E 11th	Kennedy	Ala - Oak	0.45	II	1	2	24.8	B	4	22.4	C
A43	Park/23rd - WB	Kennedy	Santa Clara	Ala	0.68	III	1	2	15.4	C	4	18.2	C
A44	Park/23rd - WB	Santa Clara	Encinal	Ala	0.23	III	1	2	12.4	D	4	13.9	C
A45	MLK Jr Way - NB	SH 24	Adeline	Oak	1.48	II	1	2	22.9	C	6	32.3	A
A46	Adeline - NB	MLK Jr - South	MLK Jr - North	Berk	0.28	II	1	2	12.9	E	6	12.9	E
A47	Adeline - NB	MLK Jr - North	Shattuck	Berk	0.61	II	1	2	20.5	C	6	17.3	D
A48	Shattuck NB	Adeline	Dwight	Berk	0.31	II	1	2	23.5	C	6	16.1	D
A49	Shattuck NB	Dwight	University	Berk	0.57	III	1	2	18.9	C	6	20.3	B
A50	Shattuck SB	University	Dwight	Berk	0.57	III	1	2	15.4	C	5	13.0	D
A51	Shattuck SB	Dwight	Adeline	Berk	0.30	II	1	2	29.4	B	5	15.3	D
A52	Adeline - SB	Shattuck	MLK Jr - North	Berk	0.61	II	1	2	17.0	D	5	19.5	C
A53	Adeline - SB	MLK Jr - North	MLK Jr - South	Berk	0.29	II	1	2	19.0	C	5	11.7	E
A54	MLK Jr Way - SB	Adeline	SH 24	Oak	1.39	II	1	2	19.1	C	5	14.5	D
A55	Tennyson - EB	Hesperian	I-880	Hay	0.86	I	2	2	21.8	D	5	20.9	D
A56	Tennyson - EB	I-880 NB	Rt 238	Hay	1.54	II	2	2	20.9	C	5	24.4	B
A57	Tennyson - WB	Rt 238	I-880	Hay	1.54	II	2	2	18.1	C	3	15.4	D
A58	Tennyson - WB	I-880	Hesperian	Hay	0.86	I	2	2	22.3	C	3	22.9	C
A59	University - EB	I-80 SB	6th	Berk	0.40	II	1	2	20.8	C	7	18.6	C
A60	University - EB	6th	San Pablo	Berk	0.32	II	1	2	17.5	D	7	16.7	D
A61	University - EB	San Pablo	Sacramento	Berk	0.56	II	1	2	19.6	C	7	18.6	C
A62	University - EB	Sacramento	ML King	Berk	0.49	II	1	2	18.8	C	7	21.8	C

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		From	To						Speed	LOS	# Runs	Speed	LOS
A63	University - EB	ML King	Shattuck Pl	Berk	0.29	III	1	2	18.0	C	7	19.5	B
A64	University - WB	Shattuck Pl	ML King	Berk	0.29	III	1	2	17.3	C	7	14.7	C
A65	University - WB	ML King	Sacramento	Berk	0.49	II	1	2	19.9	C	7	21.3	C
A66	University - WB	Sacramento	San Pablo	Berk	0.56	II	1	2	20.0	C	7	18.6	C
A67	University - WB	San Pablo	6th	Berk	0.32	II	1	2	20.3	C	7	17.0	D
A68	University - WB	6th	I-80 SB	Berk	0.40	II	1	2	38.6	A	7	25.6	B
A69	SR 13 Ashby - WB	Hillier	Domingo	Oak - Berk	0.81	II	1	2	19.3	C	4	23.3	C
A70	SR 13 Ashby - WB	Domingo	College	Berk	0.52	III	1	1	14.4	C	4	17.3	C
A71	SR 13 Ashby - WB	College	Telegraph	Berk	0.37	III	1	1	18.0	C	4	17.0	C
A72	SR 13 Ashby - WB	Telegraph	Shattuck	Berk	0.38	III	1	1	13.1	C	4	16.8	C
A73	SR 13 Ashby - WB	Shattuck	ML King	Berk	0.26	III	1	1	9.3	D	4	10.6	D
A74	SR 13 Ashby - WB	ML King	San Pablo	Berk	0.86	III	1	1	18.3	C	4	25.4	A
A75	SR 13 Ashby - WB	San Pablo	I-80 Ramps	Berk	0.64	II	1	2	16.8	D	4	14.6	D
A76	SR 13 Ashby - EB	I-80	San Pablo	Berk	0.62	II	1	2	19.5	C	4	29.1	B
A77	SR 13 Ashby - EB	San Pablo	ML King	Berk	0.86	III	1	1	19.0	C	4	16.5	C
A78	SR 13 Ashby - EB	ML King	Shattuck	Berk	0.26	III	1	1	10.6	D	4	14.8	C
A79	SR 13 Ashby - EB	Shattuck	Telegraph	Berk	0.38	III	1	1	18.5	C	4	17.4	C
A80	SR 13 Ashby - EB	Telegraph	College	Berk	0.37	III	1	1	21.3	B	4	19.8	B
A81	SR 13 Ashby - EB	College	Domingo	Berk	0.52	III	1	1	20.7	B	4	20.8	B
A82	SR 13 Ashby - EB	Domingo	Hillier	Berk - Oak	0.81	II	1	2	30.2	A	4	25.6	B
A83	SR 61 - SB	Atlantic	Cent/Webster	Ala	0.57	III	1	2	17.3	C	7	14.4	C
A84	SR 61 - SB	Cent/Webster	Sher/Encino	Ala	0.74	II	1	2	19.4	C	7	18.5	C
A85	SR 61 - SB	Sher/Encino	Park	Ala	1.20	II	1	1	21.4	C	7	18.6	C
A86	SR 61 - SB	Park	High/Otis	Ala	1.05	II	1	1	24.7	B	7	19.6	C
A87	SR 61 (Doolittle) - SB	High	Island Dr	Ala	0.44	II	1	2	21.9	C	7	21.4	C
A88	SR 61 (Doolittle) - SB	Island Dr	Harbor Bay	Ala	0.51	I	1	2	36.6	A	7	28.0	B
A89	SR 61 - SB	Harbor Bay	Airport Dr	Oak	2.17	I	1	1	32.6	B	7	29.7	B
A90	SR 61 (Doolittle) - SB	Airport	Davis	Oak - SL	0.94	I	1	2	27.6	C	7	25.2	C
A91	SR 61 (Doolittle) - NB	Davis	Airport	SL - Oak	0.94	I	2	2	36.1	A	6	25.3	C
A92	SR 61 - NB	Airport Dr	Harbor Bay	Ala	2.17	I	1	1	36.6	A	6	34.1	B
A93	SR 61 (Doolittle) - NB	Harbor Bay	Island Dr	Ala	0.51	I	1	2	25.9	B	6	24.8	B

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		From	To						Speed	LOS	# Runs	Speed	LOS
A94	SR 61 (Doolittle) - NB	Island Dr	High/Otis	Ala	0.44	II	1	2	12.3	E	6	15.9	D
A95	SR 61 - NB	High/Otis	Park	Ala	1.05	II	1	1	25.0	B	6	17.7	D
A96	SR 61 - NB	Park/Encinal	Sher/Cent	Ala	1.20	II	1	1	15.5	D	6	16.5	D
A97	SR 61 - NB	Sher/Cent	Web/Cent	Ala	0.74	II	1	2	23.1	C	6	16.7	D
A98	SR 61 - NB	Cent/Web	Atlantic	Ala	0.57	III	1	2	15.6	C	6	13.1	C
A99	SR 77 (42nd) - EB	I-880 NB	E 14th	Oak	0.36	I	1	2			5	22.5	C
A100	SR 77 (42nd) - WB	E 14 th	I-880 NB	Oak	0.36	I	1	2			4	32.3	B
A101	Decoto - WB	SH 238/Mission	Union Square	UC	0.86	II	3	2	20.2	C	5	17.2	D
A102	Decoto - WB	Union Square	Alv-Niles Rd	UC	0.24	II	3	2	23.5	C	5	17.6	D
A103	Decoto - WB	Alv-Niles Rd	Fremont CL	UC	0.65	II	3	2	22.7	C	5	14.5	D
A104	Decoto - WB	Fremont CL	I-880 NB (off)	Fre	1.15	II	3	2	11.1	E	5	18.0	C
A105	Decoto - EB	I-880 NB (off)	Union City CL	Fre	1.15	II	3	2	26.9	B	5	26.2	B
A106	Decoto - EB	Union City CL	Alv-Niles Rd	UC	0.66	II	3	2	21.9	C	5	31.1	A
A107	Decoto - EB	Alv-Niles Rd	Union Square	UC	0.24	II	3	2	11.8	E	5	21.8	C
A108	Decoto - EB	Union Square	SH 238/Mission	UC	0.85	II	3	2	17.6	D	5	14.7	D
A109	SR 84/Mowry (Fre)-WB	SH 238	Peralta	Fre	0.81	I	3		32.0	C	Data being re-checked due to likely quality issues. If needed, re-runs will be conducted next week.		
A110	SR 84/Peralta (Fre)-WB	Mowry	Fremont	Fre	1.66	I	3		29.2	B			
A111	SR 84/Fremont(Fre)-WB	Peralta	Thornton	Fre	0.33	II	3		9.5	F			
A112	SR 84/Thornton(Fre)-WB	Fremont	I-880 SB	Fre	1.26	II	3		23.4	C			
A113	SR 84/Thornton (Fre)-EB	I-880 SB	Fremont	Fre	1.26	II	3	4	25.3	B			
A114	SR 84/Fremont (Fre)-EB	Thornton	Peralta	Fre	0.32	II	3	4	11.8	E			
A115	SR 84/Peralta (Fre) - EB	Fremont	Mowry	Fre	1.64	I	3	2	25.1	C			
A116	SR 84/Mowry (Fre) - EB	Peralta	SH 238	Fre	0.86	I	3	4(2)	20.9	D			
A117	1st Street - SB	I-580 Off	N Mines	Liv	0.60	I			25.1	C			
A118	1st Street - SB	N Mines	Inman	Liv	1.06	I			29.0	B			
A119	1st Street - NB	Inman	N Mines	Liv	1.06	I			31.7	B			
A120	1st Street - NB	N Mines	I-580 Off	Liv	0.60	I			30.2	B			
A121	SR 84 - EB	SR 238/Mission	Union City Limit	Fre	1.35		3	2	38.9	A			
A122	SR 84 - EB	Union City Limit	Palamores	Fre	0.86		3	2	42.6	A			
A123	SR 84 - EB	Palamoras	Niles Cnyn Quarry	Fre	2.16		3	2	40.7	A			
A124	SR 84 - EB	Niles Cnyn Quarry	Sunol Rd	Fre	1.74		3	2	44.8	A			

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		From	To						Speed	LOS	# Runs	Speed	LOS
A125	SR 84 - EB	Sunol Rd	Plea-Sunol Rd	Fre	0.55	27.6	3	2	9.3	F			
A126	SR 84 - EB	Ple-Sunol Rd	SR 84 (Off)/I-680	Unin	0.80	42.9	4	2	40.3	A			
A127	SR 84 - EB	SR 84 (Off)/I-680	Vallecitos Ln	Unin	1.05	50.8	4	2	48.1	A			
A128	SR 84 - EB	Vallecitos Ln	Vallecitos Nuc.Ctr	Unin	1.13	57.5	4	2	53.6	A			
A129	SR 84 - EB	Vallecitos Nuc Center	Culvert (Lat/Long	Unin	1.66	58.3	4	2	55.2	A			
A130	SR 84 - EB	Culvert (Lat/Long: 37.6	Ruby Hill /Kaithoff	Unin	1.63	59.2	4	2	55.7	A			
A131	SR 84 - EB	Ruby Hill./Kaithoff	Isabel/Vallecitos	Unin	0.38	I	4	2	38.5	A			
A132	SR 84 (Liv) - NB	Vallecitos/Isabel	Vineyard	Liv	1.12	I	4	2	41.8	A			
A133	SR 84 (Liv) - NB	Vineyard	Concannon	Liv	0.60	I	4	2	32.3	B			
A134	SR 84 (Liv) - NB	Concannon	Stanley	Liv	1.05	I	4	2	37.1	A			
A135	SR 84 (Liv) - NB	Stanley	W. Jack London	Liv	0.90	I	4	2	38.4	A			
A136	SR 84 (Liv) - NB	W. Jack London Blvd.	Airway/Kitty Haw	Liv	0.49	I	4	2	17.6	D			
A137	SR 84 (Liv) - NB	Airway/Kitty	I-580	Liv	1.06	I	4	2	32.6	B			
A138	SR 84 (Liv) - SB	I-580	Airway/Kitty Haw	Liv	1.06	I	4	2	34.1	B			
A139	SR 84 (Liv) - SB	Airway/Kitty	W. Jack London	Liv	0.49	I	4	2	32.3	B			
A140	SR 84 (Liv) - SB	W. Jack London Blvd.	Stanley	Liv	0.90	I	4	2	45.7	A			
A141	SR 84 (Liv) - SB	Stanley	Concannon	Liv	1.05	I	4	2	36.0	A			
A142	SR 84 (Liv) - SB	Concannon	Vineyard	Liv	0.60	I	4	2	28.0	C			
A143	SR 84 (Liv) - SB	Vineyard	Isabel/Vallecitos	Liv	1.12	I	4	2	14.6	E			
A144	SR 84 - WB	Isabel/Vallecitos	Ruby Hill /Kaithoff	Liv	0.38	I	4	2	36.5	A			
A145	SR 84 - WB	Ruby Hill /Kaithoff	Culvert (Lat/Long	Pleas	1.63	55.8	4	2	18.1	F			
A146	SR 84 - WB	Culvert (Lat/Long: 37.6	Vallecitos Nuc.Ctr	Unin	1.65	56.5	4	2	41.8	C			
A147	SR 84 - WB	Vallecitos Nuc.Cntr	Vallecitos Ln	Unin	1.14	52.5	3	2	51.3	A			
A148	SR 84 - WB	Vallecitos Ln	SR 84/I-680 NB C	Unin	0.86	55.3	3	2	54.7	A			
A149	SR 84 - WB	SR 84/I-680 NB Off	Ple-Sunol Rd	Fre	0.62	41.4	3	2	34.6	B			
A150	SR 84 - WB	Ple-Sunol Rd	Sunol Rd	Fre	0.55	41.9	3	2	41.7	A			
A151	SR 84 - WB	Sunol Rd	Niles Canyon Qu	Fre	1.74	48.5	3	2	47.7	A			
A152	SR 84 - WB	Niles Canyon Quarry	Fremont City Lim	Fre	2.44	47.5	3	2	47.6	A			
A153	SR 84 - WB	Fremont City Limit	Union City Limit	Fre	0.59	41.8	3	2	44.6	A			
A154	SR 84 - WB	Union City Limit	SR 238	Fre	1.35	31.7	3	2	24.4	C			
A155	SR 92 - EB	I-880	Mission	Hay	1.71	II	2	3	18.8	C	6	25.5	B

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		From	To						Speed	LOS	# Runs	Speed	LOS
A156	SR 92 - WB	Mission	I-880	Hay	1.71	II	2	3	19.1	C	6	12.5	E
A157	SR 112 (Davis) - EB	Doolittle	I-880	SL	0.52	II	2	2	23.5	C	5	15.9	D
A158	SR 112 (Davis) - EB	I-880	San Leandro	SL	0.99	II	2	2	22.3	C	5	18.0	D
A159	SR 112 (Davis) - EB	San Leandro	14th	SL	0.28	III	2	2	15.4	C	5	16.5	C
A160	SR 112 (Davis) - WB	E 14th	San Leandro	SL	0.28	III	2	2	12.9	D	5	5.9	F
A161	SR 112 (Davis) - WB	San Leandro	I-880	SL	0.99	II	2	2	29.3	B	5	18.8	C
A162	SR 112 (Davis) - WB	I-880	Doolittle	SL	0.52	II	2	2	21.1	C	5	15.1	D
A163	SR 123 San Pablo - SB	Carlson	Washington	Alb	0.51	II	1	2	24.3	B	4	17.2	D
A164	SR 123 San Pablo - SB	Washington	Marin	Alb	0.36	III	1	2	15.5	C	4	10.0	D
A165	SR 123 San Pablo - SB	Marin	Gilman	Alb - Berk	0.45	II	1	2	24.6	B	4	19.8	C
A166	SR 123 San Pablo - SB	Gilman	University	Berk	0.81	II	1	2	16.6	D	4	18.9	C
A167	SR 123 San Pablo - SB	University	Allston	Berk	0.19	III	1	2	29.0	A	4	15.0	C
A168	SR 123 San Pablo - SB	Allston	Dwight	Berk	0.38	II	1	2	22.3	C	4	23.8	C
A169	SR 123 San Pablo - SB	Dwight	Ashby	Berk	0.64	II	1	2	23.2	C	4	18.6	C
A170	SR 123 San Pablo - SB	Ashby	Stanford	Berk	0.80	II	1	2	22.5	C	4	19.0	C
A171	SR 123 San Pablo - SB	Stanford	53rd	Oak	0.27	II	1	2	21.2	C	4	17.9	D
A172	SR 123 San Pablo - SB	53rd	Park	Emer	0.34	II	1	2	19.6	C	4	28.0	B
A173	SR 123 San Pablo - SB	Park	35th	Emer - Oak	0.44	II	1	2	18.3	C	4	21.7	C
A174	SR 123 San Pablo - NB	35th	Park	Oak - Emer	0.42	II	1	2	16.3	D	5	14.6	D
A175	SR 123 San Pablo - NB	Park	53rd	Emer	0.34	II	1	2	23.6	C	5	24.4	B
A176	SR 123 San Pablo - NB	53rd	Stanford	Oak	0.27	II	1	2	33.5	A	5	21.0	C
A177	SR 123 San Pablo - NB	Stanford	Ashby	Oak	0.80	II	1	2	20.6	C	5	17.1	D
A178	SR 123 San Pablo - NB	Ashby	Dwight	Berk	0.64	II	1	2	28.4	B	5	21.7	C
A179	SR 123 San Pablo - NB	Dwight	Allston	Berk	0.38	II	1	2	30.9	A	5	24.3	B
A180	SR 123 San Pablo - NB	Allston	University	Berk	0.19	III	1	2	21.8	B	5	8.8	E
A181	SR 123 San Pablo - NB	University	Gilman	Berk	0.81	II	1	2	26.7	B	5	19.3	C
A182	SR 123 San Pablo - NB	Gilman	Marin	Alb - Berk	0.45	II	1	2	32.5	A	5	25.1	B
A183	SR 123 San Pablo - NB	Marin	Washington	Alb	0.36	III	1	2	24.8	B	5	14.8	C
A184	SR 123 San Pablo - NB	Washington	Carlson	Alb	0.51	II	1	2	28.3	B	5	24.2	B
A185	SR 185 (International Blvd) - 42nd	42nd	46th St	Oak	0.29	II			21.9	C	6	11.6	E
A186	SR 185 (International Blvd) - 46th St	46th St	Seminary	Oak	0.78	II			29.6	B	6	24.3	B

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A187	SR 185 (International Blvd) - S	Seminary	73rd	Oak	0.80	II	1	2	12.1	E	6	21.1	C
A188	SR 185 (International Blvd) - S	73rd Ave	98th Ave	Oak	1.41	II	1	2	21.8	C	6	23.3	C
A189	SR 185 (International Blvd) - S	98th	Broadmoor	Oak	0.75	II	1	2	24.5	B	6	21.9	C
A190	SR 185 (14th) - SB	Broadmoor	Davis	SL	0.73	II	2	2	22.1	C	6	29.9	B
A191	SR 185 (14th) - SB	Davis	San Leandro	SL	1.06	III	2	2	21.8	B	6	19.0	C
A192	SR 185 (14th) - SB	San L Blvd	Hesperian	SL	0.94	II	2	2	22.5	C	6	31.2	A
A193	SR 185 (14th) - SB	Hesperian	Bayfair	SL	0.47	II	2	2	28.9	B	6	17.3	D
A194	SR 185 (14th) - SB	Bayfair	170th	Unin	1.19	II	3	2	25.1	B	6	12.5	E
A195	SR 185 (14th) - SB	170th	Llewelling	Unin	0.20	II	3	2	25.2	B	6	27.3	B
A196	SR 185 (14th) - SB	Llewelling	Sunset	Unin	1.05	II	3	2	23.4	C	6	16.4	D
A197	SR 185 Hayward - SB	Sunset	SR 92/238	Hay	0.84	III	2	2	12.8	D	6	14.9	C
A198	SR 185 Hayward - NB	SR 92/238	Sunset	Hay	0.84	III	2	2	17.0	C	6	0.1	F
A199	SR 185 (14th) - NB	Sunset	Llewelling	Unin	1.05	II	3	2	25.5	B	6	16.8	D
A200	SR 185 (14th) - NB	Llewelling	170th	Unin	0.20	II	3	2	22.5	C	6	28.8	B
A201	SR 185 (14th) - NB	170th	Bayfair	Unin	1.19	II	3	2	26.4	B	6	25.9	B
A202	SR 185 (14th) - NB	Bayfair	Hesperian	SL	0.47	II	2	2	26.0	B	6	33.3	A
A203	SR 185 (14th) - NB	Hesperian	San L Blvd	SL	0.94	II	2	2	23.7	C	6	31.7	A
A204	SR 185 (14th) - NB	San Leandro	Davis	SL	1.06	III	2	2	19.3	B	6	19.8	B
A205	SR 185 (14th) - NB	Davis	Broadmoor	SL	0.73	II	2	2	23.5	C	6	25.7	B
A206	SR 185 (International Blvd) - N	Broadmoor	98th	Oak	0.75	II	1	2	16.0	D	6	23.7	C
A207	SR 185 (International Blvd) - N	98th Ave	73rd Ave	Oak	1.41	II	1	2	20.2	C	6	16.2	D
A208	SR 185 (International Blvd) - N	73rd Ave	Seminary	Oak	0.80	II	1	2	10.8	E	6	11.4	E
A209	SR 185 (International Blvd) - N	Seminary	46th St	Oak	0.78	II			29.8	B	6	25.0	B
A210	SR 185 (International Blvd) - N	46th St	42nd	Oak	0.29	II			8.8	F	6	16.5	D
A211	SR 238 (Foothill) - NB	Jackson	City Center	Hay	0.63	III	2	3	10.6	D	6	19.8	B
A212	SR 238 (Foothill) - NB	City Center	I-580	Unin-Hay	0.73	II	3	3	19.5	C	6	25.9	B
A213	SR 238 (Foothill) - NB	I-580 Ramp	I-580 Merge	Unin	0.68	I	3		48.0	A	6	39.6	A
A214	SR 238 (Foothill) - SB	I-580	Cstro V Blvd	Unin	0.73	I	3		46.4	A	6	53.7	A
A215	SR 238 (Foothill) - SB	Cstro V Blvd	City Center	Hay-Unin	1.04	II	2	3	23.8	C	6	23.3	C
A216	SR 238 (Foothill) - SB	City Center	Jackson	Hay	0.63	III	2	3	11.3	D	0		
A217	SR 238 (Mission) - NB	680 NB Rmp	Stevenson	Fre	2.35	I	3	2	37.2	A	3	37.0	A

Draft 2014 LOS Monitoring Results for Tier 1 Arterials - AM Peak Period													
CMP ID	CMP Route	Segment Limits		Jurisdiction	Length (mi)	Arterial Class	Plan Area	No of lanes	2012 Results		2014 Results		
		From	To						Speed	LOS	# Runs	Speed	LOS
A218	SR 238 (Mission) - NB	Stevenson	Nursery	Fre	2.43	I	3	2	38.2	A	3	37.6	A
A219	SR 238 (Mission) - NB	Nursery	Tamarack	UC	2.63	I	3	2	29.8	B	3	36.9	A
A220	SR 238 (Mission) - NB	Tamarack	Industrial	UC - Hay	1.96	I	3	2	31.8	B	3	30.2	B
A221	SR 238 (Mission) - NB	Industrial	Sorenson	Hay	1.46	II	2	2	24.4	B	3	29.9	B
A222	SR 238 (Mission) - NB	Sorenson	Jackson	Hay	1.83	II	2	2	20.2	C	3	32.5	A
A223	SR 238 (Mission) - SB	Jackson	Sorenson	Hay	1.83	II	2	2	18.1	C	6	25.4	B
A224	SR 238 (Mission) - SB	Sorenson	Industrial	Hay	1.46	II	2	2	20.4	C	6	27.6	B
A225	SR 238 (Mission) - SB	Industrial	Tamarack	Hay - UC	1.96	I	2	2	31.7	B	6	28.0	B
A226	SR 238 (Mission) - SB	Tamarack	Nursery	UC	2.63	I	3	2	22.5	C	6	33.2	B
A227	SR 238 (Mission) - SB	Nursery	Stevenson	Fre	2.43	I	3	2	29.8	B	6	22.6	C
A228	SR 238 (Mission) - SB	Stevenson	680 NB Rmp	Fre	2.35	I	3	2	28.5	B	6	15.8	E
A229	SR 260 (Tubes) - NB	Atlantic	7th/Web	Oak	1.35	I	1	2	18.0	C	6	25.9	A
A230	SR 260 (Tubes) - SB	7th/Web	Atlantic	Oak	1.43	I	1	2	15.4	C	6	33.0	A
A231	SR 262 (Mission) - EB	I-880 NB	I-680 NB	Fre	1.48	I	3	2	28.7	B	4	36.3	A
A232	SR 262 (Mission) - WB	I-680 NB	I-880 SB	Fre	1.67	I	3	2	21.6	D	4	12.8	F



Memorandum

5.2

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DATE: June 2, 2014

SUBJECT: Countywide Goods Movement Plan Vision and Goals

RECOMMENDATION: Approve the Countywide Goods Movement Plan Vision and Goals

Summary

Goods movement is critical to a strong economy and a high quality of life in Alameda County. The central location of the county in the Bay Area, combined with significant freight transportation assets, such as major interstates, the Port of Oakland and two major rail lines, position it as a goods movement hub for Northern California. Alameda CTC is developing a Countywide Goods Movement Plan that will outline a long-range strategy for how to move goods efficiently, reliably, and sustainably within, to, from and through Alameda County by roads, rail, air and water. The vision and goals guide the plan development process, including the later identification and evaluation of projects, programs, and policies.

Attachment A presents the Draft Countywide Goods Movement Plan vision and goals and provides supporting documentation explaining how these were developed. The vision and goals are consistent with the priorities in related plans and policies, including the Alameda Countywide Transportation Plan, Plan Bay Area, and the vision and goals from the California Freight Mobility Plan. The vision and goals encapsulate a series of issues identified through broad-based stakeholder outreach to assess goods movement needs and opportunities. The vision and goals are identical to the draft vision and goals for the MTC Regional Goods Movement Plan which is being developed concurrently with the Alameda Countywide Goods Movement Plan, thereby ensuring that these two plans are aligned.

The vision and goals were initially brought to the Alameda County Technical Advisory Committee for review and discussion in April. Approval is sought for the revised version which incorporates ACTAC comments.

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

Attachments:

- A. Alameda County and MTC Goods Movement Plans – Vision and Goals Technical Memorandum

Staff Contact

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

[Matthew Bomberg](#), Assistant Transportation Planner

Technical Memorandum

TO: Tess Lengyel, Alameda CTC and Carolyn Clevenger, MTC
FROM: Cambridge Systematics
DATE: April 25, 2014
RE: Alameda County and MTC Goods Movement Plans –Vision and Goals

Introduction

The vision and goals of the Alameda Countywide Goods Movement Plan and the Metropolitan Transportation Commission (MTC) Regional Goods Movement Plan will guide the Alameda County Transportation Commission (CTC), MTC and their partners in creating plans that address key issues in the county and the region. The vision and goals will align these Goods Movement Plans with priorities identified in the Alameda Countywide Transportation Plan (CWTP), the MTC Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), material developed for the California Freight Advisory Committee and California Freight Mobility Plan (FMP), and other relevant plans and policies. After reviewing these documents, and based on an initial assessment of needs and issues in the County and throughout the region, we believe that the vision and goals of the Countywide Transportation Plan and the Regional Transportation Plan should be the same. This memorandum proposes a draft vision statement and goals, followed by a brief discussion about how the goals relate to the CWTP, RTP/SCS and FMP.

Draft Goods Movement Plan Vision and Goals

The **vision** lays out the strategic direction for each agency.

The goods movement system will be safe and efficient, provide integrated connections to international and domestic markets to enhance economic competitiveness, and promote innovation while reducing environmental impacts and improving residents' and employees' quality of life.

This vision is supported by **goals** that rely on collaboration with public and private sector and community partners to maintain, operate and invest in the goods movement system to:

1. Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.
2. Provide safe, reliable, efficient, resilient, and well-maintained goods movement facilities and corridors.
3. Increase jobs and economic opportunities that support residents and businesses.
4. Reduce and mitigate impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for people most burdened by goods movement.
5. Promote innovative technology and policy strategies to improve the efficiency of the goods movement system.

Supporting Material

The recommended vision and goals relate directly to the Alameda CTC CWTP and MTC RTP/SCS and other planning efforts around the Bay Area. These guiding statements also support the key goods movement issues identified in the Goods Movement Plan outreach activities to-date. This section summarizes these goals and issues.

Our analysis shows that the CWTP, RTP/SCS and FMP goals – and the region/county goods movement issues – map well to the draft Goods Movement Plans goals. Table 1 shows how the recommended goals relate to the CWTP goals.

Table 1 Comparison of draft Goods Movement Plan goals to other plans and issues

#	Draft Goods Movement Plan Goal	Relevant goals from related plans and issues			
		CWTP	RTP/SCS	CFAC/ FMP	Goods Movement Issues
1.	Preserve and strengthen an integrated and connected, multimodal goods movement system that supports freight mobility and access, and is coordinated with passenger transportation systems and local land use decisions.	1,3,7	7	2	a, b, c, d, e, i, w
2.	Provide safe, reliable, efficient and well-maintained goods movement facilities.	5,7	7	2, 4, 5	f, j, k, m, o, p, q, x
3.	Increase economic growth and prosperity that supports communities and businesses.	6	6	1	f, g, h, k, m
4.	Reduce environmental and community impacts from goods movement operations to create a healthy and clean environment, and support improved quality of life for those communities most burdened by goods movement.	8,2	3,5	3	r, s, t, u, v
5.	Promote innovative technology strategies to improve the efficiency of the goods movement system.	4,5,6,8,9	1,3, 7	5, 6	i, l, n, o,p, q r, s, t, u

Note: The numbers and letters in table columns refer to goals and issues described in the following sections.

The remainder of the memorandum documents the goals collected from each of the relevant plans, and issues compiled as part of the Alameda CTC Goods Movement Plan.

CWTP Vision and Goals

The CWTP includes a vision statement and nine goal categories or statements describing Alameda CTC's ideal transportation system. The CWTP vision and goals statement reads:

Alameda County will be served by a premier transportation system that supports a vibrant and livable Alameda County through a connected and integrated multimodal transportation system promoting sustainability, access, transit operations, public health and economic opportunities. Our vision recognizes the need to maintain and operate our existing transportation infrastructure and services while developing new investments that are targeted, effective, financially sound and supported by appropriate land uses. Mobility in Alameda County will be guided by transparent decision making and measureable performance indicators and will be supported by the goals:

1. Multimodal
2. Accessible, Affordable and Equitable for people of all ages, incomes, abilities and geographies
3. Integrated with land use patterns and local decision-making
4. Connected across the country, within and across the network of streets, highways and transit, bicycle and pedestrian routes
5. Reliable and Efficient
6. Cost Effective
7. Well Maintained
8. Safe
9. Supportive of a Healthy and Clean Environment

Plan Bay Area Goals

Plan Bay Area, the region's RTP/SCS, has seven goals or outcomes guiding the evaluation of regional transportation and land use planning. Two of the goals (climate and housing) were mandated by state law. MTC considered the other five voluntary. Each goal or outcome was matched to performance measures: healthy and safe communities were defined by three measures, transportation system effectiveness were defined by two measures, and all others were defined by one performance measure.

1. Climate Protection
2. Adequate Housing
3. Healthy and Safe Communities
4. Open Space and Agricultural Land
5. Equitable Access
6. Economic Vitality
7. Transportation System Effectiveness

California Freight Advisory Committee Goals

The CFAC was commissioned to advise on the development of state freight performance measures and provide input to the state's FMP consistent with MAP-21. In November 2013, the Committee reviewed draft performance measures tied to six goals. While the goals have been solidified, the specific measures are still under review. The six goals that were developed as part of this process are described below:

1. Economic Contribution – Improve the contribution of the California freight transportation system to economic efficiency, productivity, and competitiveness. The performance measures that are being developed to support this goal track factors on the cost of moving goods, the State's market share and the value of international trade.
2. Congestion Relief – Manage congestion on the freight transportation system. Performance measures related to this goal track the extent of congestion and delay on the network. They measure cumulative delay and system reliability.
3. Safety and Security – Improve the safety, security, and resilience of the freight transportation system. These performance measures track the number of crashes, injuries, and fatalities associated with different freight types.

4. System Infrastructure and Preservation – Improve the state of good repair of the freight transportation system. Performance measures tied to this goal will track the condition of pavement, bridges, rail tracks, and channels.
5. Innovative Technology and Practices – Use technology and innovation to develop, operate, maintain, and optimize the efficiency of the freight transportation system and to reduce its environmental and community impacts. Performance measures within this category are tied to the rate of implementation of new technologies or practices that improve performance.
6. Environmental Stewardship – Reduce adverse environmental and community impacts of the freight transportation system. Performance measures in this category include reductions in criteria pollutants, noise impacts, and impacts to threatened species.

Alameda County Goods Movement Issues

We developed an “issues matrix” to track and categorize goods movement issues most relevant to Alameda CTC and the Countywide Goods Movement Plan. The matrix consolidated Alameda County goods movement issues and opportunities; clarified goods movement issues and opportunities by providing a link between the issues and modes, geography, and stakeholder groups; and helped our team prepare for stakeholder interviews.

We reviewed studies and plans to compile the matrix, including the MTC Goods Movement/Land Use Study, the Bay Conservation Development Commission Living with a Rising Bay Study, the Alameda County Truck Parking Study, The Pacific Institute’s Crossroads for Health Study, and the East Oakland Truck Study. We also compiled our team’s local knowledge, port plans, Bay Area Freight Mobility Study outreach, and other Bay Area Freight Mobility Study data sources.

The issues identified included:

- | | |
|-------------------------------------------------------------------------|--------------------------------------------------------------------|
| a. Rail capacity | m. Competition at Port of Oakland and other International Gateways |
| b. Roadway capacity | n. Information technology |
| c. Truck Access | o. Port of Oakland - increase capacity |
| d. Truck parking | p. Funding |
| e. Peak/Off-peak delivery | q. Monitoring |
| f. Supply Chain (JIT, ecommerce) | r. Pavement condition and maintenance |
| g. Economic - keep pace with trends and changes | s. Safety / crashes |
| h. Economic - attract investment and partners | t. Air quality |
| i. Coordination (planning) | u. Noise |
| j. Industrial land capacity | v. Pollution |
| k. Industrial, commercial, residential, recreational land use conflicts | w. Climate change effect on available infrastructure and land use |
| l. Last-Mile Connections | x. Water ways and waterborne capacity |
| | y. Rural roadway maintenance |
| | z. Data availability and quality |

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Memorandum

6.1

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DATE: June 2, 2014

SUBJECT: Alameda CTC At Risk Monitoring Reports

RECOMMENDATION: Approve the State Transportation Improvement Program (STIP), Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation Fund for Clean Air (TFCA) At Risk monitoring reports, dated May 31, 2014.

Summary

The Alameda CTC monitors the projects programmed with State Transportation Improvement Program (STIP), Federal Surface Transportation/Congestion Mitigation and Air Quality (STP/CMAQ), and Transportation for Clean Air (TFCA) County Program Manager funds for compliance with the respective program requirements and provides periodic updates to the Commission. The attached At Risk reports are dated May 31, 2014.

Background

Project sponsors are responsible for meeting the milestone deadlines associated with each of the monitored fund sources. The At Risk reports assign projects to zones of risk based on the status of the monitored activities at the time of the report date. Red zone projects are considered at a relatively high risk of non-compliance with the requirements. Yellow zone projects are considered at moderate risk, and Green zone at low risk. 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). If a project has multiple risk factors that indicate multiple zones, it is listed in the zone of higher risk.

Draft At Risk monitoring reports (Timely Use of Funds, or "TUF" reports) are provided to the Alameda County Technical Advisory Committee (ACTAC) one month ahead of the At Risk reports to allow project sponsors an opportunity to review and provide updates. The STIP and STP/CMAQ At Risk reports are based on the information provided to the Alameda CTC's project monitoring team by project sponsors as well as information made available by other funding agencies such as the Metropolitan Transportation Commission (MTC) and Caltrans Local Assistance. For these reports, the Alameda CTC requests project sponsors provide copies of certain documents related to the required activities to verify that the deadlines have been met. The requested documentation may include copies of documents submitted by the sponsor to agencies such as MTC, Caltrans and the

California Transportation Commission (CTC). The TFCA At Risk report is based upon the status information on file with the Alameda CTC.

May 2014 At Risk Monitoring Reports

STIP Report

The STIP At Risk report (Attachment A) includes projects monitored for compliance with the STIP "Timely Use of Funds" provisions. The criteria for determining the project zones are listed near the end of the report. The risk zone associated with each risk factor is indicated in the tables following the report. Note that for the STIP "Complete Expenditures" deadline, sponsors must provide documentation supported by their accounting department as proof that the Complete Expenditures deadline has been met. The 2014 STIP was approved by the CTC April 2014 and is reflected in the report.

Federal STP/CMAQ Report

The Federal STP/CMAQ At Risk report (Attachment B) includes locally-sponsored, federally-funded projects monitored for compliance with the requirements set forth in MTC's Regional Project Delivery Policy (MTC Resolution 3606, revised January 2014). Appendix B of the report provides the Resolution 3606 deadlines associated with each of the required activities. Sponsors of federally-funded STP/CMAQ projects are requested to note the following:

- Projects are to request a Field Review within one year of approval in the Federal Transportation Improvement Program (TIP), but no less than 12 months prior to the obligation deadline of construction funds.
- For projects programmed in Federal FY 2013/14, the deadline to submit a request for authorization (RFA) was February 1, 2014 and the deadline to obligate funding (receive E-76 or FTA transfer) was April 30, 2014.
- For projects in the three local federal Safety Programs: Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS) are included in the STP/CMAQ report. As of November 2010, MTC has been applying the provisions of MTC Resolution 3606 to all local safety programs.
- The following deadlines are included in Resolution 3606, but are not tracked or reported in the monitoring reports: Environmental submittal, Program Supplement Agreement (PSA), and regional invoicing and reimbursement.

TFCA At Risk Report

The attached TFCA At Risk report (Attachment C) includes active and recently completed projects programmed with Alameda County TFCA Program Manager funds and monitored for TFCA program compliance. In this report, no projects are in the red or yellow zones. There are 24 projects in the green zone with no required activities due for at least eight months. The five projects reported as complete have met the TFCA

requirements monitored through the At Risk report and will be removed from future reports.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget expected to result from the recommended action.

Attachments

- A. STIP At Risk Report
- B. Federal (STP/CMAQ) At Risk Report
- C. TFCA County Program Manager Fund At Risk Report

Staff Contacts

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[James O'Brien](#), Project Controls Team

[Jacki Taylor](#), Program Analyst

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STIP At Risk Report**Status Date: May 31, 2014****STIP-RIP Locally-Sponsored Alameda County Projects****Red Zone Projects**

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
1	2100F RIP-TE	Alameda Co. \$1,150	Cherryland/Ashland/Castro Valley Sidewalk Imps. Con	10/11	Accept Contract	11/1/14	R	\$1,150 Allocated 5/12/11 Awarded Nov 2011	G
2	2103 RIP	BART \$20,000	Oakland Airport Connector Con	10/11	Accept Contract	9/1/14	R	App'd into STIP and allocated 9/23/10 Awarded Oct 2010	G
3	0057J RIP RIP RIP	Caltrans \$500 \$1,100 \$400	SR-24 Caldecott Tunnel 4th Bore Landscaping Con CE PSE	13/14 13/14 12/13	Award Contract Complete Expend	9/20/14 6/30/15	R G	\$500K Allocated 3/20/14 \$1,100K Allocated 3/20/14 \$400K Allocated 6/11/13	R
4	2014U RIP	GGBHTD \$12,000	SF Golden Gate Bridge Barrier Con	11/12	Award Contract	6/11/14	R	\$12M Allocated 12/11/13 18-Mo Ext App'd May 12 \$20M Total RIP - \$12M Ala	R
5	2140S RIP-TE	LAVTA \$200	Rideo Bus Restoration Project Con	10/11	Accept Contract	8/10/14	R	\$200 Allocated 5/12/11 from SM County Reserve Contract Awd 8/10/11	G
6	2009K RIP	LAVTA \$4,000	Satellite Bus Operating Facility (Phases 1 & 2) Con	11/12	Accept Contract	11/7/14	R	Note 3 \$4M Alloc'd 6/23/11 PTA Contract Awd 11/7/11	G

*End of Red Zone***Yellow Zone Projects**

Index	PP No. Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
<i>No Yellow Zone Projects</i>									

End of Yellow Zone

STIP At Risk Report

Status Date: May 31, 2014

STIP-RIP Locally-Sponsored Alameda County Projects

Green Zone Projects

Index	PP No.	Sponsor	Project Title							
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
7	2009Z	AC Transit	East Bay Bus Rapid Transit							
		RIP	\$7,995	Con	15/16	Allocate Funds	6/30/16	G	New Project in 2014 STIP	NA
8	2103C	BART	Daly City BART Station Intermodal Improvements							
		RIP	\$200	Con	16/17	Allocate Funds	6/30/17	G	New Project in 2014 STIP	NA
9	2103B	BART	Downtown Berkeley BART Plaza/Transit Area Improvements							
		RIP	\$3,726	Con	16/17	Allocate Funds	6/30/17	G	New Project in 2014 STIP	NA
10	0044C	Alameda CTC	I-880 Reconstruction, 29th to 23rd							
		RIP	\$2,000	PSE	10/11	Final Invoice/Report		NA		R
11	0081H	Alameda CTC	RT 84 Expressway Widening (Segment 2)							
		RIP	\$47,030	Con	14/15	Allocate Funds	6/30/15	G		G
12	0081J	Alameda CTC	East-West Connector in Fremont							
		RIP	\$12,000	Con	18/19	Allocate Funds	6/30/19	G	New Project in 2014 STIP	NA
13	0139F	Alameda CTC	Rt 580, Landscaping, San Leandro Estudillo Ave - 141st							
		RIP-TE	\$350	Con	10/11	Accept Contract	7/26/15	G	\$350K Allocated 10/27/11 3-Mo Ext for Awd 5/23/12 Contract Awarded 7/26/12	G
14	2100K	Alameda CTC	I-880 Landscape/Hardscape Improvements in San Leandro							
		RIP-TE	\$400	PSE	09/10	Final Invoice/Report		NA	\$400K Allocated 6/30/10 12-Mo Ext App'd April '12	R
15	2179	Alameda CTC	Planning, Programming and Monitoring (Note 2)							
		RIP	\$1,563	Con	12/13	Complete Expend	6/30/15	G	\$1,563 Allocated 6/28/12	G
		RIP	\$750	Con	13/14	Complete Expend	6/30/16	G	\$750K Allocated 8/6/13 effective 7/1/13 (SB184)	
		RIP	\$886	Con	16/17	Allocate Funds	6/30/17	G		
		RIP	\$750	Con	17/18	Allocate Funds	6/30/18	G		
		RIP	\$565	Con	18/19	Allocate Funds	6/30/19	G		
16	9051A	BATA	Improved Bike/Ped Connectivity to East Span SFOBB							
		RIP-TE	\$3,063	Con	16/17	Allocate Funds	6/30/17	G	Added in 2012 STIP	G
17	2100G	Berkeley	Berkeley Bay Trail Project, Seg 1							
		RIP-TE	\$1,928	Con	10/11	Final Invoice/Report		NA	\$1,928 Allocated 12/15/11 Awarded 5/29/12	G
18	2100H	Dublin	Alamo Canal Regional Trail, Rt 580 undercrossing							
		RIP-TE	\$1,021	Con	10/11	Final Invoice/Report		NA	\$1,021 Allocated 8/11/11 Contract Awd 2/7/12 Accepted 2/19/13	G

STIP At Risk Report**Status Date: May 31, 2014****STIP-RIP Locally-Sponsored Alameda County Projects****Green Zone Projects (cont.)**

Index	PP No.	Sponsor	Project Title				Date	Zone	Notes	Prev
		Source	Prog'd Amount	Phase	FY	Required Activity	Req'd By			Zone
			(\$x 1,000)							
19	2100	MTC	Planning, Programming and Monitoring ²							
		RIP	\$114	Con	12/13	Complete Expend	6/30/15	G	\$114 Allocated 6/27/12 effective 7/1/12 (SB184)	G
		RIP	\$122	Con	14/15	Allocate Funds	6/30/15	G		
		RIP	\$118	Con	13/14	Complete Expend	6/30/16	G	\$118K Allocated 6/11/13 effective 7/1/13 (SB184)	
		RIP	\$126	Con	15/16	Allocate Funds	6/30/16	G		
		RIP	\$131	Con	16/17	Allocate Funds	6/30/17	G		
		RIP	\$135	Con	17/18	Allocate Funds	6/30/18	G		
		RIP	\$140	Con	18/19	Allocate Funds	6/30/19	G		
20	2103A	Oakland	Oakland Coliseum TOD							
			RIP-TE	\$885	Con	10/11	Final Invoice/Report	NA	\$885 Allocated 6/23/11 Contract Awd 11/10/11 Completed 3/13/13	Y

*End of Green Zone***Report Notes****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/complete 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
STIP-RIP Locally-Sponsored Alameda County Projects

Status Date: May 31, 2014

2014 STIP -Timely Use of Funds Provisions

The Timely Use of Funds and At Risk reports monitor 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	Timely Use of Funds Provision
Allocation	For all phases, by the end (June 30th) of the fiscal year identified in the STIP.
Construction Contract Award ¹	Within six (6) months of allocation.
Accept Contract (Construction)	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/Project Completion (Final Report of Expenditures)	For Env, PSE, & R/W funds, within 180 days (6 months) after the end of the FY in which the final expenditure occurred. For Con funds, within 180 Days (6 months) of contract acceptance.

Zone Criteria

The Timely Use of Funds and At Risk reports utilize 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 to eight months	All conditions other than Red or Yellow Zones
Allocation -PS&E Phase	within six months	within six to ten months	All conditions other than Red or Yellow Zones
Allocation -Right of Way Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Allocation -Construction Phase	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Construction Contract Award	within six months	within six to eight months	All conditions other than Red or Yellow Zones
Accept Contract	within six months	within six to twelve months	All conditions other than Red or Yellow Zones
Complete Expenditures	within eight months	within eight to twelve months	All conditions other than Red or Yellow Zones
Final Invoice/Project Completion (Final Report of Expenditures)	NA	NA	NA

Other Zone Criteria

Yellow Zone	STIP /TIP Amendment pending
Red Zone	Extension Request pending
Notes:	

1. Statute requires encumbrance by award of a contract for construction capital and equipment purchase within twelve months of allocation. CTC Policy is six months.

Federal At Risk Report

Status Date: May 31, 2014

Federally-Funded Locally-Sponsored Alameda County Projects

Red Zone Projects

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
1		AC Transit	Enhanced Bus - Telegraph/Intl/East 14th	CMAQ	\$2,155	Con	13/14	Transfer to FTA	Note 1	R	TIP Amend 13-12 Req for Transfer submitted	NA
2	HSIP4-04-002	Alameda	Shoreline Dr - Westline Dr - Broadway Improvements	HSIP	\$68	PE	11/12	Liquidate Funds	06/30/14	R	\$68 Obligated 1/18/12	R
				HSIP	\$348	Con	11/12	Liquidate Funds	06/30/16	G	See Note 2 \$348 Obligated 3/5/14	
3	HSIP4-04-010	Alameda	Park Street Operations Improvements	HSIP	\$607	Con	11/12	Obligate Funds	Note 1	R	See Note 2	R
				HSIP	\$126	PE		Liquidate Funds	06/30/14	R	\$126 Obligated 1/18/12	
4	ALA090069	Ala County	Alameda County: Rural Roads Pavement Rehab	STP	\$1,815	Con	11/12	Award Contract	Note 1	R	\$1,815 Obligated 4/4/12	R
								Liquidate Funds	04/04/18	G		
				STP	\$320	PE	10/11	Liquidate Funds	03/16/17	G	\$320 Obligated 3/16/11	
5	ALA110026	Ala County	Alameda Co - Central Unincorporated Pavement Rehab	STP	\$1,071	Con	11/12	Award Contract	Note 1	R	\$1,071 Obligated 4/4/12	R
								Liquidate Funds	04/04/18	G		
				STP	\$50	PE	10/11	Liquidate Funds	03/23/17	G	\$50 Obligated 3/23/11	
6	H3R1-04-031	Ala County	Patterson Pass Road - PM6.4 Widen or Improve Shoulder	HRRR	\$717	Con	12/13	Obligate Funds	Note 1	R	See Note 2	R
				HRRR	\$101	PE	Prior	Liquidate Funds	06/30/15	G	\$101 Obligated 12/19/08	
7	HSIP2-04-024	Ala County	Castro Valley Blvd - Wisteria St Intersection and Frontage Improvements	HSIP	\$577	Con	11/12	Liquidate Funds	Note 1	R	See Note 2 Obligated 9/19/12	R
				HSIP	\$59	PE	Prior				Obligated 8/14/09	
				HSIP	\$63	R/W	Prior				Obligated 2/15/11	
8	HSIP2-04-027	Ala County	Remove Permanent Obstacle along Shoulder (Foothill Road)	HSIP	\$427	Con	10/11	Complete Closeout	09/30/14	R	See Note 2 Con Obligated 8/11/13	R
				HSIP	\$59	PE	Prior				PE Obligated 2/23/09	
9	SRTS1-04-001	Ala County	Fairview Elementary School Vicinity Improvements	SRTS	\$508	Con	10/11	Complete Closeout	Note 1	R	See Note 2 Obligated 9/19/12	R
				SRTS	\$77	PE	Prior				Obligated 1/29/09	

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	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
10	ALA130032	BART	Metro Priority Track Elements									
		STP			\$1,539	PE	13/14	Transfer to FTA	Note 1	R	TIP Amend 13-14	NA
		STP			\$1,920	Con	13/14	Transfer to FTA	Note 1	R	Proj Dev & Con Same FY	
11	ALA110007	Berkeley	City of Berkeley Transit Action Plan - TDM									
		CMAQ			\$10	Con	11/12	Obligate Funds	Note 1	R	Working with Caltrans and MTC to add to PE See Note 3	R
		CMAQ			\$1,990	PE	10/11	Liquidate Funds	02/22/17	G	\$1,990 Obligated 2/22/11	
12	ALA110024	Dublin	Dublin Citywide Street Resurfacing									
		STP			\$547	Con	11/12	Award Contract	Note 1	R	\$547 Obligated 3/16/12	R
								Liquidate Funds	03/16/18	G		
13	SRTS3-04-007	Emeryville	San Pablo Avenue 43rd to 47th Pedestrian Safety									
		SRTS			\$696	Con	13/14	Obligate Funds	06/17/14	R	See Note 2	R
		SRTS			\$52	PE	11/12			G	\$52 Obligated 5/4/12	
14	ALA110012	Fremont	Fremont CBD/Midtown Streetscape									
		CMAQ			\$1,114	Con	11/12	Award Contract	Note 1	R	\$1,114 Obligated 3/27/12	R
								Liquidate Funds	03/27/18	G		
		CMAQ			\$432	Con	10/11	Project Complete	NA		\$432 Obligated 4/13/11	
		CMAQ			\$54	Con	10/11	Project Complete	NA		\$54 Obligated 6/13/11	
15	ALA130020	Fremont	Fremont Various Streets and Roads Preservation									
		STP			\$2,105	Con	13/14	Advertise Contract	07/16/14	R	\$2,105 Obligated 4/16/14	R
								Award Contract	10/16/14	R		
16	ALA130025	Fremont	Fremont City Center Multi-Modal Improvements									
		STP			\$5,333	Con	13/14	Advertise Contract	06/21/14	R	TIP Amend 13-04	R
								Award Contract	09/21/14	R	\$4,481 Obligated 3/21/14	
		STP			\$1,374	Con	14/15	Submit Req for Auth	02/01/15	Y	FY13/14 Balance added to FY 14/15	
								Obligate Funds	04/30/15	G	See Note 3	
17	HSIP1-04-005	Fremont	Install Median Barrier, Install Raised Median and Improve Delineation (Mowry)									
		HSIP			\$164	Con	11/12	Complete Closeout	Note 1	R	See Note 2 \$164 Obligated 3/7/13	R
		HSIP			\$35	PE	Prior				Obligated 11/28/07	
18	HSIP2-04-018	Fremont	Replace Concrete Poles with Aluminum in Median (Paseo Parkway)									
		HSIP			\$183		Prior	Complete Closeout	Note 1	R	See Note 2 Con Obligated 4/19/11 PE Obligated 4/8/09	R

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	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
19	HSIP3-04-005	Fremont	Paseo Padre Parkway - Walnut to Washington - Replace Poles	HSIP	\$120	Con	12/13	Liquidate Funds	06/02/14	R	See Note 2 Con Obligated 2/16/12	Y
				HSIP	\$23	PE	Prior				PE Obligated 11/18/10	
20	HSIP3-04-006	Fremont	Paseo Padre Parkway - Walnut Ave and Argonaut Way	HSIP	\$458	Con	12/13	Liquidate Funds	06/02/14	R	See Note 2 \$458 Obligated 4/11/13	Y
				HSIP	\$59	PE	Prior				Obligated 11/22/10	
21	ALA110019	Hayward	Hayward Various Arterials Pavement Rehab	STP	\$1,336	Con	10/11	Award Contract	Note 1	R	\$1,336 Obligated 2/23/11	R
								Liquidate Funds	02/23/17	G		
22	ALA110035	Hayward	South Hayward BART Area/Dixon Street Streetscape	CMAQ	\$1,540	Con	11/12	Award Contract	Note 1	R	\$1,264 Obligated 4/4/12	R
								Liquidate Funds	04/04/18	G	Amounts per Phase Adjusted	
				CMAQ	\$260	PE	10/11	Liquidate Funds	01/18/17	G	\$536 Obligated 1/18/11	
23	ALA130010	Livermore	Livermore Various Streets Preservation	STP	\$1,053	CON	13/14	Advertise Contract	06/04/14	R	TIP Amend 13-04	R
								Award Contract	09/04/14	R	\$1,053 Obligated 3/4/14	
								Liquidate Funds	06/30/18	G		
24	ALA130016	Oakland	Oakland Complete Streets	CMAQ	\$467	PE	13/14	Obligate Funds	Note 1	R	TIP Amend 13-04 RFA Pkg Submitted	R
				CMAQ	\$3,384	Con	15/16	Submit Req for Auth	11/01/15	G		
								Obligate Funds	01/31/16	G		
25	HSIP2-04-004	Oakland	West Grand at Market, Macarthur at Fruitvale & Market at 55th Improvements	HSIP	\$223	Con	11/12	Liquidate Funds	Note 1	R	See Note 2	R
								Complete Closeout	09/30/14	Y	Obligated 6/30/11	
26	HSIP2-04-005	Oakland	Various Intersections Pedestrian Improvements	HSIP	\$81	Con	11/12	Liquidate Funds	Note 1	R	See Note 2	R
								Complete Closeout	09/30/14	Y	Obligated 7/8/11	
27	HSIP5-04-011	Oakland	W. MacArthur Blvd. between Market & Telegraph	HSIP	\$125	PE	12/13	Obligate Funds	Note 1	R	See Note 2	R
				HSIP	\$574	CON	13/14	Submit Req for Auth	08/23/15	G		
								Obligate Funds	11/23/15	G		

Red Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
28	HSIP5-04-012	Oakland	98th Avenue Corridor									
		HSIP			\$99	PE	12/13	Obligate Funds	Note 1	R	See Note 2	R
		HSIP			\$558	CON	13/14	Submit Req for Auth	08/23/15	G		
								Obligate Funds	11/23/15	G		
29	HSIP5-04-013	Oakland	Market Street between 45th & Arlington									
		HSIP			\$103	PE	12/13	Obligate Funds	Note 1	R	See Note 2	R
		HSIP			\$541	CON	13/14	Submit Req for Auth	08/23/15	G		
								Obligate Funds	11/23/15	G		
30	SRTS1-04-014	Oakland	Intersection Improvements at Multiple School (5 Elem. + 1 Middle)									
		SRTS			\$613		Prior	Complete Closeout	Note 1	R	See Note 2 PE Obligated 3/2/08 Con Obligated 8/18/11	R
31	SRTS2-04-007	Oakland	Multiple School (5 Schools) Improvements Along Major Routes									
		SRTS			\$753	Con	11/12	Complete Closeout	Note 1	R	See Note 2 Con Obligated 2/3/12	R
		SRTS			\$118	PE	Prior				PE Obligated 1/26/10	
32	ALA110010	Port	Shore Power Initiative									
		CMAQ			\$3,000	Con	11/12	Award Contract	Note 1	R	\$3,000 Obligated 2/16/12	R
								Liquidate Funds	02/16/18	G		
33	ALA110027	San Leandro	San Leandro Downtown-BART Pedestrian Interface									
		CMAQ			\$4,298	Con	11/12	Award Contract	Note 1	R	\$4,298 Obligated 2/28/12	R
		CMAQ			\$312	PE	10/11	Liquidate Funds	12/21/16	G	\$312 Obligated 12/21/10	
34	HSIP4-04-015	San Leandro	Washington Ave / Monterey Blvd									
		HSIP			\$307	Con	13/14	Obligate Funds	Note 1	R	See Note 2	R
					\$66	PE	Prior				Obligated 12/15/11	
35	ALA090015	Union City	Union City Intermodal Station Infrastructure									
		CMAQ			\$8,692	CON	13/14	Advertise Contract	Note 1	R	\$8,692 Obligated 12/12/13	R
								Award Contract	06/12/14	R		
								Liquidate Funds	06/30/18	G		

End of Red Zone

Federally-Funded Locally-Sponsored Alameda County Projects

Yellow Zone Projects

Index	PP No.	Sponsor	Project Title	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
36	ALA130022	Alameda	Alameda City Complete Streets									
		STP			\$505	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R
								Obligate Funds	04/30/15	G		
		STP			\$130	PE	13/14	Liquidate Funds	06/30/18	G	\$130 Obligated 1/30/14	
37	ALA030002	Ala County	Vasco Road Safety Improvements Phase 1A									
		STP			\$235	ROW	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G
								Obligate Funds	04/30/15	G		
		STP			\$1,785	Con	09/10	Liquidate Funds	08/31/16	G	\$1,785 Obligated 8/31/10 Contract awarded 6/7/11	
		STP			\$478	PE	12/13	Liquidate Funds	04/17/19	G	\$478 Obligated 4/17/13	
38	ALA050035	Ala County	Cherryland/Ashland/CastroValley/Fairview SidwIkImp									
		CMAQ			\$300	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R
								Obligate Funds	04/30/15	G	TIP Amend 13-03	
		CMAQ			\$130	PE	13/14	Liquidate Funds	06/30/18	G	\$130 Obligated 4/9/14	
39	SRTS1-04-002	Ala County	Marshall Elementary School Vicinity Improvements									
		SRTS			\$450	Con	12/13	Liquidate Funds	11/01/14	Y	See Note 2 Obligated 9/19/12	G
		SRTS			\$50	PE	Prior			G	Obligated 12/7/10	
40	ALA110032	BART	Downtown Berkeley BART Plaza/Transit Area Imps.									
		CMAQ			\$340	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G
								Obligate Funds	04/30/15	G	TIP Amend 13-04	
		CMAQ			\$706	PE	10/11				\$706 Obligated 3/16/11	
		CMAQ			\$1,099	Con	10/11				\$1,099 Obligated 3/16/11 Transferred to FTA Grant	
41	ALA110121	BART	BART Train Car Accident Repair Project									
		STP			\$1,493	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G
								Obligate Funds	04/30/15	G	TIP Amend 13-04	
42	ALA130026	Berkeley	Shattuck Complete Streets and De-couplet									
		STP			\$2,777	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G
								Obligate Funds	04/30/15	G	TIP Amend 13-08	
43	ALA130012	Dublin	Dublin Boulevard Preservation									
		STP			\$470	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G
								Obligate Funds	04/30/15	G	TIP Amend 13-04	

Federally-Funded Locally-Sponsored Alameda County Projects

Yellow Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
44	ALA130021	Emeryville	Emeryville - Hollis Street Preservation							
	STP	\$100	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
45	ALA130018	Ala County	Alameda Co-Varios Streets and Roads Preservation							
	STP	\$1,565	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
	STP	\$100	PE	13/14	Liquidate funds	06/30/18	G	\$100 Obligated 4/9/14		
46	ALA130013	Hayward	Hayward - Industrial Boulevard Preservation							
	STP	\$1,265	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R	
					Obligate Funds	04/30/15	G			
	STP	\$70	PE	13/14	Liquidate Funds	06/30/18	G	\$70 Obligated 1/23/14		
47	ALA130011	Livermore	Livermore Relocation and Restoration of R/R Depot							
	STP	\$2,500	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
48	ALA130027	Newark	Enterprise Drive Complete Streets and Road Diet							
	STP	\$454	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-08		
49	ALA130015	Oakland	Lake Merritt BART Bikeways							
	STP	\$571	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-12		
50	ALA130017	Oakland	Oakland - Peralta and MLK Blvd Streetscape Phase I							
	CMAQ	\$5,452	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
51	ALA130024	Oakland	Lakeside Complete Streets and Road Diet							
	STP	\$4,446	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-10		
	CMAQ	\$4,754	Con	14/15	Submit Req for Auth	02/01/15	Y			
					Obligate Funds	04/30/15	G			
52	ALA130009	Pleasanton	Pleasanton Complete Streets							
	STP	\$832	CON	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-04		
53	ALA130008	San Leandro	San Leandro Boulevard Preservation							
	STP	\$804	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	G	
					Obligate Funds	04/30/15	G	TIP Amend 13-06		

Yellow Zone Projects (cont.)

Index	PP No.	Sponsor	Project Title						
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
54	ALA130023	Union City	Whipple Road Pavement Rehabilitation						
	STP	\$651	Con	14/15	Submit Req for Auth	02/01/15	Y	See Note 3	R
					Obligate Funds	04/30/15	G		
	STP	\$18	PE	13/14	Liquidate Funds	06/30/18	G	\$18 Obligated 11/27/13	

End of Yellow Zone

Green Zone Projects

Index	TIP ID	Sponsor	Project Title							
	Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone	
55	ALA110119	AC Transit	AC Transit: Spectrum Ridership Growth							
	CMAQ	\$1,803	Con	14/15	Liquidate Funds	06/30/18	G	See Note 3 \$1,803 Obligated 12/12/13	G	
56	ALA110025	Alameda	Alameda - Otis Drive Rehabilitation							
	STP	\$837	Con	10/11	Liquidate Funds	06/30/15	G	\$837 Obligated 3/8/11 Awarded 5/17/11	G	
57	ALA110009	Alameda CTC	Bikemobile - Bike Repair and Encouragement Vehicle							
	CMAQ	\$500	Con	10/11	Liquidate Funds	06/30/15	G	\$500 Obligated 3/29/11 Obligated w/ALA110033	G	
58	ALA110033	Alameda CTC	Alameda County Safe Routes to School							
	CMAQ (OBAG)	\$2,000	Con	13/14	Liquidate Funds	06/30/18	G	TIP Amend 13-05	G	
	CMAQ (RSRTS)	\$2,673	Con	13/14	Liquidate Funds	06/30/18	G			
	STP (RSRTS)	\$1,000	Con	13/14	Liquidate Funds	06/30/18	G	\$5,673 Obligated 10/24/13		
	CMAQ (RSRTS)	\$620	Con	10/11	Liquidate Funds	06/30/15	G			
	CMAQ	\$1,669	Con	10/11	Liquidate Funds	06/30/15	G	\$2,689 Obligated 3/29/11		
	STP	\$400	Con	10/11	Liquidate Funds	06/30/15	G	Obligated w/ALA110009		
59	ALA110122	Alameda CTC	Local PDA Planning - Alameda							
	STP	\$3,905	Con	15/16	Liquidate Funds	06/30/18	G	\$3,905 Obligated 10/29/13 TIP Amend 13-06	G	
60	ALA110030	Albany	Albany - Buchanan Bicycle and Pedestrian Path							
	CMAQ	\$1,702	Con	11/12	Liquidate Funds	06/01/18	G	\$1,702 Obligated 6/1/12 Contract Awd 10/15/12 1st Invoice dated 5/14/13 Fed-Aid No. 5178(012)	G	

Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
61	ALA110039	STP	Albany \$117	Albany - Pierce Street Pavement Rehabilitation Con	10/11	Project Being Removed from Report Final Invoice/ROE dated June 2012			Contract Awd 7/12/11 \$117 Obligated 5/2/11	G
62	ALA090068	CMAQ	BART \$626	MacArthur BART Plaza Remodel Con	10/11				\$626 Obligated 3/16/11 Transferred to FTA Grant	G
63	ALA110038	CMAQ	BART \$21	BART - West Dublin BART Station Ped Access Imps PE	10/11				\$21 Obligated 2/2/11	G
		CMAQ	\$839	Con	10/11				\$839 Obligated 2/2/11 Transferred to FTA Grant	
64	ALA110022	STP	Berkeley \$955	Berkeley - Sacramento St Rehab - Dwight to Ashby Con	10/11	Project Being Removed from Report Final Invoice/ROE dated Aug 2012			\$955 Obligated 3/18/11 Contract Awd 7/19/11	G
65	ALA130028	STP	Berkeley \$2,156	Hearst Avenue Complete Streets Con	15/16	Submit Req for Auth Obligate Funds	11/01/15 01/31/16	G G	TIP Amend 13-12	R
66	ALA130035	STP	Berkeley \$500	Bay Trail Shoreline Access Staging Area Project Con	15/16	Submit Req for Auth Obligate Funds	11/01/15 01/31/16	G G	TIP Amend 13-16	R
67	ALA110034	CMAQ	Dublin \$580	West Dublin BART Golden Gate Drive Streetscape Con	11/12	Liquidate Funds	06/01/18	G	\$580 Obligated 6/1/12 Contract Awd 9/18/12	R
		CMAQ	\$67	PE	10/11	Liquidate Funds	03/18/17	G	\$67 Obligated 3/18/11	
68	HSIP4-04-020	HSIP	Fremont \$275	Fremont Blvd / Eggers Dr Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$275 Obligated 1/24/14	R
			\$41	PE	Prior				Obligated 11/8/11	
69	HSIP4-04-022	HSIP	Fremont \$348	Fremont Blvd / Alder Ave Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$348 Obligated 12/31/13	R
			\$43	PE	Prior				Obligated 11/8/11	
70	HSIP5-04-007	HSIP	Hayward \$139	West "A" Street between Hathaway and Garden CON	13/14	Submit Req for Auth Obligate Funds	08/23/15 11/23/15	G G	See Note 2	
		HSIP	\$22	PE	12/13	Liquidate Funds	06/30/18	G	\$22 Obligated 2/18/14	R

Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
71	ALA110013	CMAQ	Livermore \$1,566	Iron Horse Trail Extension in Downtown Livermore Con	11/12	Liquidate Funds	04/04/18	G	\$1,241 Obligated 4/4/12 Contract Awd 7/23/12 First Invoice Dated 2/8/13 TLC Project Fed Aid (025)	G
72	ALA110015	CMAQ	Livermore \$176	Livermore Downtown Lighting Retrofit Con	10/11	Liquidate Funds	04/04/17	G	\$176 Obligated 4/4/11 Billing 1 dated 2/22/12 Fed Aid (024)	G
73	ALA110023	STP	Livermore \$1,028	Livermore - 2011 Various Arterials Rehab Con	10/11	Liquidate Funds	03/21/17	G	\$1,028 Obligated 3/21/11 Billing 1 dated 2/22/12 Fed Aid (023)	G
74	ALA110016	STP	Newark \$682	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab Con	11/12	Liquidate Funds	02/17/18	G	\$682 Obligated 2/17/12 1st Invoice 11/28/12	G
75	ALA110006	STP	Oakland \$3,492	Various Streets Resurfacing and Bikeway Facilities Con	11/12	Liquidate Funds	02/16/18	G	\$3,492 Obligated 2/16/12 Awd 12/4/12	G
		STP	\$560	PE	10/11	Liquidate Funds	02/22/17	G	\$560 Obligated 2/22/11	
76	ALA110029	CMAQ	Oakland \$2,200	Oakland Foothill Blvd Streetscape Con	11/12	Project Being Removed from Report Funds transferred to ALA130024				R
77	ALA110014	CMAQ	Oakland \$1,700	Oakland - MacArthur Blvd Streetscape Con	10/11	Liquidate Funds	04/27/17	G	\$1.7M Obligated 4/27/11 Contract Dated 8/19/11	G
78	ALA130014	CMAQ	Oakland \$3,288	7th Street West Oakland Transit Village, Phase II Con	15/16	Submit Req for Auth	11/01/15	G	TIP Amend 13-04	G
				Obligate Funds			01/31/16	G		
79	HSIP4-04-005	HSIP	Oakland \$345	San Pablo Ave - West St - W. Grand Ave Intersections Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$345 Obligated 2/20/14	R
			\$71	PE	Prior				Obligated 1/23/12	
80	HSIP4-04-011	HSIP	Oakland \$398	Bancroft Ave - 94th Ave Improvements Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$398 Obligated 2/20/14	R
			\$87	PE	Prior				Obligated 1/23/12	
81	HSIP4-04-012	HSIP	Oakland \$738	Hegenberger Rd Intersections Con	13/14	Liquidate Funds	06/30/16	G	See Note 2 \$738 Obligated 2/20/14	R
			\$162	PE	Prior				Obligated 1/25/12	

Federally-Funded Locally-Sponsored Alameda County Projects

Green Zone Projects (cont.)

Index	TIP ID	Source	Sponsor Prog'd Amount (\$x 1,000)	Project Title Phase	FY	Required Activity	Date Req'd By	Zone	Notes	Prev Zone
82	ALA130019	STP	Piedmont \$129	Piedmont Complete Streets (CS) Con	14/15	Submit Req for Auth Obligate Funds	02/01/15 04/30/15	G G	See Note 3 TIP Amend 13-04 Funds Moving to FY1415 in 2015 TIP	R
83	ALA110021	STP	Pleasanton \$876	Pleasanton Various Streets Pavement Rehab Con	10/11	Liquidate Funds	04/14/17	G	\$876 Obligated 4/14/11 Final Inv/Rep 10/30/12 Final Rep returned Prog Billing Dated 4/30/13	G
84	ALA110031	CMAQ	Pleasanton \$709	Pleasanton - Foothill/I-580/IC Bike/Ped Facilities Con	12/13	Liquidate Funds	05/01/19	G	\$709 Obligated 5/1/13 Contract Awd 8/20/13	R
85	ALA110020	STP	San Leandro \$807	San Leandro - Marina Blvd Rehabilitation Con	10/11	Liquidate Funds	03/29/17	G	\$807 Obligated 3/29/11 Contract Awd 5/5/11	G
86	HSIP5-04-019	HSIP	San Leandro \$380	Bancroft Ave/ Sybil Ave Con	15/16	Submit Req for Auth Obligate Funds Liquidate Funds Complete Closeout	08/23/15 11/23/15 05/23/17 11/23/17	G G G G	See Note 2 See Note 3 \$69 Obligated 7/16/13	G
87	SRTS3-04-017	SRTS	San Leandro \$410	Multiple Schools Bicycle and Pedestrian Safety Con	11/12	Liquidate Funds Complete Closeout	03/06/16 09/06/16	G G	See Note 2 \$410 Obligated 3/22/12	G
88	ALA110017	STP	Union City \$861	Union City - Dyer Street Rehabilitation Con	10/11	Liquidate Funds	04/13/17	G	\$861 Obligated 4/13/11 Contract Awd 6/14/11	G
89	ALA110028	CMAQ	Union City \$860	Union City Blvd Corridor Bicycle Imp. Phase 1 Con	11/12	Liquidate Funds	03/22/18	G	\$860 Obligated 3/22/12 Contract Awd 6/12/12	G
90	ALA110036	CMAQ	Union City \$4,450	Union City BART East Plaza Enhancements Con	10/11	Liquidate Funds	02/02/17	G	\$4,450 Obligated 2/2/11 Contract Awd 6/28/11 FTA CA-95-X157	G

Green Zone Projects (cont.)

Index	TIP ID	Sponsor	Project Title				Date Req'd By	Zone	Notes	Prev Zone
		Source	Prog'd Amount (\$x 1,000)	Phase	FY	Required Activity				
91	HSIP5-04-030	Union City	Alvarado Road between Decoto & Mann							
		HSIP	\$288	CON	13/14	Submit Req for Auth	08/23/15	G	See Note 2	R
						Obligate Funds	11/23/15	G		
		HSIP	\$62	PE	12/13	Liquidate Funds	06/30/16	G	\$62 Obligated 11/27/13	

*End of Green Zone***Monitoring Report Notes****Notes:**

- 1 MTC Reso 3606 deadline or the Safety Program Monitoring date is before the status date of this report. Sponsor is working with Caltrans, MTC and Alameda CTC to expedite/complete the required activity.
- 2 HSIP, SRTS and HRRR projects (aka "local safety projects") are subject to the provisions included in *Project Delivery Requirements for Local Safety Programs* adopted by Caltrans Division of Local Assistance. The most recent update of the requirements is dated November 6, 2013 and included the removal of the "Project Closeout" requirement which had been included in previous versions. The Local Assistance requirements for local safety projects may be different than the timely use of funds provisions included in MTC Reso 3606. The values for "Date Req'd By" shown in this report are based on the Safety Program Delivery Status Reports - Complete Project Listing available from Caltrans Local Programs at www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm. For the purposes of this monitoring report, the Submit Request for Authorization dates are set to three months prior to the date shown for authorization in the Safety Program Delivery Status Reports. The November 2013 update of the project delivery requirements replaced the Project Closeout requirement with the following provision, "Agencies should following Office of Project Delivery and Accountability's guidance regarding inactive projects and close out safety projects on time." The guidance referenced, along with the November 2013 update of the project delivery requirements are available via links on the same web page as the delivery status reports. For the purposes of this monitoring report, the Liquidate Funds date is set to two State fiscal years following the fiscal year during which the funds were obligated.
- 3 Funds approved prior to January 22, 2014 and programmed in federal fiscal years prior to FFY 15/16 are not subject to the revised deadlines for Request For Authorization (RFA)/ FTA Transfer Submittal or Obligation/Authorization/Transfer to FTA approved with Resolution 3606 (Revised) on January 22, 2014. For these funds, the submittal deadline for RFA/FTA Transfer packages will remain February 1 of the FFY in which the funds are programmed, and the Obligation/Transfer deadline will remain April 30 of the FFY in which the funds are programmed. All other funds, including currently approved funds in FFY 15/16 or later and funds approved after January 22, 2014, are subject to all of the provisions of Resolution 3606 (Revised) approved on January 22, 2014.

Appendix A Federal At Risk Report Zone Criteria Required Activities per Resolution 3606 (Revised January 22, 2014)			
Required Activities Monitored by CMA ⁽¹⁾	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	within six (6) to nine (9) months	All conditions other than Red or Yellow Zones
Obligation/ FTA Transfer	within two (2) months	within two (2) to six (6) months	All conditions other than Red or Yellow Zones
Advertise Construction Contract	within three (3) months	within three (3) 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
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.			

Appendix B
Definitions of the Required Activities per Resolution 3606 (As revised January 22, 2014)

Index	MTC Resolution 3606 Requirement (as adopted January 22, 2014)
1	Request Project Field Review (Req Field Rev)
	Implementing agencies are required to submit a Request for Field Review from Caltrans Local Assistance within 12 months of approval of the project in the TIP (See Note 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. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.
2	Environmental Submittal Deadline (Sub ENV package) (See Note 2)
	Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form with attachments to Caltrans for all projects no later than twelve months prior to the obligation deadline for right of way or construction funds. 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.
3	Request For Authorization (RFA) or FTA Transfer Submittal Deadline (Sub Req for Auth) (See Note 3)
	Implementing agencies are required to submit a complete Request for Authorization (RFA), or Request for FTA Transfer, package to Caltrans Local Assistance by November 1 of the Federal Fiscal Year (FFY) in which the federal funds are programmed in the TIP.
4	Obligation/Authorization or Transfer to FTA Deadline (Obligate Funds) (See Note 3)
	Federal Regional Discretionary Funding must be obligated/authorized, or transferred to a FTA grant, by January 31 of the Federal Fiscal Year (FFY) in which the federal funds are programmed in the TIP.
5	Program Supplement Agreement (PSA) Deadline (See Note 2)
	Implementing agencies must execute and return the Program Supplement Agreement (PSA) to Caltrans within 60 days following receipt of the PSA from Caltrans. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The implementing agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. The PSA must be fully executed within six months from the date of obligation. This requirement does not apply to FTA transfers.
6	Construction Advertisement/Award Deadline (Advertise Contract) and (Award Contract)
	Implementing agencies must advertise construction or equipment purchase contracts within 3 months of the obligation date, and award the construction or equipment purchase contract within 6 months of the obligation date (or allocation date for funds administered by the CTC). Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures. 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.

Appendix B (cont.) Definitions of the Required Activities per Resolution 3606 (As revised January 22, 2014)	
Index	MTC Resolution 3606 Requirement (as adopted January 22, 2014)
7	Regional Invoicing and Reimbursement Deadlines - Inactive Projects (See Note 2) Implementing agencies are required to submit a request for reimbursement at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed balance subject to de-obligation by the FHWA with no guarantee the funds will be available to the project sponsor.
8	State Liquidation Deadline (Liquidate Funds) Implementing agencies must liquidate obligated funds in accordance with California Government Codes 16304.1, 16304.3, and the Local Assistance Procedures Manual. Generally, federal funds must be liquidated (i.e. fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. This requirement does not apply to FTA transfers.
9	Project Completion / Closeout Deadline (Complete Project) Implementing agencies must fully expend federal funds on a phase one year prior to the estimated completion date for the phase provided to Caltrans in the Request for Authorization Package. Implementing agencies must submit a Federal Report of Expenditures/Final Invoice package within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase. Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.
Notes: <ol style="list-style-type: none"> Approval in the TIP: For administrative/ minor TIP Amendments, the approval date is the date of Caltrans approval. For formal TIP Amendments, the approval date is the date of FHWA approval. This required activity is not monitored or tracked in the monitoring reports prepared by the Alameda CTC. Funds approved prior to January 22, 2014 and programmed in federal fiscal years prior to FFY 15/16 are not subject to the revised deadlines for Request For Authorization (RFA)/ FTA Transfer Submittal or Obligation/Authorization/Transfer to FTA approved with Resolution 3606 (Revised) on January 22, 2014. For these funds, the submittal deadline for RFA/FTA Transfer packages will remain February 1 of the FFY in which the funds are programmed, and the Obligation/Transfer deadline will remain April 30 of the FFY in which the funds are programmed. All other funds, including currently approved funds in FFY 15/16 or later and funds approved after January 22, 2014, are subject to all of the provisions of Resolution 3606 (Revised) approved on January 22, 2014. 	

TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2014

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed (Date or Y/N)	Notes
GREEN ZONE (Milestone deadline beyond 7 months)							
08ALA01	Alameda CTC	Webster Street Corridor Enhancements Project	TFCA Award	Agreement Executed	1/8/09	12/16/08	3rd extension approved Sept '12 Expenditures complete Final Invoice to be received Final Report due Jun '14
			\$ 420,000	Project Start	Jan-09	Jun-09	
			TFCA Expended	Expend Deadline Met?	12/22/13	Yes	
			\$ 236,372	Final Report	Dec-14		
				Final Reimbursement	12/31/14		
09ALA01	Alameda CTC	Webster St SMART Corridors	TFCA Award	Agreement Executed	1/7/10	7/7/09	2nd extension approved Sept '12 Expenditures complete Final Invoice to be received Final Report due Jun '14
			\$ 400,000	Project Start	Oct-09	Jul-09	
			TFCA Expended	Expend Deadline Met?	12/22/13	Yes	
			\$ 327,145	Final Report	Dec-14		
				Final Reimbursement	12/31/14		
10ALA02	Alameda CTC	I-80 Corridor Arterial Management	TFCA Award	Agreement Executed	2/17/11	07/09/10	Expenditures complete Final invoice paid Final Report due July '15, after overall I-80 ICM project is operational.
			\$ 100,000	Project Start	Mar-11	Jul-10	
			TFCA Expended	Expend Deadline Met?	10/28/12	Yes	
			\$ 100,000	Final Report	Jul-15		
				Final Reimbursement	12/31/13	Oct-12	
10ALA04	Hayward	Traffic Signal Controller Upgrade and Synchronization	TFCA Award	Agreement Executed	2/17/11	01/26/11	1st extension approved 9/27/12 Expenditures complete Final Report due Sept '15 (2 years post-project)
			\$ 614,000	Project Start	Mar-11	Dec-10	
			TFCA Expended	Expend Deadline Met?	10/28/13	Yes	
			\$ 614,000	Final Report	Sep-15		
				Final Reimbursement	12/31/14	Jan-13	
11ALA01	Alameda	Park Street Corridor Operations Improvement	TFCA Award	Agreement Executed	1/5/12	06/13/12	1st extension approved Oct '13 Expenditure deadline Nov '14 Expenditures not complete Final Report due Feb '15
			\$ 230,900	Project Start	Dec-12	Dec-12	
			TFCA Expended	Expend Deadline Met?	11/14/14		
			\$ -	Final Report	Feb-15		
				Final Reimbursement	12/31/15		
11ALA02	Alameda County	Mattox Road Bike Lanes	TFCA Award	Agreement Executed	1/5/12	01/24/12	1st extension approved Oct '13 Expenditure deadline Nov '14 Expenditures not complete Final Report due Feb '15
			\$ 40,000	Project Start	Dec-12	Dec-12	
			TFCA Expended	Expend Deadline Met?	11/14/14		
			\$ 11,500	Final Report	Feb-15		
				Final Reimbursement	12/31/15		
11ALA07	Hayward	Post-project Monitoring/Retiming activities for Arterial Mgmt project 10ALA04	TFCA Award	Agreement Executed	1/5/12	06/01/12	1st extension approved Oct '13 Expenditure deadline Nov '14 Expenditures not complete Final Report due Sept '15
			\$ 50,300.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Expend Deadline Met?	11/14/14		
			\$ -	Final Report	Sep-15		
				Final Reimbursement	12/31/15		
11ALA08	Hayward	Clawiter Road Arterial Management	TFCA Award	Agreement Executed	1/5/12	02/27/12	Expenditures complete Final Invoice to be received Final Report received
			\$ 190,000.00	Project Start	Dec-12	Feb-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ -	Final Report	Feb-14	Jan-14	
				Final Reimbursement	12/31/14		
11ALA09	Oakland	Traffic Signal Synchronization along Martin Luther King Jr. Way	TFCA Award	Agreement Executed	1/5/12	03/08/12	1st extension approved Oct '13 Expenditure deadline Nov '14 Expenditures not complete Final Report due date Feb '16 (2 years post-project)
			\$ 125,000	Project Start	Dec-12	May-12	
			TFCA Expended	Expend Deadline Met?	11/14/14		
			\$ 36,489	Final Report	Feb-16		
				Final Reimbursement	12/31/15		
14ALA01	Alameda County	Fairmont Rd Class II Bike Lanes	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '16 3-year expenditure period approved Expenditures not complete Final Report due Jan '17
			\$ 90,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/16		
			\$ -	Final Report	Jan-17		
				Final Reimbursement	12/31/17		

TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2014

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							
14ALA02	Berkeley	Berkeley Citywide Bicycle Parking Project	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 155,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA03	East Bay Regional Park District	Iron Horse Trail Dublin/Pleasanton BART Santa Rita Road	TFCA Award	Agreement Executed	Jan-14	11/8/13	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 180,000	Project Start	Dec-14	Jul-13	
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA04	Fremont	Arterial Management Stevenson Blvd	TFCA Award	Agreement Executed	Jan-14	2/4/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 76,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA05	Hayward	"A" Street Signal Upgrade and Coordination	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 190,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA06	Oakland	Adeline St Bikeway Gap Closure	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 51,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA07	Oakland	CityRacks Bicycle Parking Program Phase 10	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 88,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA08	Alameda CTC	East Bay Greenway	TFCA Award	Agreement Executed	Jan-14	7/1/13	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 142,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA09	Pleasanton	Pleasanton Trip Reduction Program (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 118,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA10	San Leandro	San Leandro LINKS Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	3/20/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 60,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
14ALA11	AC Transit	Route 51 Transit Signal Priority (TSP)	TFCA Award	Agreement Executed	Jan-14	4/23/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Jan '16
			\$ 123,821	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		

TFCA County Program Manager Fund

At Risk Report

Report Date: May 31, 2014

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							
14ALA12	Alameda CTC	Alameda County Guaranteed Ride Home and Transportation Demand Management Services Information (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	7/1/13	Expenditure deadline Oct '15 Expenditures not complete FMR due Jan '16
			\$ 270,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA13	Cal State - East Bay	Second BART to Campus Shuttle (FY 13/14)	TFCA Award	Agreement Executed	Jan-14	1/27/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '14
			\$ 130,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA14	LAVTA	Rte 53 Ace to BART Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	1/21/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 120,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
14ALA15	LAVTA	Rte 54 Ace to BART Shuttle (FYs 13/14 and 14/15)	TFCA Award	Agreement Executed	Jan-14	1/21/14	Expenditure deadline Oct '15 Expenditures not complete Final Report due Sept '15
			\$ 47,000	Project Start	Dec-14		
			TFCA Expended	Expend Deadline Met?	10/29/15		
			\$ -	Final Report	Jan-16		
				Final Reimbursement	12/31/16		
Completed Projects (will be removed from the next monitoring report)							
09ALA07	AC Transit	Easy Pass Transit Incentive Program	TFCA Award	Agreement Executed	1/7/10	12/03/09	1st extension approved Oct '11 Expenditures complete Final Invoice paid \$14,297 relinquished Final Report received
			\$ 350,000	Project Start	Sep-09	Nov-09	
			TFCA Expended	Expend Deadline Met?	01/13/13	Yes	
			\$ 335,703	Final Report	Apr-13	Apr-13	
				Final Reimbursement	01/31/14	Mar-14	
11ALA06	Fremont	North Fremont Arterial Management	TFCA Award	Agreement Executed	1/5/12	01/04/12	Expenditures complete Final Invoice paid \$84,170 relinquished Final Report received
			\$ 256,000	Project Start	Dec-12	Nov-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ 171,830	Final Report	Feb-14	Feb-14	
				Final Reimbursement	12/31/14	Mar-14	
11ALA03	Albany	Buchanan Bike Path	TFCA Award	Agreement Executed	1/5/12	06/01/12	Expenditures complete Final Invoice paid Final Report received
			\$ 100,000	Project Start	Dec-12	Oct-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ 100,000	Final Report	Feb-14	Mar-14	
				Final Reimbursement	12/31/14	04/30/14	
11ALA13	Alameda CTC	Alameda County Guaranteed Ride Home (GRH) Program (FYs 11/12 & 12/13)	TFCA Award	Agreement Executed	1/5/12	07/05/11	Expenditures complete Final Invoice paid \$10,904.12 relinquished Final Report received
			\$ 245,000	Project Start	Dec-12	Jan-12	
			TFCA Expended	Expend Deadline Met?	11/14/13	Yes	
			\$ 234,096	Final Report	Feb-14	Feb-14	
				Final Reimbursement	12/31/14	May-14	
12ALA02	Pleasanton	Pleasanton Trip Reduction Program (FY 12/13)	TFCA Award	Agreement Executed	2/1/13	2/6/13	Expenditures complete Final Invoice paid Final Report received
			\$ 57,507	Project Start	Dec-13	Jul-12	
			TFCA Expended	Expend Deadline Met?	10/17/14	Yes	
			\$ 57,507	Final Report	Jan-14	Feb-14	
				Final Reimbursement	12/31/15	Apr-14	

Report Milestone Notes

Agreement Executed = Date TFCA Agreement executed by Alameda CTC
 Project Start = Date of project initiation
 Expend Deadline Met? = Expenditures were completed by established deadline (Yes/No)
 Final Report = Date final project report received by Alameda CTC
 Final Reimbursement = Date final invoice paid by Alameda CTC

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Memorandum

6.2

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 2, 2014

SUBJECT: FY 2012-2013 Measure B and Vehicle Registration Fee Program Compliance Reports

RECOMMENDATION: Receive an update on the FY 2012-2013 Measure B and Vehicle Registration Fee Program Compliance Reports.

Summary

The Master Programs Funding Agreement (MPFA) requires all recipients of Measure B and Vehicle Registration Fee (VRF) Direct Local Program Distribution funds to submit a compliance report and Audited Financial Statement to Alameda CTC annually. These reports document Measure B/VRF Direct Local Program Distribution revenues and expenditures of the \$64.8 million of Measure B funds and \$6.9 million of VRF funds for programs that fund locally prioritized bicycle and pedestrian, streets and roads, mass transit, and paratransit programs in Alameda.

The MPFA's Timely Use of Funds and Reserve Fund Policies strengthen the requirements for agencies to expend the available funds and will result in a lower balance of unexpended funds. In order to meet the requirements of the MPFA, an implementation plan detailing a plan to utilize unexpended balance consistent with the Timely Use of Funds Policy is required through the compliance reporting process. The Timely Use of Funds Policy dictates that Measure B/VRF funds must be spent expeditiously, and limits the unexpended funds allowed beyond those included in allowable reserves.

To guide the administration of the Direct Local Program Distribution funds program, the Commission approved the Measure B/VRF Compliance Reserve Policies and Monitoring Procedures in October 2013 that provided further detail regarding the approach towards implementing the MPFA's provisions. This document defines approval processes for unexpended annual balances of the Planned Projects and Capital Fund Reserves at the Timely Use of Fund milestones and any actions (administrative or formal) that may be required. The policy supports the expeditious expenditure of reserve balances, and defines the review process for recipients that may have unexpended fund balances.

For the Fiscal Year 2012-13 reporting year, all Measure B/VRF recipients submitted compliance reports and audited financial statements that complied with the MPFA requirements. From this information, the Alameda CTC prepared Measure B and VRF

Compliance Summary Reports that describe the FY 2012-13 Direct Local Program Distributions and year's expenditures on Alameda County's transportation system (Attachment A and B).

Background

Since the 2000 Measure B sales tax collections began on April 1, 2002, Alameda CTC has distributed approximately \$640.0 million in Measure B Direct Local Program Distribution to twenty eligible jurisdictions in Alameda County through June 2013. In FY 2012-13 Measure B generated approximately \$115 million in net revenues, of which approximately 60 percent is provided directly to 20 jurisdictions as Direct Local Program Distribution funds for bicycle and pedestrian, local transportation (streets and roads), mass transit, and paratransit programs. Approximately \$64.8 million was distributed to eligible jurisdictions as Direct Local Program Distribution funds in FY 2012-13 to the following specific programs:

	Millions
Local Transportation (Streets and Roads) Program	\$ 25.7
Mass Transit Program	\$ 24.4
Paratransit Programs	\$ 10.4
Bicycle and Pedestrian Program	\$ 4.3

Since Vehicle Registration Fee collections began in May 2011, Alameda CTC has distributed approximately \$14.4 million in VRF Direct Local Program Distributions through June 2013. In FY 2012-13 VRF generated approximately \$11.0 million in net revenues, of which 60 percent is provided directly to 15 jurisdictions as Direct Local Program Distributions funds for their Local Road Repair and Improvement Programs. Approximately \$6.9 million was distributed in VRF Direct Local Program Distribution funds to recipients in FY 2012-13.

MPFA and Reporting Requirements

In spring 2012, Measure B/VRF Direct Local Program Distribution recipients entered into a new MPFA with Alameda CTC. The MPFA and its associated Implementation Guidelines outlined the Direct Local Program Distributions, eligible expenditures, recipient reporting requirements, and policies on the timely use of funds and establishment of fund reserves. The Timely Use of Funds and Reserve Fund Policies strengthen the requirements for agencies to expeditiously expend the available funds and will result in a lower balance of unexpended funds.

Each year, Measure B/VRF recipients are required to submit audited financial statements and compliance reports to Alameda CTC. These reports describe the Measure B/VRF Direct Local Program Distribution fund revenues and expenditures for the four Measure B programs (bicycle/pedestrian, local transportation (streets and roads), mass transit, and paratransit), and the VRF Local Road Improvement and Repair Program. The compliance

reports also capture Measure B/VRF recipients' annual reporting deliverables including reports on:

- Number of road miles served within the agency's jurisdictions
- Publication of a newsletter article
- Website coverage of Measure B/VRF usage and benefits
- Documentation of project signage
- Current Pavement Condition Index for the agency's roadways
- Confirmation on Complete Streets Policy Adoption by June 2013
- Implementation plan using fund balance and projected annual revenue

For FY 2012-13, the Audited Financial Statements of the jurisdictions' revenues and expenditures, were due to Alameda CTC on December 27, 2013, and the compliance reports were due on December 31, 2013. Jurisdictions reported revenues and expenditures of Measure B grant funds, in addition to Measure B/VRF Direct Local Program Distributions funds, to provide a comprehensive picture of overall usage of funds.

In January 2014, Alameda CTC staff, in collaboration with the Citizens' Watchdog Committee (CWC) reviewed the audited financial statements and compliance reports submitted by the jurisdictions. From this review, Alameda CTC staff sent Request for Information letters to all the jurisdictions to confirm their compliance status, gather additional information on reported expenditures, and clarify fund reserve implementation plans. All 20 agencies/jurisdictions responded with additional information and updated their reports.

Alameda CTC staff prepared comprehensive Measure B and VRF compliance summary reports that describe Alameda CTC Direct Local Program Distribution and expenditures in FY 2012-13. The compliance summary reports also summarize the jurisdictions' planned expenditures and reserve designations for the unexpended Measure B/VRF funds. The Measure B report provides an overview of the revenues and expenditures for the bicycle/pedestrian, local transportation (local streets and roads), mass transit, and paratransit programs. Similarly, the VRF report depicts this information as it pertains to VRF Local Road Improvement and Repair Program.

The FY 2011-12 Compliance Report process was the first year of implementing the new MPFA and the Timely Use of Funds policy. The FY 2012-13 Compliance Report is the second year, which now includes monitoring the projects identified to be completed from the FY 2011-12 process. Overall the Measure B fund balance has been reduced by over 10% and further reductions are projected over the next few years. The Timely Use of Funds Policy also includes a Capital Reserve fund which involves a multi-year window for expenditure. Based on the structure of this reserve, we expect the balance of unexpended funds to continue to drop through FY 2015-16 (based on the 4 year "window" of expenditure requirement). FY 2011-12, the first year of the reserve

requirements, had an initial large balance (\$41.9 million) with the 2012-13 reports only including less than 50% of that amount (\$19.8 million).

The Alameda CTC uses the Measure B/VRF Reserve Policies and Monitoring Procedures (approved in October 2013) to guide administration and review of the Compliance Report process. Per the MPFA and the Reserve Policies and Monitoring Procedures, recipients are required to 1) identify specific projects and/or reserves with the funds identified to be available, and 2) meet an actual expenditure threshold of 70 percent or greater of the annual implementation plan (identified in the prior compliance report).

For the FY 2012-13 reporting year, Alameda CTC received seven Requests for Exemptions from jurisdictions who did not meet these requirements.

The San Joaquin Regional Rail Commission (SJRRRC) submitted a Request for Exemption Letter from the Timely Use of Funds and Reserve Policies. The MPFA permits a maximum of 50 percent of annual revenues be allocated to Operational Reserves. SJRRRC is requesting an exception to exceed the maximum Operational Fund Reserve by \$0.6 million. A funding agreement defines the amount of contributions from Alameda County required for the Altamont Corridor Service that is operated by SJRRRC. The funding is provided through the Measure B Local Distribution funds. This agreement defines an annual contribution that is based on 2002 operating costs that are escalated annually by a Consumer Price Index factor, and then split among the three participating counties (Alameda, San Joaquin and Santa Clara). The Alameda County share is 33% based on ridership from the four Alameda stations. In the initial years of operation, annual expenses were less than annual Measure B revenues, and a balance of funds has accumulated. The cost of the Alameda County portion of the annual operations for FY 2013-14 and forward exceed the annual Measure B revenue and the balance of unexpended funds are being reduced and expected to be exhausted over the next four to years. SJRRRC is requesting an exception to the reserve policy in order to allocate \$1.8 million to the operating reserve, a sum beyond the 50% of the annual revenue limit.

The Measure B/VRF Reserve Policies and Monitoring Procedures require jurisdictions to provide justifications of annual balances greater than 30 percent of the reported Planned Projects (cumulatively across all programmatic types) for Commission approval. There are six agencies that exceeded this threshold as noted in Attachment C. Each agency has provided a Request for Exemption Letter that explains their fund balances and anticipated expenditure plans in the following fiscal year (FY 2013-14). The jurisdiction's compliance reports further describe specific planned FY 2013-14 expenditures associated with the prior year's fund balance that will be consistent with the Timely Use of Funds goals.

The most common reasons for the fund balances and justifications include:

1. Project Delays
2. Revised Implementation Plan to implement other future projects
3. Expenditures incurred, but not accrued, in FY2012-13 and will be expensed in FY2013-14
4. Project Savings
5. Project scope reduced due to unforeseen issues i.e. funding issues, community concern, etc.

Staff recommends the Commission approve the seven Requests for Exemption from the Timely Use of Funds and Reserve Policies to allow exceeding the maximum operational fund reserve limit for FY 2013-14 (SJRRRC), and to permit annual balances greater than 30 percent threshold for planned projects (*as listed in Attachment C*) to carry over to FY 2013-14. The Request for Exemption Letters (*Attachment D*) and the jurisdictions' compliance report describe plans to utilize all the funds. Upon the approval of the exemption requests, the Measure B/VRF Direct Local Program Distribution recipients are found to be in compliance with the programs' requirements. Additional timely use of funds requirements will be evaluated in future years, such as the Capital Reserve projects, with the first review period ending in FY 2015-16.

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

Attachments

- A. Measure B Program Compliance Report FY 2012-13
- B. Vehicle Registration Fee Program Compliance Report FY 2012-13
- C. Summary of Exemptions for Agencies with Balances of greater than 30 percent
- D. Timely Use of Funds and Reserve Policy Exemption Request Letters
- E. Reserve Policies and Monitoring Procedures

Staff Contact

[Matt Todd](#), Principal Transportation Engineer

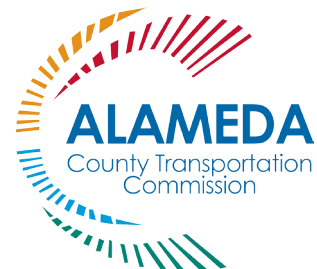
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Measure B Program

Direct Local Program Distributions

Compliance Report



Fiscal Year 2012-2013

June 2014

Alameda County Transportation Commission
1111 Broadway Suite 800
Oakland, CA 94607
www.AlamedaCTC.org

DRAFT May 7, 2014

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Introduction

In 1986, Alameda County voters approved the Measure B Transportation Expenditure Plan, which authorized the collection of a half-cent transportation sales tax to finance transportation improvements throughout the county. With the revenue generated through the sales tax, Alameda County became one of the first “self-help” counties in California. As the 1986 expenditure plan neared expiration, in November 2000, approximately 81.5 percent of Alameda County voters reauthorized the Measure B Transportation Expenditure Plan to continue sales tax collections through 2022. Alameda CTC distributes approximately 60 percent of net Measure B revenues to local Alameda County jurisdictions on a monthly basis as Direct Local Program Distributions.



In FY 12-13, Alameda CTC distributed approximately \$64.8 million to the twenty local jurisdictions in Alameda County. Each fiscal year, Alameda CTC requires these recipients to report on their Measure B Direct Local Program Distribution fund expenditures.

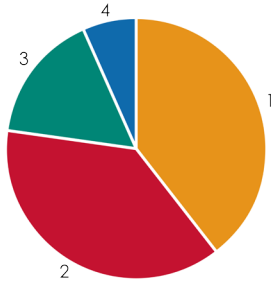
Alameda County jurisdictions rely on Measure B funds for numerous types of projects including bikeways, bicycle parking facilities, pedestrian crossing improvements, intersection and signal improvements, guardrails, street resurfacing and maintenance, bus and ferry operations, rail services, shuttle and fixed transit operations, and programs for seniors and people with disabilities.

This Compliance Report provides a summary of FY 12-13 revenues and expenditures reported by Measure B recipients, as required by a Master Programs Funding Agreement (MPFA) that was executed between Alameda CTC and the local jurisdictions in 2012. The MPFA outlines the funding distribution to the recipients, eligible expenditures, and reporting requirements pertaining to the use of the transportation sales tax.

Measure B recipients are required to submit an audited financial statement and complete a compliance reporting process, including submitting the following deliverables annually to Alameda CTC:

- **Road miles:** The number of maintained road miles within the city's jurisdiction.
- **Population:** The number of people the jurisdiction's transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the Measure B funded improvements.
- **Website:** Documentation of program information on the agency's website including a link to Alameda CTC's website.
- **Signage:** Documentation of the public identification of the program improvements as a benefit of Measure B.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI) to provide a frame of reference for the condition of their local streets and roads as applicable to the Local Streets and Road Program.
- **Complete Streets Policy:** Confirmation that local jurisdictions have developed a Complete Streets policy by June 30, 2013.
- **Timely Use of Funds and Reserve Policy:** Provide an implementation plan using unexpended fund balances. Per the MPFA, local jurisdictions must expend Measure B funds in an expeditious manner, and no unexpended funds beyond those identified in specified reserve categories are permitted. If Measure B recipients do not meet the Timely Use of Funds requirements, unspent funds may be subject to rescission.

Measure B Direct Local Program Distributions Revenues



Measure B Direct Local Program Distributions

Dollars in millions

1 Local Streets and Roads	\$25.7	40%
2 Mass Transit	\$24.4	38%
3 Paratransit	\$10.4	16%
4 Bicycle and Pedestrian	\$4.3	6%
Total Distributions	\$64.8	100%

The Alameda CTC disburses Measure B Direct Local Program Distribution funds on a monthly basis to local Alameda County jurisdictions for their transportation programs based on distribution formulas identified in the 2000 Measure B Transportation Expenditure Plan. This report summarizes the total Alameda CTC Measure B allocations and agency expenditures for fiscal year 2012-2013 (FY 12-13).

The data within this report is based on information included in compliance and audited financial statement reports that the jurisdictions submitted. The individual reports and audits are available for review online at http://www.alamedactc.org/app_pages/view/4135.

Measure B Direct Local Program Distributions

In FY 12-13, Alameda CTC provided approximately \$64.8 million in Measure B Direct Local Program Distributions to four transportation programs:

- 1) Local Streets and Roads (\$25.7 million)
- 2) Mass Transit Services (\$24.4 million)
- 3) Special Transportation Services for Seniors and People with Disabilities (paratransit) (\$10.4 million)
- 4) Bicycle and Pedestrian Safety (\$4.3 million)

The agencies reported the receipt of \$64.8 million in Direct Local Program Distributions, and leveraged these revenues for overall total project expenditures of \$435.6 million.

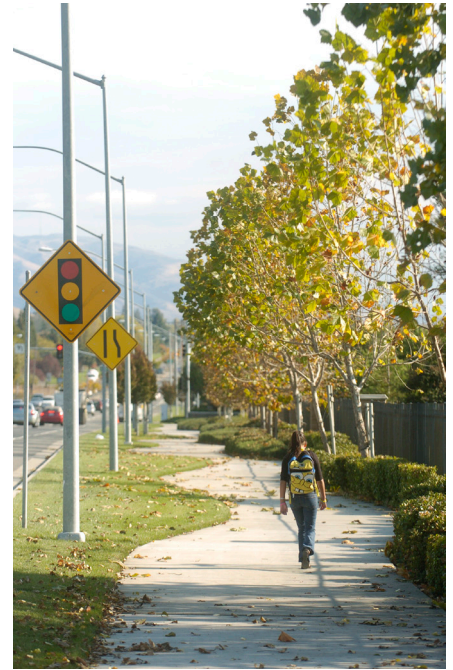


Measure B Direct Local Program Distribution Expenditures

Each fiscal year, local jurisdictions utilize Direct Local Program Distribution revenue to implement their projects and programs. In FY 12-13, jurisdictions expended \$69.5 million on transportation improvements in Alameda County. That is approximately \$4.7 million more in expenditures than the FY 12-13 annual revenue received by the jurisdictions, indicating the use of prior balances to finance projects and programs.

The overall Measure B fund balance is decreasing relative to prior fiscal years as jurisdictions are expending their fund balances and implementing more transportation enhancements.

See the chart below for more information on Measure B Direct Local Program Distribution fund balances, annual revenue distribution, and expenditures in FY 12-13.



FY 12-13 Measure B Expenditures and Fund Balances

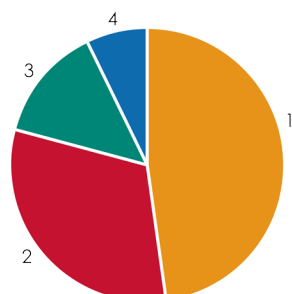
Jurisdiction	11-12 MB Balance	12-13 MB Revenue	12-13 MB Interest	12-13 MB Expended	Ending MB Balance
AC Transit		\$0	\$24,656,883	\$0	\$24,656,883
BART		\$0	\$1,714,361	\$0	\$1,714,361
LAVTA		\$0	\$943,706	\$0	\$943,706
WETA	\$2,502,463	\$897,451	\$1,743	\$218,426	\$3,183,231
ACPWA	\$3,947,320	\$2,927,165	\$16,718	\$6,141,952	\$749,251
ACE	\$2,649,530	\$2,439,225	\$3,228	\$2,613,047	\$2,478,936
City of Alameda	\$3,955,235	\$1,963,870	\$23,558	\$2,934,633	\$3,008,030
City of Albany	\$24,854	\$462,127	\$447	\$58,615	\$428,813
City of Berkeley	\$2,472,156	\$3,248,860	\$2,881	\$4,175,224	\$1,548,673
City of Dublin	\$1,211,812	\$501,428	\$7,984	\$840,550	\$880,674
City of Emeryville	\$419,025	\$291,335	\$1,210	\$558,543	\$153,027
City of Fremont	\$4,800,977	\$3,454,400	\$40,833	\$4,102,207	\$4,194,003
City of Hayward	\$1,904,997	\$3,168,714	\$1,281	\$2,912,685	\$2,162,307
City of Livermore	\$1,711,128	\$1,136,673	-\$6,023	\$962,115	\$1,879,663
City of Newark	\$558,235	\$695,020	\$166	\$1,008,716	\$244,705
City of Oakland	\$10,718,266	\$11,585,004	-\$10,124	\$10,325,085	\$11,968,061
City of Piedmont	\$418,160	\$415,774	\$702	\$278,689	\$555,947
City of Pleasanton	\$2,358,055	\$1,009,922	-\$7,776	\$1,070,300	\$2,289,901
City of San Leandro	\$3,059,396	\$1,770,488	\$6,041	\$1,363,699	\$3,472,226
City of Union City	\$2,277,119	\$1,529,641	\$7,950	\$2,613,437	\$1,201,273
Total	\$44,988,728	\$64,812,047	\$90,819	\$69,492,873	\$40,398,721

Notes:

1. The table above reflects total Measure B revenue and expenditures reported by the jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. Negative interest are reflective of GASB 31 accounting adjustments.
4. The Ending MB Balance includes interest on Measure B funds.

Measure B Expenditures

Measure B Direct Local Program Distributions and Discretionary Fund Expenditures



Total Measure B Funds Expended

Dollars in millions

1 Local Streets and Roads	\$28.7	40%
2 Mass Transit	\$24.6	35%
3 Paratransit	\$10.6	15%
4 Bicycle and Pedestrian	\$7.4	10%
Total Expended	\$71.3	100%

As part of the Annual Program Compliance Reporting process, agencies provided expenditure details on their Measure B expenses. This includes reporting on Measure B Direct Local Program Distribution expenses and project/program financing using "Other Measure B" funds such as Measure B discretionary grant awards.

In FY 12-13, agencies reported a total of \$71.3 million of Measure B expenditures. This includes \$69.5 million in Measure B Direct Local Program Distribution fund expenditures and \$1.8 million in "Other Measure B" funds. These expenditures financed infrastructure improvements on local roadways, bicycle and pedestrian routes, and provided support to paratransit and mass transit operations.

By program type, agencies spent 40 percent of total Measure B funds on local streets and roads, 35 percent on mass transit, 15 percent on paratransit, and 10 percent on bicycle and pedestrian projects.

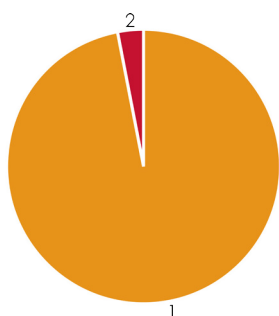
Measure B Direct Local Program Distribution Expenditures

Of the reported \$69.5 million of Measure B Direct Local Program Distribution expenditures, local jurisdictions used a portion of their previous year's fund balance (\$45.0 million) and their FY 12-13 Measure B Direct Local Program Distribution funds (\$64.8 million) to finance FY 12-13 improvements.

Other Measure B Discretionary Fund Expenditures

Discretionary Measure B funds that are awarded through Alameda CTC's grant programs are distributed to local jurisdictions on a reimbursement basis. In FY 12-13, agencies reported approximately \$1.8 million in Other Measure B expenditures, across the four discretionary grant programs:

- Express Bus Service Grant Program (\$0.7 million),
- Paratransit Gap Grant Program (\$0.7 million),
- Bicycle and Pedestrian Countywide Discretionary Fund Grant Program (\$0.3 million),
- Transit Center Development Grant Program (\$0.1 million).



Total Measure B Funds Expended by Type

Dollars in millions

1 MB Direct Local Program	\$69.5	97%
2 MB Other Discretionary	\$1.8	3%
Total Expended	\$71.3	100%

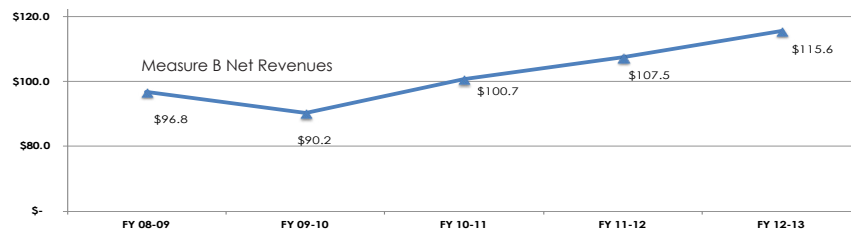
Measure B grant fund recipients receive payment after submitting a request for reimbursement for costs already incurred. As such, recipients reported their grant fund expenditures on an accrual basis, according to invoices submitted during FY 12-13.

Measure B Revenues and Expenditure Trends

Each year, the state of the economy directly affects the amount of transportation sales tax revenue generated in Alameda County. Since the events in 2007 that precipitated an economic downturn, the annual net sales tax revenue has steadily increased, as shown in the chart below. The progressive growth in sales tax revenues has resulted in an increase of overall Measure B program distributions to the jurisdictions.

Measure B Net Revenue Trends FY 08-09 through FY 12-13

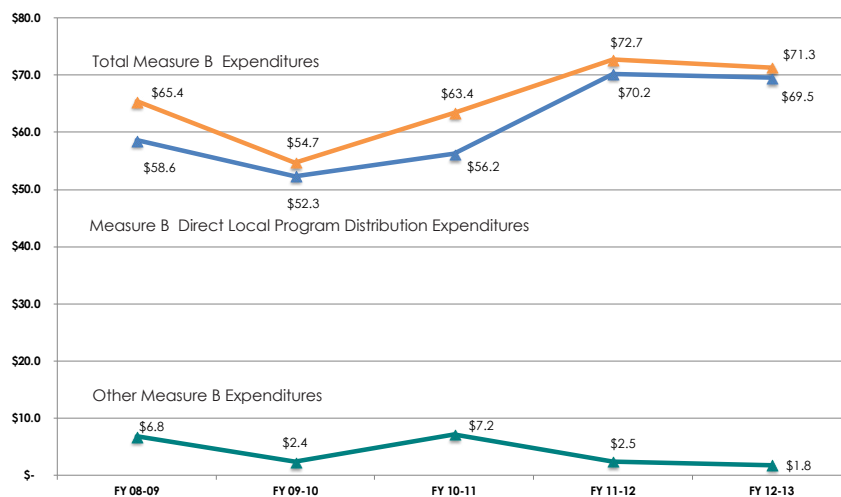
Dollar in millions



In FY 12-13, Measure B expenditure trends by the jurisdictions were consistent with the prior year's reported expense amounts. Expenditures were approximately \$4.7 million more than the annual revenue received for the fiscal year indicating use of prior year fund balances and the new annual revenue. The chart below details Measure B funds expended over the last five fiscal years.

Measure B Expenditures Trends FY 08-09 through FY 12-13

Dollar in millions



Note: "Other Measure B" includes Measure B discretionary grants.



Expenditures by Transportation Mode

Transportation Modes: Transit, Local Streets, and Bicycle and Pedestrian



In FY 12-13, jurisdictions used \$71.3 million in Measure B funds to support the following transportation modes within each program:

- **Bicycle and pedestrian:** Of the \$7.4 million used, local agencies spent:
 - 48 percent on bicycle and pedestrian improvements;
 - 43 percent on direct pedestrian improvements; and
 - 9 percent on direct bicycle improvements.
- **Local streets and roads:** Of the \$28.7 million used, local agencies spent:
 - 91 percent on local road improvement projects;
 - 8 percent on bicycle and pedestrian projects; and
 - 1 percent on other projects including paratransit services, bus facilities improvements, general program administration, and traffic management.
- **Mass transit:** Of the \$24.7 million used, local agencies spent:
 - 88 percent on bus operations;
 - 11 percent on rail operations; and
 - 1 percent on ferry operations.
- **Paratransit:** Of the \$10.6 million used, local agencies spent
 - 63 percent on services for people with disabilities;
 - 36 percent on services for seniors and people with disabilities;
 - 1 percent on other senior transportation services.

Measure B Expenditures by Transportation Mode

	Bicycle and Pedestrian Fund	Local Streets and Roads Fund	Mass Transit Fund	Paratransit Fund	Total Expenditures
Bicycle	\$662,766	\$0	\$0	\$0	\$662,766
Bicycle and Pedestrian	\$3,523,243	\$2,177,003	\$0	\$0	\$5,700,246
Pedestrian	\$3,173,713	\$0	\$0	\$0	\$3,173,713
Local Streets and Roads	\$0	\$26,172,899	\$0	\$0	\$26,172,899
Bus	\$0	\$27,115	\$21,820,136	\$0	\$21,847,251
Ferry	\$0	\$0	\$218,426	\$0	\$218,426
Rail	\$0	\$0	\$2,613,047	\$0	\$2,613,047
Disabled Services	\$0	\$0	\$0	\$6,677,753	\$6,677,753
Meals on Wheels	\$0	\$0	\$0	\$7,334	\$7,334
Seniors and Disabled Services	\$0	\$150,000	\$0	\$3,763,782	\$3,913,782
Senior Services	\$0	\$0	\$0	\$151,837	\$151,837
Other	\$0	\$196,284	\$0	\$0	\$196,284
Total	\$7,359,722	\$28,723,301	\$24,651,609	\$10,600,706	\$71,335,338

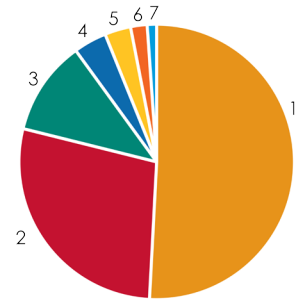
Note: Measure B expenditures by mode include both Direct Local Program Distributions and grant funds.

Measure B Expenditures by Project Phase

Measure B funds are invested in a wide variety of projects across Alameda County to improve and maintain the transportation infrastructure. By project phase, the twenty Direct Local Program Distribution fund recipients reported expenditures of 51 percent of Measure B funds on operations. These dollars helped agencies to maintain roadways, bicycle trails, and transit operations to create greater access, safety and travel convenience to commuters and residents.

Other top expenditures by phase include:

- Construction (\$20.0 million)
- Maintenance (\$7.5 million)
- Project Completion / Closeout (\$3.1 million)
- Scoping, Feasibility and Planning (\$2.6 million)



Total Measure B Expenditures by Phase

Dollars in millions

1 Operations	\$36.2	51%
2 Construction	\$20.0	28%
3 Maintenance	\$7.5	11%
4 Project Completion / Closeout	\$3.1	4%
5 Scoping, Feasibility and Planning	\$2.6	3%
6 PS&E	\$1.5	2%
7 Other	\$0.4	1%
Total Expenditures	\$71.3	100%

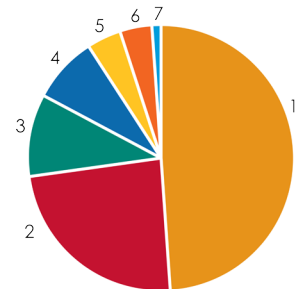
Local Streets and Roads Expenditures by Project Phase

In FY 12-13, agencies reported \$28.7 million in Local Transportation Program expenditures. Of this amount, \$28.4 million were spent on projects that directly improved road and bicycle/pedestrian facilities, while the remaining \$0.3 million funded transit infrastructure and services.

By Project Phase, the majority of the expenses were reported in the Construction Phase in the amount of \$14.1 million (49%). Construction projects include street resurfacing, street reconstruction and overlay, drainage improvements, turn lanes, curb ramps, and stair repairs. An additional \$7.0 million (24%) was spent on the Maintenance Phase which includes pot hole repair, traffic signal repair services, and trail maintenance.

Other top local streets and roads expenditures by phase include:

- Project Completion / Closeout (\$3.0 million)
- Scoping, Feasibility and Planning (\$2.1 million)



Local Streets & Roads Expenditures by Phase

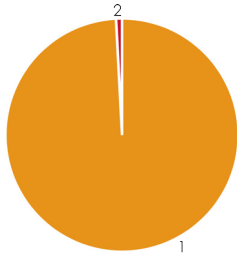
Dollars in millions

1 Construction	\$14.1	49%
2 Maintenance	\$7.0	24%
3 Project Completion/ Closeout	\$3.0	10%
4 Scoping, Feasibility & Planning	\$2.1	8%
5 PS&E	\$1.1	4%
6 Operations	\$1.1	4%
7 Other	\$0.3	1%
Total Expenditures	\$28.7	100%

FY 12-13 Program Highlights:

- The City of Berkeley constructed over 700 linear feet of concrete path on West Street Boulevard - Ohlone Greenway to Delaware, and between University to Addison.
- The City of Hayward performed 1.3 million square feet of structural repairs on streets with deteriorating pavement.
- The City of Pleasanton resurfaced and maintained 2.3 million square feet of roadway with slurry seals and new layers of asphalt.

Expenditures by Project Phase



Mass Transit Expenditures by Phase

Dollars in millions

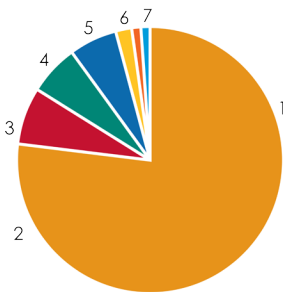
1 Operations	\$24.4	99%
2 Other	\$0.2	1%
Total Expenditures	\$24.6	100%



Paratransit Expenditures by Phase

Dollars in millions

1 Operations	\$10.6	100%
Total Expenditures	\$10.6	100%



Bicycle and Pedestrian Expenditures by Phase

Dollars in millions

1 Construction	\$5.7	77%
2 Scoping, Feasibility & Planning	\$0.5	7%
3 PS&E	\$0.4	6%
4 Maintenance	\$0.4	6%
5 Other	\$0.2	2%
6 Operations	\$0.1	1%
7 Project Completion/Closeout	\$0.1	1%
Total Expenditures	\$7.4	100%

Mass Transit Expenditures by Project Phase

Transit agencies expended 99% of Measure B Mass Transit funds on service operations in the amount of \$24.4 million.

FY 12-13 Program Highlights:

- Measure B funds supported AC Transit's fixed route transit operations to provide over 46.6 million one-way trips.
- LAVTA used a combination of Measure B Direct Local Program Distributions and discretionary grant funds to provide 1.8 million one-way trips for Tri-Valley residents and commuters.

Paratransit Expenditures by Project Phase

Agencies spent 100 percent of the \$10.6 million in Measure B paratransit funds on operations to provide convenient transportation options and community services to seniors and people with disabilities.

FY 12-13 Program Highlights:

- The City of Albany funded the Albany Senior Center Community Shuttle and provided over 4,000 group trips for recreational, fitness, and social excursions.
- The City of Fremont provided 15,280 trips through its Measure B funded door-to-door transportation services for seniors and persons with disabilities.

Bicycle and Pedestrian Safety Expenditures by Project Phase

Agencies reported total expenditures of \$7.4 million on bicycle and pedestrian projects. The majority of these expenditures funded construction of capital projects such as lanes and pathways for bicyclists and pedestrians, sidewalk and ramp repair, and bicycle facilities. Many of the improvements from Measure B funding made intersections and walkways safer and more accessible for pedestrians and bicyclists.

FY 12-13 Program Highlights:

- Alameda County Public Works Agency performed pedestrian access improvements as part of the 163rd and 14th Street Traffic Signal Improvement Project.
- The City of Dublin completed the Alamo Canal Trail/I-580 Undercrossing Project using Measure B Direct Local Program Distributions and grant funds for 700 linear feet of new trail to close a gap in the regional bicycle/pedestrian network.

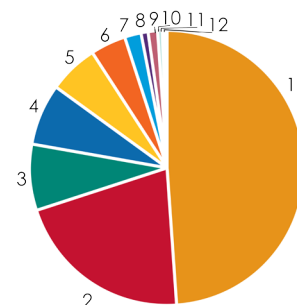
Measure B Expenditures by Project Type

Local Streets and Roads Expenditures by Project Type

Jurisdictions reported a total of \$28.7 million in local street and road expenditures for transportation improvements. By project type, approximately \$14.0 million went to street resurfacing and maintenance, \$6.2 million financed staffing program administration, and \$2.3 million were used for signal improvements. The other expenditures including financing a wide variety of improvements such as sidewalk and ramp repairs, equipment and field supplies for street projects, guardrails, and bicycle safety education training.

FY 12-13 Program Highlights:

- The City of Emeryville resurfaced 376,000 square feet of roadway and performed another 372,000 square feet of slurry seal on city streets.
- The City of Newark completed 1.1 million square feet of cape seal and slurry seals as part of their annual street maintenance program.
- The City of Union City reconfigured the Alvarado Blvd./Union City Blvd. intersection to improve vehicular and pedestrian safety.



Local Streets & Roads Expenditures by Type

Dollars in millions

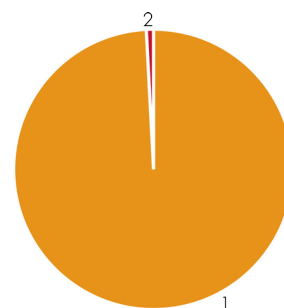
1	Street Resurfacing & Maintenance	\$14.0	49%
2	Staffing	\$6.2	21%
3	Signals	\$2.3	8%
4	Sidewalk and Ramps	\$1.9	7%
5	Bridges and Tunnels	\$1.7	6%
6	Other	\$1.1	4%
7	Bikeways & Multiuse Paths	\$0.7	2%
8	Traffic Calming	\$0.4	1%
9	Operations	\$0.3	1%
10	Pedestrian Crossing Improvements	\$0.1	1%
11	Education	\$-	-%
12	Bike Parking	\$-	-%
Total Expenditures		\$28.7	100%

Mass Transit Expenditures by Project Type

Of the \$24.6 million Mass Transit Program expenditures by transit agencies, by project type approximately 99% of funds went to operations and the remaining amount was used for equipment purchases and facilities maintenance.

FY 12-13 Program Highlights:

- Measure B discretionary grant funds financed LAVTA's WHEELS Express Bus Shuttle Routes 12v, 20x and 70x and provided over 450,000 one-way trips.
- The San Francisco Bay Area Water Emergency Transportation Authority completely refurbished the hull and passenger cabin of the Bay Breeze ferry using Measure B Direct Local Program Distributions.
- Union City Transit provided 496,000 one-way passenger trips in FY 12-13.

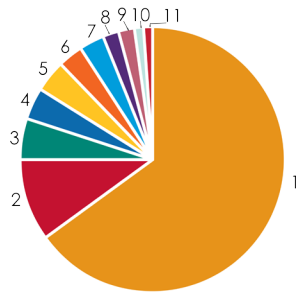


Mass Transit Expenditures by Type

Dollars in millions

1	Operations	\$24.4	99%
2	Other	\$0.2	1%
Total Expenditures		\$24.6	100%

Expenditures by Project Type



Paratransit Expenditures by Type

Dollars in millions

1	ADA-mandated Services	\$6.9	65%
2	City-Based Door to Door	\$1.2	10%
3	Same Day/Taxi Program	\$0.5	5%
4	Shuttle or Fixed Route Trips	\$0.4	4%
5	Other	\$0.4	4%
6	Customer Service/Outreach	\$0.3	3%
7	Management/Staffing	\$0.3	3%
8	Group Trips	\$0.2	2%
9	Mobility Mgmt/Travel Training	\$0.2	2%
10	Meal Delivery	\$0.1	1%
11	Volunteer Drivers Program	\$0.1	1%
Total Expenditures		\$10.6	100%

Paratransit Expenditures by Project Type

By project type, agencies reported the majority of the \$10.6 million in Measure B Paratransit program expenditures for Americans with Disabilities Act (ADA) mandated service, which includes approximately \$6.4 million in AC Transit and BART ADA-mandated paratransit services provided through the East Bay Paratransit Consortium. Other paratransit expenditures by type include \$1.2 million for city-based door-to-door programs and \$500,000 for same-day taxi programs.

These expenditures also include a number of Paratransit Gap Grant projects that provide travel training, transportation services for people with dementia, volunteer drivers and escorts, on-demand shuttle, and scholarships.

FY 12-13 Program Highlights:

- The City of Alameda's Paratransit Shuttle provided over 5,000 one-way trips funded exclusively with Measure B funds.
- The City of Oakland's Taxi Scrip Program and Van Voucher Program provided over 30,000 one-way trips.
- The City of Pleasanton's Door-to-Door program provided 10,000 trips to areas within Pleasanton and to the surrounding unincorporated areas.

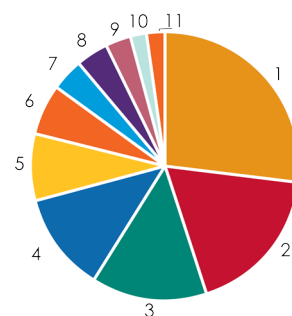


Bicycle and Pedestrian Expenditures by Project Type

By project type, the majority of Measure B expenditures were for sidewalk and ramp projects (\$2.0 million), pedestrian crossing improvements (\$1.3 million) and safety improvements (\$1.0 million). These projects continue to be among the annual reoccurring expenditures financed through the Measure B Bicycle and Pedestrian Program.

FY 12-13 Program Highlights:

- The City of Albany matched Measure B dollars to the Safe Routes to School program to implement the Marin Sante Fe Intersection Improvements.
- The City of Dublin updated and developed the Bicycle and Pedestrian Master Plan to enhance safety and access for users.
- The City of Livermore constructed 1.5 miles of trail on the Livermore to Pleasanton Arroyo Trail segment from Jack London Blvd. to El Charro Road.
- Union City installed three stamped color concrete sidewalks and flashing pedestrian signs on Smith Street to facilitate pedestrian travel in this areas.



Bicycle and Pedestrian Expenditures by Type

Dollars in millions

1 Sidewalks and Ramps	\$2.0	27%
2 Pedestrian Crossings	\$1.3	18%
3 Safety Improvements	\$1.0	14%
4 Bikeways (non-Class 1)	\$0.9	12%
5 Multiuse Paths (Class 1)	\$0.6	8%
6 Staffing	\$0.4	6%
7 Signals	\$0.3	4%
8 Traffic Calming	\$0.3	4%
9 Education and Promotion	\$0.2	3%
10 Master Plan	\$0.2	2%
11 Other	\$0.2	2%
Total Expenditures	\$7.4	100%

Measure B Program Administration

Per the Master Programs Funding Agreement, Measure B is eligible to fund activities that support the implementation and construction of transportation related improvements. Each year Measure B recipients expend funds not only on construction activities, but also on staffing activities associated with program administration and project development.

In FY 12-13, approximately 10 percent of Measure B expenditures supported the following program administration activities:

- Engineering development
- Transportation planning
- Street resurfacing and maintenance, traffic operations services, electrical services, pavement rehabilitation, pothole repair, and preventative maintenance
- Information technology services
- Customer service and outreach
- Bicycle/pedestrian planning
- Paratransit program management



Timely Use of Funds and Reserve Policy



In order to ensure agencies are expending Measure B funds expeditiously on local transportation improvements, the MPFA's Timely Use of Funds Policy requires jurisdictions to report anticipated use of all Measure B funds for each of their programs. As part of the annual compliance reporting process, jurisdictions provide information on planned uses of Measure B funds and anticipated projects.

Per the MPFA's Fund Reserve Policy, jurisdictions can establish certain fund reserves to account for unexpended balances. The types of fund reserves and their eligibilities are noted in the following chart.

Fund Reserve Categories

Reserve Category	Maximum Funding Allotment	Timely Use of Funds Requirement
Capital Fund Reserve Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year revenue of Measure B funds.	None.	(1) Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established.
Operations Fund Reserve Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations.	50 percent of anticipated annual Measure B Direct Local Program Distribution revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
Undesignated Fund Reserve Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual Measure B Direct Local Program Distribution revenue	(1) Unexpended funds may be reassigned in the subsequent fiscal year.

Monitoring Timely Use of Funds and Reserves

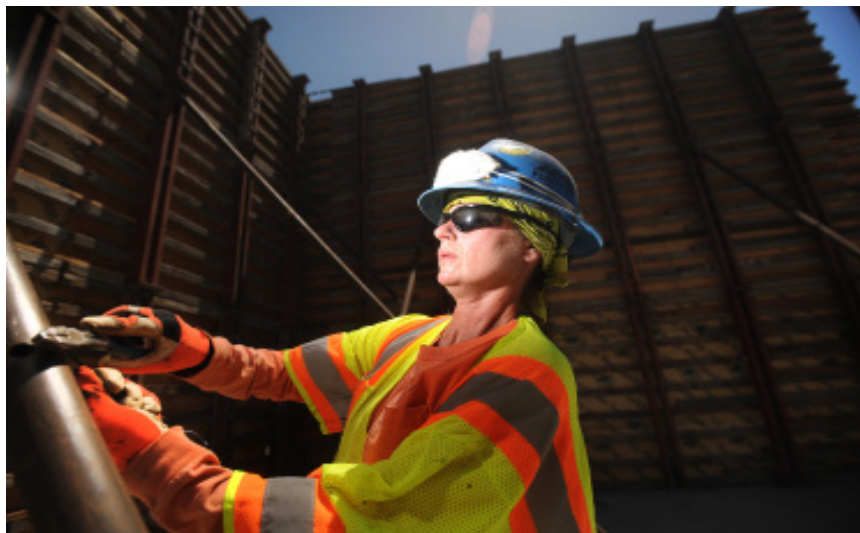
As part of the annual compliance report, Measure B recipients are required to provide an implementation plan using uncommitted fund balances and anticipated annual revenue. Over the subsequent annual compliance reports, Alameda CTC will utilize the reported information to track reported expenditures and to monitor the implementation plans for compliance with the MPFA's Timely Use of Funds Policy.

Last year, Alameda CTC implemented the first year of monitoring and tracking fund reserves as part of the FY 11-12 Annual Compliance Report. In that report, jurisdictions provided implementation plans.

In this year's compliance reporting evaluation, Alameda CTC will:

1. Monitor jurisdictions' implementation plans to ensure jurisdictions are actively expending Measure B funds and enhancing the local transportation system throughout Alameda County.
2. Review jurisdictions' updated implementation plans which include the identification of uncommitted fund balances and anticipated annual revenue for the FY 13-14 period.

The charts on the following pages provides a monitoring summary of Capital Fund Reserve balances and a review of the jurisdictions' Measure B Direct Local Program Distribution fund balances, and reported expenditures by reserve category.



Measure B Capital Fund Reserve Monitoring Window Summary



As part of the FY 11-12 reporting, jurisdictions identified a plan to use all Measure B funds available in FY 12-13. Jurisdictions could establish a Capital Fund Reserve Plan that spans from FY 12-13 through FY 15-16. This is referred to as the FY 13-16 Capital Fund Reserve Window (FY 13-16 Window). In total, jurisdictions identified \$41.9 million in this window and have expended \$15.3 million as of the end of FY 12-13. Jurisdictions have until the end of FY 15-16 to expend the remaining \$26.6 million.

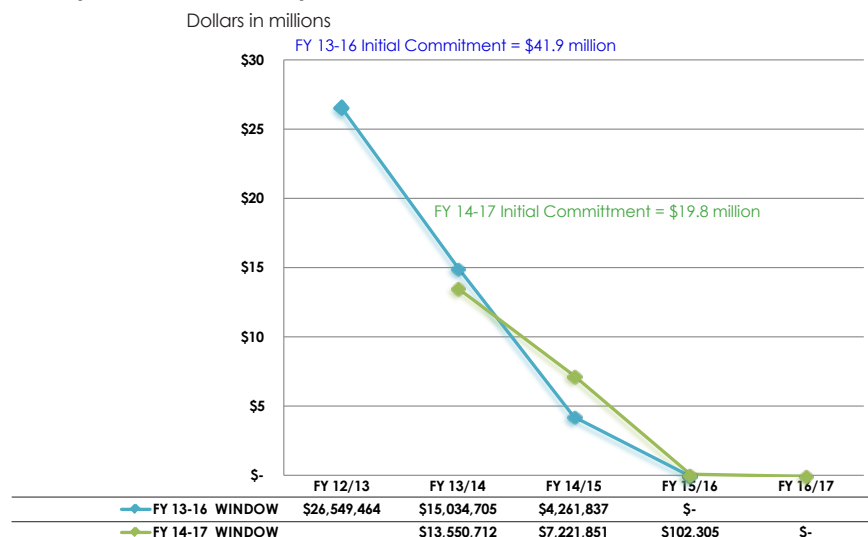
As part of the FY 12-13 reporting, jurisdictions identified a plan to use all Measure B funds (not already identified in a Capital Reserve) for FY 13-14. Jurisdictions were allowed to establish a Capital Fund Reserve Plan that spans from FY 13-14 through FY 16-17. This is referred to as the FY 14-17 Capital Fund Reserve Window (FY 14-17 Window). In total, jurisdictions identified \$19.8 million and must expend these funds by the end of FY 16-17.

Capital Reserve Window Summary

Reserve Window	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
FY 13-16 Window	\$41.9 million committed \$26.6 million remaining				
FY 14-17 Window		\$19.8 million committed \$19.8 million remaining			

Alameda CTC will monitor the projects and funding plans identified in these reserve windows and the overall compliance status of the identified funds. Over the next three years of implementing the Timely Use of Funds and Reserve Policy, Alameda CTC anticipates a further reduction of overall Measure B fund balances. The anticipated expenditure of the Capital Fund Reserve balance is depicted below.

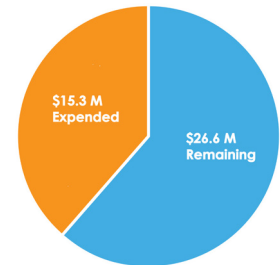
Anticipated Year End Capital Fund Reserve Balance



Measure B Capital Fund Reserve Window Fund Balances

FY 13-16 Capital Fund Reserve Window

In the first year of implementation of the MPFA's Timely Use of Funds Policy, jurisdictions identified \$41.9 million in the FY 13-16 Window. At the end of FY 12-13, jurisdictions' collective FY 13-16 Window balance is approximately \$26.6 million. The balance is required to be expended by the end of the reserve window (FY 15-16).



FY 13-16 Capital Fund Reserve Window Balance

Jurisdiction	Committed Amount ¹	Expended Amount ²	Remaining Balance ³	Percent Remaining
AC Transit	\$0	\$0	\$0	0%
BART	\$0	\$0	\$0	0%
LAVTA	\$0	\$0	\$0	0%
WETA	\$2,502,463	\$0	\$2,502,463	100%
ACE	\$0	\$0	\$0	0%
ACPWA	\$5,874,262	\$5,413,343	\$460,919	8%
City of Alameda	\$4,848,000	\$2,494,374	\$2,353,626	49%
City of Albany	\$0	\$0	\$0	0%
City of Berkeley	\$713,370	\$3,478	\$709,892	99%
City of Dublin	\$296,353	\$0	\$296,353	100%
City of Emeryville	\$426,459	\$309,114	\$117,345	28%
City of Fremont	\$5,285,131	\$2,915,254	\$2,369,877	45%
City of Hayward	\$693,672	\$0	\$693,672	100%
City of Livermore	\$1,560,382	\$45,550	\$1,514,832	97%
City of Newark	\$1,024,214	\$838,384	\$185,830	18%
City of Oakland	\$10,659,000	\$1,687,483	\$8,971,517	84%
City of Piedmont	\$778,266	\$278,689	\$499,577	64%
City of Pleasanton	\$1,664,943	\$10,532	\$1,654,411	99%
City of San Leandro	\$4,282,857	\$934,462	\$3,348,395	78%
City of Union City	\$1,250,813	\$380,058	\$870,755	70%
Total	\$41,860,185	\$15,310,721	\$26,549,464	63%

FY 13-16 Capital Fund Reserve Window

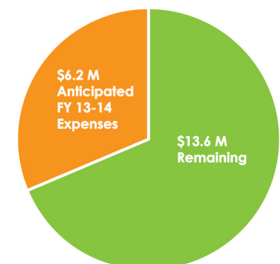
Committed Amount	\$41,869,185
Expended Amount	\$15,310,721
Balance Remaining	\$26,549,464

Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as reported in the FY 12-13 Compliance Report.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding.

FY 14-17 Capital Fund Reserve Window

In this year's compliance report, jurisdictions identified \$19.8 million in the FY 14-17 Window. Jurisdictions anticipate \$6.2 million in FY 13-14 expenditures. Alameda CTC will monitor the expenses in future compliance reports.



FY 14-15 Capital Fund Reserve Window

Committed Amount	\$19,787,584
Anticipated FY 13-14 Expenses	\$6,236,872
Anticipated Balance	\$13,550,712

Measure B Local Streets and Roads Program Capital Fund Reserve Monitoring Fund Balance



For the Measure B local streets and roads program (local transportation), jurisdictions identified \$26.3 million in FY 13-16 Capital Fund Reserve Window. Of that amount, \$11.4 million was expended as of the end of FY 12-13 on local transportation improvements throughout county. Jurisdictions are expected to expend all remaining reserve balances by the end of FY 15-16. Below is a summary of the Capital Reserve Window for the local street and road program and the balance at the end of FY 12-13.

Local Streets and Roads: FY 13-16 Window Fund Balance

Jurisdiction	Committed Amount ¹	Expended Amount ²	Remaining Balance ³	Percent Remaining
ACPWA	\$3,857,380	\$3,857,380	\$0	0%
City of Alameda	\$4,209,479	\$1,898,630	\$2,310,849	55%
City of Albany	\$0	\$0	\$0	0%
City of Berkeley	\$440,100	\$0	\$440,100	100%
City of Dublin	\$296,353	\$0	\$296,353	100%
City of Emeryville	\$299,292	\$299,292	\$0	0%
City of Fremont	\$2,919,172	\$2,078,531	\$840,641	29%
City of Hayward	\$533,215	\$0	\$533,215	100%
City of Livermore	\$805,600	\$0	\$805,600	100%
City of Newark	\$797,547	\$754,714	\$42,833	5%
City of Oakland	\$7,135,000	\$1,385,746	\$5,749,254	81%
City of Piedmont	\$622,020	\$268,079	\$353,941	57%
City of Pleasanton	\$435,000	\$0	\$435,000	100%
City of San Leandro	\$3,091,233	\$628,897	\$2,462,336	80%
City of Union City	\$818,481	\$178,481	\$640,000	78%
Total	\$26,259,872	\$11,349,750	\$14,910,122	57%

Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as reported in the FY 12-13 Compliance Report.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding.



Measure B Bicycle and Pedestrian Program Capital Fund Reserve Monitoring Fund Balance

For the Measure B bicycle and pedestrian program, jurisdictions identified \$12.9 million in the FY 13-16 Capital Fund Reserve Window. Of that amount, \$3.8 million was expended as of the end of FY 12-13 on bicycle/pedestrian projects across Alameda County. Jurisdictions are expected to expend all remaining reserve balances by the end of FY 15-16. Below is a summary of the Capital Reserve Window for the bicycle and pedestrian program and the balance at the end of FY 12-13.

Bicycle and Pedestrian: FY 13-16 Window Fund Balance

Jurisdiction	Committed Amount ¹	Expended Amount ²	Remaining Balance ³	Percent Remaining
ACPWA	\$2,016,882	\$1,555,963	\$460,919	23%
City of Alameda	\$475,491	\$440,443	\$35,048	7%
City of Albany	\$0	\$0	\$0	0%
City of Berkeley	\$273,270	\$3,478	\$269,792	99%
City of Dublin	\$0	\$0	\$0	0%
City of Emeryville	\$127,167	\$9,822	\$117,345	92%
City of Fremont	\$2,365,959	\$836,723	\$1,529,236	64%
City of Hayward	\$160,457	\$0	\$160,457	100%
City of Livermore	\$754,782	\$45,550	\$709,232	94%
City of Newark	\$226,667	\$83,670	\$142,997	64%
City of Oakland	\$3,524,000	\$301,737	\$3,222,263	91%
City of Piedmont	\$156,246	\$10,610	\$145,636	93%
City of Pleasanton	\$1,229,943	\$10,532	\$1,219,411	99%
City of San Leandro	\$1,191,624	\$305,565	\$886,059	74%
City of Union City	\$432,332	\$201,577	\$230,755	53%
Total	\$12,934,820	\$3,805,670	\$9,129,150	71%

Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as reported in the FY 12-13 Compliance Report.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding.



Measure B Local Streets and Roads Program Fund Balance



For the Measure B local streets and roads program (local transportation), jurisdictions reported an ending FY 12-13 Measure B balance of \$22.7 million. After including FY 13-14 estimated revenue and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$20.1 million. This is about \$2.6 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the local streets and roads program.

FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue ¹	FY 13-14 Available To Expend	FY 13-14 Anticipated Expenditures ²	Total Anticipated Balance ³
Alameda County	\$242,568	\$2,434,971	\$2,677,539	\$1,757,980	\$919,559
City of Alameda	\$2,871,537	\$1,575,137	\$4,446,675	\$2,712,814	\$1,733,861
City of Albany	\$371,660	\$368,220	\$739,880	\$739,880	\$0
City of Berkeley	\$990,951	\$2,648,177	\$3,639,129	\$3,249,029	\$390,100
City of Dublin	\$874,161	\$370,976	\$1,245,137	\$1,155,258	\$89,879
City of Emeryville	\$18,866	\$238,868	\$257,734	\$257,734	\$0
City of Fremont	\$2,026,965	\$2,044,741	\$4,071,707	\$3,536,699	\$535,008
City of Hayward	\$859,376	\$2,037,796	\$2,897,172	\$2,496,525	\$400,647
City of Livermore	\$1,139,361	\$915,119	\$2,054,480	\$742,847	\$1,311,633
City of Newark	\$57,559	\$413,680	\$471,239	\$300,000	\$171,239
City of Oakland	\$8,504,010	\$9,445,073	\$17,949,083	\$7,704,580	\$10,244,503
City of Piedmont	\$406,220	\$380,239	\$786,459	\$509,590	\$276,869
City of Pleasanton	\$929,963	\$703,279	\$1,633,241	\$1,466,377	\$166,864
City of San Leandro	\$2,513,547	\$1,248,832	\$3,762,379	\$587,123	\$3,175,256
City of Union City	\$838,441	\$648,523	\$1,486,964	\$846,964	\$640,000
Total	\$22,645,186	\$25,473,632	\$48,118,817	\$28,063,401	\$20,055,417

Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 Measure B projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Balance is the estimated FY 14-15 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.



Measure B Bicycle and Pedestrian Program Fund Balance

For the Measure B bicycle and pedestrian program, jurisdictions reported an ending FY 12-13 Measure B balance of \$10.2 million. After including FY 13-14 estimated revenue, and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$6.9 million. This is approximately \$3.3 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the bicycle and pedestrian program.

FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue ¹	FY 13-14 Available To Expend	FY 13-14 Anticipated Expenditures ²	Total Anticipated Balance ³
Alameda County	\$506,683	\$398,627	\$905,310	\$875,017	\$30,293
City of Alameda	\$44,159	\$208,310	\$252,469	\$200,000	\$52,469
City of Albany	\$41,606	\$51,605	\$93,211	\$93,211	\$0
City of Berkeley	\$421,324	\$320,491	\$741,814	\$419,241	\$322,573
City of Dublin	\$6,513	\$130,582	\$137,095	\$132,186	\$4,909
City of Emeryville	\$118,679	\$28,464	\$147,143	\$92,965	\$54,178
City of Fremont	\$1,784,847	\$607,560	\$2,392,407	\$1,795,137	\$597,271
City of Hayward	\$339,249	\$410,570	\$749,819	\$588,591	\$161,228
City of Livermore	\$740,302	\$229,964	\$970,266	\$250,071	\$720,195
City of Newark	\$147,284	\$120,120	\$267,404	\$230,000	\$37,404
City of Oakland	\$3,305,944	\$1,103,341	\$4,409,286	\$1,795,809	\$2,613,477
City of Piedmont	\$149,727	\$30,161	\$179,888	\$105,696	\$74,192
City of Pleasanton	\$1,359,938	\$198,898	\$1,558,836	\$464,478	\$1,094,358
City of San Leandro	\$896,043	\$240,159	\$1,136,202	\$430,171	\$706,031
City of Union City	\$362,832	\$197,160	\$559,992	\$168,182	\$391,810
Total	\$10,225,130	\$4,276,013	\$14,501,143	\$7,640,754	\$6,860,389

Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 Measure B projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Balance is the estimated FY 14-15 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.



Measure B Mass Transit Program Fund Balance



For the Measure B mass transit program, jurisdictions reported a total ending FY 12-13 Measure B balance of \$5.7 million. After including FY 13-14 estimated revenue and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$5.4 million. This is about \$0.3 million less than the prior fiscal year and illustrates a decline in Measure B balances across the jurisdictions for the mass transit program.

It is important to note that jurisdictions regularly using mass transit funds on operations in their entirety each year. The anticipated revenue balance of \$5.4 million is indicative of ACE's operating agreement structure which specifies the Alameda County share of service costs relative to the shares of other participating counties, and WETA's planned capital expenditures of Measure B funds on major ferry vessel upgrades in subsequent fiscal years.

FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue ¹	FY 13-14 Available to Expend	FY 13-14 Anticipated Expenditures ²	Total Anticipated Balance ³
AC Transit	\$0	\$19,715,268	\$19,715,268	\$19,715,268	\$0
ACE	\$2,478,937	\$2,417,372	\$4,896,309	\$2,820,948	\$2,075,361
LAVTA	\$0	\$786,786	\$786,786	\$786,786	\$0
WETA	\$3,183,230	\$889,411	\$4,072,641	\$801,581	\$3,271,060
Union City Transit	\$0	\$387,692	\$387,692	\$387,692	\$0
Total	\$5,662,167	\$23,196,529	\$28,648,391	\$23,683,259	\$5,346,421

Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 Measure B projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Balance is the estimated FY 14-15 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.

Measure B Paratransit Program Fund Balance

For the Measure B paratransit program, jurisdictions reported a total ending FY 12-13 Measure B balance of \$1.9 million. After including FY 13-14 estimated revenue and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$0.4 million. This is about \$1.5 million less than the prior fiscal year and illustrates a significant decline in Measure B balances across the jurisdictions for the paratransit program.

FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue ¹	FY 13-14 Available to Expend	FY 13-14 Anticipated Expenditures ²	Total Anticipated Balance ³
AC Transit	\$0	\$4,720,718	\$4,720,718	\$4,720,718	\$0
BART	\$0	\$1,699,002	\$1,699,002	\$1,699,002	\$0
LAVTA	\$0	\$147,543	\$147,543	\$147,543	\$0
City of Alameda	\$92,331	\$160,095	\$252,426	\$252,426	\$0
City of Albany	\$15,548	\$31,033	\$46,581	\$46,581	\$0
City of Berkeley	\$136,398	\$252,178	\$388,576	\$363,358	\$25,218
City of Emeryville	\$15,472	\$23,148	\$38,620	\$34,620	\$4,000
City of Fremont	\$382,192	\$779,649	\$1,161,841	\$1,083,876	\$77,965
City of Hayward	\$963,681	\$723,835	\$1,687,516	\$1,383,500	\$304,016
City of Newark	\$39,862	\$157,057	\$196,919	\$196,919	\$0
City of Oakland	\$158,107	\$947,481	\$1,105,588	\$1,105,588	\$0
City of Pleasanton	\$0	\$91,914	\$91,914	\$91,914	\$0
City of San Leandro	\$62,636	\$279,603	\$342,239	\$342,239	\$0
City of Union City	\$0	\$271,980	\$271,980	\$271,980	\$0
Total	\$1,866,227	\$10,285,235	\$12,151,463	\$11,740,264	\$411,199

Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 Measure B projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Balance is the estimated FY 14-15 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.



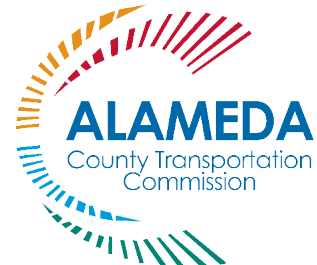




Vehicle Registration Fee

Direct Local Program Distributions

Compliance Report



Fiscal Year 2012-2013

June 2014

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607
www.AlamedaCTC.org

DRAFT May 7, 2014

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Introduction



In November 2010, Alameda County voters approved the Measure F Vehicle Registration Fee to authorize the annual collection of a \$10 per vehicle registration fee (VRF). Vehicles subject to the VRF include all motorized vehicles (unless vehicles are expressly exempt). Six months after the Measure's approval, VRF fee collection began. In Spring 2012, the first VRF distributions were allocated to eligible recipients.

The VRF Program allocates 60 percent of net fund receipts to local road improvements and repairs in Alameda County. The goal of this program is to support transportation investments to sustain the County's transportation network and reduce traffic congestion and vehicle-related pollution. The VRF's Local Road

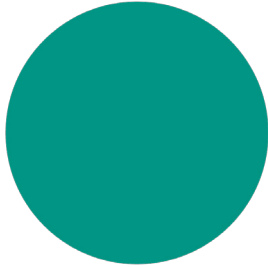
and Repair Program is part of an overall strategy to finance transportation capital improvements intended to maintain and improve local streets and roads as well as a broad range of facilities in Alameda County (from local to arterial facilities).

The Alameda County Transportation Commission (Alameda CTC) maintains Master Programs Funding Agreements (MPFA) with fifteen jurisdictions eligible to receive VRF funds known as "Direct Local Program Distribution funds". Through the MPFA, Alameda CTC outlines specific requirements tied to eligible usage of VRF funds, and reporting requirements. This Compliance Report provides a summary of FY 12-13 revenues and expenditures reported by VRF recipients.

VRF recipients are required to submit an audited financial statement and complete a compliance reporting process, including submitting the following deliverables annually to Alameda CTC:

- **Road miles:** The number of maintained road miles within the city's jurisdiction.
- **Population:** The number of people the jurisdiction's transportation program serves in the fiscal year.
- **Newsletter:** Documentation of a published article that highlights the VRF funded improvements.
- **Website:** Documentation of program information on a local agency website with a link to Alameda CTC's website.
- **Signage:** Documentation of public identification of program improvements as a benefit of using the VRF program.
- **Pavement Condition Index:** Documentation of the agency's Pavement Condition Index (PCI) to provide a frame of reference for the conditions of their local streets and roads.
- **Complete Streets Policy:** Confirmation that local jurisdictions adopted a Complete Streets Policy by June 30, 2013.
- **Timely Use of Funds and Reserve Policy:** Provide an implementation plan using unexpended fund balances. Per the MPFA, local jurisdictions must expend VRF funds in an expeditious manner, and no unexpended funds beyond those included in specified reserve categories may be permitted. If VRF recipients do not meet the timely use of funds requirements, unspent funds may be subject to rescission.

VRF Direct Local Program Distributions Revenues



Alameda CTC VRF Program Distribution

Dollars in millions

1 Local Streets and Roads	\$6.9	100%
Total Distributions	\$6.9	100%

The Alameda CTC disburses VRF Direct Local Program Distribution funds on a monthly basis to the eligible jurisdictions for their local road improvement and repair programs. This report summarizes the total Alameda CTC VRF fund allocations and agency expenditures for fiscal year 2012-13 (FY 12-13).

The data within this report is based on information included in compliance and audited financial statements reports that the jurisdictions submitted at the end of the year. The individual reports and audits are available for review online at http://www.alamedactc.org/app_pages/view/9863.

VRF Direct Local Program Distributions

From the start of the VRF Program distributions in Spring 2012, program receipts and Alameda CTC's funding distributions have been consistent each year. Annually, Alameda CTC collects approximately \$11.0 million in VRF receipts each year. Approximately 60 percent of net VRF program funds are allocated to local jurisdictions as Direct Local Program Distributions.

In FY 12-13 Alameda CTC provided approximately \$6.9 million in VRF Direct Local Program Distributions to jurisdictions for their local streets and roads programs. In turn, the jurisdictions used the VRF funds in tandem with other revenue streams such as the Measure B half-cent sales tax to implement projects totalling approximately \$19.3 million in transportation improvements in FY 12-13.



VRF Direct Local Program Distributions Expenditures

FY 12-13 is the second full fiscal year of VRF distributions to the fifteen eligible recipients in Alameda County and VRF funded improvements are now coming into fruition. In FY 12-13, jurisdictions expended approximately \$4.6 million on local road improvements and maintenance activities. This is \$4.5 million more in expenditures than in the prior fiscal year. Over the next three fiscal years jurisdictions anticipate an increase in VRF funded activities as jurisdictions incorporate VRF funding into their annual programs and budgeting processes.

See the chart below for more information on VRF Direct Local Program Distribution fund balances, new revenue, and expenditures in FY 12-13.

FY 12-13 VRF Expenditures and Fund Balances

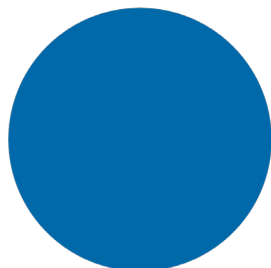
Jurisdiction	11-12 VRF Balance	12-13 VRF Revenue	12-13 VRF Interest	12-13 VRF Expended	Ending VRF Balance
Alameda County	\$683,581	\$681,786	\$9,936	\$1,375,303	\$0
City of Alameda	\$331,303	\$310,807	\$3,309	\$1,270	\$644,149
City of Albany	\$74,674	\$76,985	\$112	\$144,677	\$7,094
City of Berkeley	\$474,334	\$478,124	\$0	\$56,743	\$895,715
City of Dublin	\$250,726	\$225,031	\$2,796	\$196,965	\$281,588
City of Emeryville	\$44,867	\$42,474	\$130	\$87,471	\$0
City of Fremont	\$1,067,554	\$998,013	\$13,744	\$650,000	\$1,429,311
City of Hayward	\$731,460	\$701,802	\$1,253	\$944,854	\$489,661
City of Livermore	\$437,264	\$396,335	\$0	\$311,179	\$522,420
City of Newark	\$217,184	\$197,315	\$709	\$200,000	\$215,208
City of Oakland	\$1,891,353	\$1,646,231	-\$3,210	\$122,666	\$3,411,708
City of Piedmont	\$49,408	\$45,001	\$0	\$0	\$94,409
City of Pleasanton	\$362,934	\$342,796	-\$1,512	\$207,894	\$496,324
City of San Leandro	\$425,278	\$410,515	\$0	\$6,135	\$829,658
City of Union City	\$367,037	\$323,866	\$2,179	\$242,258	\$450,824
Total	\$7,408,957	\$6,877,081	\$29,446	\$4,547,415	\$9,768,069

Notes:

1. The table above reflects total VRF revenue and expenditures reported by the jurisdictions.
2. Revenue and expenditure figures throughout this report may vary due to number rounding.
3. Negative interest are reflective of GASB 31 accounting adjustments.
4. The Ending VRF Balance includes interest on VRF funds.



VRF Direct Local Program Distribution Expenditures



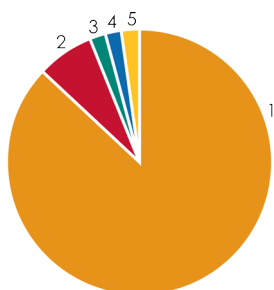
Total VRF Funds Expended

Dollars in millions

1 Local Streets and Roads	\$4.6	100%
Total Expenditures	\$4.6	100%

Per the MPFA's Local Streets and Roads Implementation Guidelines, the VRF Local Road Improvement and Repair Program funds are eligible for capital improvements for surface streets and arterial roads, including maintenance and upkeep efforts of local streets. VRF funding may be also used for improving, maintaining, and rehabilitating local roadways and traffic signals. Projects and activities designed to incorporate a Complete Streets practice that makes local roads safe for all modes, including bicyclists, pedestrians, and accommodation for transit are also eligible VRF expenses.

In FY 12-13, the jurisdictions reported \$4.6 million in VRF expenditures that supported local roadway and complete streets improvements. Of those total expenditures, \$4.5 million directly funded street and roads projects and the remaining \$0.1 million funded bicycle and pedestrian improvements related to streets and roads.



Total VRF Expenditures by Phase

Dollars in millions

1 Construction	\$4.0	87%
2 Maintenance	\$0.3	7%
3 PS&E	\$0.1	2%
4 Scoping/Planning	\$0.1	2%
5 Other	\$0.1	2%
Total Expenditures	\$4.6	100%

Total VRF Expenditures by Project Phase

VRF funds support local transportation improvements through various project phases. This includes initial planning/project scoping, environmental review, construction, maintenance and operational activities, and project close-out. The jurisdictions perform ongoing road maintenance and safety enhancements to provide residents with improved roadway conditions.

In FY 12-13, \$4.0 million financed construction projects throughout Alameda County. Jurisdictions combined VRF funds and Measure B funds to implement road rehabilitation projects, slurry seals, and other maintenance activities to maintain and improve local roadways. The other \$0.6 million in expenditures included general maintenance, initial planning/project scoping, and preliminary engineering activities in preparation for the following year's local street and road projects and infrastructure enhancement efforts. These expenditures help improve Alameda County's transportation infrastructure by improving, maintaining, and rehabilitating local roads.

Total VRF Expenditures by Project Type

VRF Direct Local Program Distributions are eligible for local street and road improvements including improvements that meet the Complete Streets practice to make transportation safe and accessible to all modes, including bicycle, pedestrian and transit.

In FY 12-13, by Project Type jurisdictions expended the majority of the \$4.6 million in expenditures on street resurfacing and maintenance (\$3.9 million). The remaining \$0.7 million in expenditures included signal construction, bicycle safety enhancements, and pedestrian crossing improvements.

VRF Revenues and Expenditure Trends

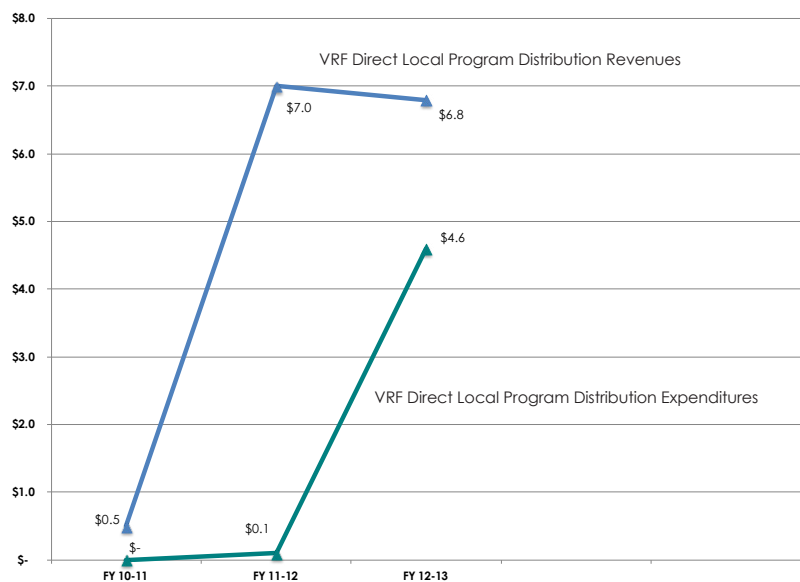
Since the start of the VRF program in 2011, the total receipts generated from vehicle registration fees have remained consistent. Each year, Alameda CTC receives approximately \$11.0 million in receipts, of which approximately \$7.0 million (60 percent) is allocated directly to the fifteen eligible VRF recipients via Direct Local Program Distributions. The VRF program currently contains only two full years of funding distributions and jurisdictions are beginning to expend more VRF funds as part of their annual program plans.

In FY 12-13, VRF expenditures have increased significantly from the prior year and are anticipated to continue along this expenditure trend. The chart below details the VRF program's annual revenues and expenditures since the start of the VRF program.



VRF Annual Revenues and Expenditures Trends
FY 10-11 through FY 12-13

Dollar in millions



Timely Use of Funds and Reserves Policy



In order to ensure agencies are expending VRF funds expeditiously on local road improvements, the MPFA's Timely Use of Funds Policy requires jurisdictions to report anticipated use of all VRF funds for their VRF local road improvement and repair program. As part of the annual compliance reporting process, jurisdictions provide detailed information regarding planned uses of VRF funds and preliminary information regarding anticipated project deliverables.

Per the MPFA's Fund Reserve Policy, jurisdictions can establish certain fund reserves to account for unexpended balances. The types of fund reserves and their eligibilities are noted in the following chart.

Fund Reserve Categories

Reserve Category	Maximum Funding Allotment	Timely Use of Funds Requirement
Capital Fund Reserve Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year revenue of VRF funds.	None.	(1) Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established.
Operations Fund Reserve Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations.	50 percent of anticipated annual VRF Direct Local Program Distribution revenue	(1) Revolving fund (2) Unexpended funds may be reassigned in the subsequent fiscal year.
Undesignated Fund Reserve Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual VRF Direct Local Program Distribution revenues	(1) Unexpended funds may be reassigned in the subsequent fiscal year.

Monitoring Timely Use of Funds and Reserves

As part of the annual compliance report, VRF recipients are required to provide an implementation plan using all available VRF funds. Over the subsequent annual compliance reports, Alameda CTC will utilize the reported information to track reported expenditures and to monitor the implementation plans for compliance with the MPFA's Timely Use of Funds Policy.

Last year, Alameda CTC implemented the first year of monitoring and tracking fund reserves as part of the FY 11-12 Annual Compliance Report. In that report, jurisdictions provided implementation plans.

In this year's compliance reporting evaluation, Alameda CTC will:

1. Monitor jurisdictions' implementation plans to ensure jurisdictions are actively expending VRF funds and enhancing the local transportation system throughout Alameda County.
2. Review jurisdictions' updated implementation plans which include the identification of uncommitted fund balances and anticipated annual revenue for the FY 13-14 period.

The charts on the following pages provides a monitoring summary of Capital Fund Reserve balances and a review of the jurisdictions' anticipated VRF Direct Local Program Distribution fund balances at the end of FY 13-14.



VRF Capital Fund Reserve Monitoring



As part of the FY 11-12 reporting, jurisdictions identified a plan to use all VRF funds available in FY 12-13. Jurisdictions could establish a Capital Fund Reserve Plan that spans from FY 12-13 through FY 15-16. This is referred to as the FY 13-16 Capital Reserve Window (FY 13-16 Window). In total, jurisdictions identified \$10.8 million and have expended \$2.6 million as of the end of FY 12-13. Jurisdictions have until the end of FY 15-16 to expend the remaining \$8.2 million.

As part of the FY 12-13 reporting, jurisdictions identified a plan to use all VRF funds (not already identified in a Capital Reserve) for FY 13-14. Jurisdictions were allowed to establish a Capital Fund Reserve Plan that spans from FY 13-14 through FY 16-17. This is referred to as the FY 14-17 Capital Fund Reserve Window (FY 14-17). In total, jurisdictions identified \$4.9 million and must expend these funds by the end of FY 16-17.

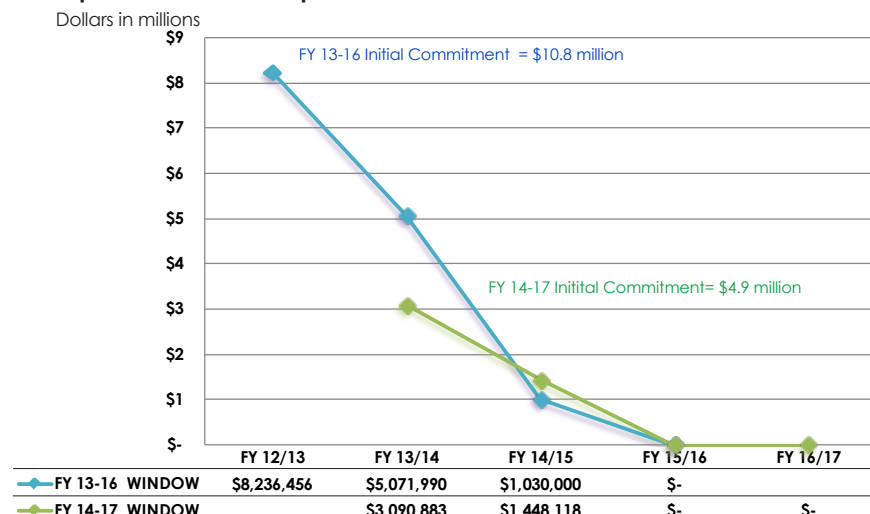
The Capital Fund Reserve Windows are illustrated below.

Capital Reserve Window Summary

Capital Fund Reserve	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
FY 13-16 Window	\$10.8 million committed \$8.2 million remaining				
FY 14-17 Window		\$4.9 million committed \$4.9 million remaining			

Alameda CTC will monitor the projects and funding plans identified in these reserve windows and the overall compliance status of the identified Capital Fund Reserves. Over the next three years of implementing the Timely Use of Funds and Reserve Policy, Alameda CTC anticipates a further reduction of overall VRF fund balances. The anticipated expenditure of the Capital Fund Reserve balance is depicted below.

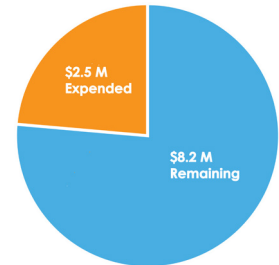
Anticipated Year End Capital Fund Reserve Balance



VRF Capital Fund Reserve Window Fund Balances

FY 13-16 Capital Fund Reserve Window

In the first year of implementing in the MPFA's Timely Use of Funds Policy, jurisdictions identified \$10.8 million in the FY 13-16 Window. At the end of FY 12-13, jurisdictions' collective FY 13-16 Window Balance is approximately \$8.2 million. The balance is required to be expended by the end of the reserve window (FY 15-16).



FY 13-16 Capital Fund Reserve Window Balance

Jurisdiction	Committed Amount ¹	Expended Amount ²	Remaining Balance ³	Percent Remaining
Alameda County	\$1,379,214	\$1,375,303	\$3,911	1%
City of Alameda	\$635,006	\$1,270	\$633,736	99%
City of Albany	\$145,485	\$144,677	\$808	1%
City of Berkeley	\$819,132	\$0	\$819,132	100%
City of Dublin	\$0	\$0	\$0	0%
City of Emeryville	\$44,867	\$44,867	\$0	0%
City of Fremont	\$1,502,773	\$650,000	\$852,773	57%
City of Hayward	\$424,724	\$0	\$424,724	100%
City of Livermore	\$493,272	\$0	\$493,272	100%
City of Newark	\$438,557	\$200,000	\$238,557	54%
City of Oakland	\$3,539,000	\$122,666	\$3,416,334	97%
City of Piedmont	\$91,575	\$0	\$91,575	100%
City of Pleasanton	\$150,000	\$0	\$150,000	100%
City of San Leandro	\$859,062	\$6,135	\$852,927	99%
City of Union City	\$258,707	\$0	\$258,707	100%
Total	\$10,781,374	\$2,544,918	\$8,236,456	76%

FY 13-16 Capital Fund Reserve Window

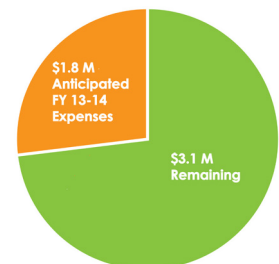
Committed Amount	\$10,781,374
Expended Amount	\$2,544,918
Balance Remaining	\$8,236,456

Notes:

1. Committed Amount as identified by jurisdictions in the FY 11-12 Compliance Report.
2. Expended amount as reported in the FY 12-13 Compliance Report.
3. Remaining amount to be expended by the end of FY 15-16.
4. Figures may vary due to number rounding.

FY 14-17 Capital Fund Reserve Window

In this year's compliance report, jurisdictions identified \$4.9 million in the FY 14-17 Capital Fund Reserve Window. Jurisdictions anticipate \$1.8 million in FY 13-14 expenditures. Alameda CTC will monitor the expenses in future compliance reports.



FY 14-17 Capital Fund Reserve Window

Committed Amount	\$4,914,292
Anticipated FY 13-14 Expenses	\$1,823,409
Anticipated Balance	\$3,090,883

VRF Local Road Improvement and Repair Program Fund Balance



For the VRF Local Road Improvement and Repair Program, jurisdictions reported an ending FY 12-13 VRF balance of approximately \$9.8 million. After including FY 13-14 estimated revenue and accounting for anticipated FY 13-14 expenditures, the expected balance at the end of FY 13-14 is projected to be approximately \$9.2 million. This is a \$0.6 million estimated decrease in fund balances from the prior fiscal year, which indicates local jurisdictions are incorporating more VRF funds into their budget and project implementation process. Over the next three fiscal years, jurisdictions anticipate delivering more improvement projects to enhance Alameda County's transportation system using VRF revenues.

FY 13-14 Ending Fund Balances

Jurisdiction	FY 12-13 Ending Balance	FY 13-14 Estimated Revenue ¹	FY 13-14 Available to Expend	FY 13-14 Planned Expenditures ²	FY 13-14 Ending Balance ³
Alameda County	\$0	\$649,854	\$649,854	\$649,854	\$0
City of Alameda	\$644,149	\$296,246	\$940,395	\$633,736	\$306,659
City of Albany	\$70,94	\$73,390	\$80,484	\$80,484	\$0
City of Berkeley	\$895,715	\$455,783	\$1,351,497	\$832,737	\$518,760
City of Dublin	\$281,589	\$214,510	\$496,098	\$474,647	\$21,451
City of Emeryville	\$0	\$40,480	\$40,480	\$40,480	\$0
City of Fremont	\$1,429,311	\$951,260	\$2,380,571	\$1,509,874	\$870,697
City of Hayward	\$489,661	\$668,930	\$1,158,591	\$1,158,591	\$0
City of Livermore	\$522,419	\$377,766	\$900,185	\$765,272	\$134,913
City of Newark	\$215,208	\$188,072	\$403,280	\$160,000	\$243,380
City of Oakland	\$3,411,707	\$1,569,106	\$4,980,813	\$350,000	\$4,630,813
City of Piedmont	\$94,409	\$42,893	\$137,302	\$131,000	\$6,302
City of Pleasanton	\$496,658	\$326,733	\$823,057	\$765,461	\$57,596
City of San Leandro	\$829,658	\$391,283	\$1,220,941	\$10,000	\$1,210,941
City of Union City	\$450,823	\$308,695	\$759,518	\$249,621	\$509,987
Total	\$9,768,066	\$6,555,000	\$16,323,066	\$7,811,757	\$9,145,046

Notes:

1. FY 13-14 Estimated Revenue is based on May 2013 VRF projections.
2. The FY 13-14 Planned Expenditures column consists of anticipated transportation related expenditures reported in the FY 12-13 Compliance Report.
3. The Anticipated Ending Balance is the estimated FY 13-14 beginning balance.
4. Revenue and expenditure figures may vary due to number rounding.

VRF Local Road Improvement and Repair Program FY 12-13 Program Highlights

In FY 12-13, jurisdictions implemented approximately \$4.6 million in local road improvements and repairs to make Alameda County's transportation system safer, accessible, and maintained.

The following includes agency highlights of VRF funded improvements.

- **Alameda County:** Resurfaced 2.4 million square feet of asphalt to extend pavement life and improve reliability on roads including Grant Line, Bryon, Beth, and Crow Canyon.
- **City of Alameda:** Initiated PS&E studies to implement a street repair and maintenance program.
- **City of Albany:** Constructed bicycle path and a traffic signal at Buchanan and Pierce intersection to enhance safety and to encourage travel on the Ohlone Greenway and the Bay Trail.
- **City of Berkeley:** Completed 3,845 pot holes and 124 street patch repairs.
- **City of Dublin:** Upgraded the Traffic Operations Center communication network that will improve traffic circulation and safety monitoring.
- **City of Emeryville:** Performed 372,000 square feet of slurry seals.
- **City of Fremont:** Treated 850,000 square feet of roadway as part of the 2012 Cap & Slurry Seal Project.
- **City of Hayward:** Rehabilitated 3.3 million square feet of streets.
- **City of Livermore:** Repaired, overlaid and rehabilitated 1.3 million square feet of roadway.
- **City of Newark:** Restored 600,000 square feet of worn out pavement.
- **City of Oakland:** Performed PS&E studies in preparation for street resurfacing projects in 2014.
- **City of Piedmont:** Incorporated VRF funds into a 2014 pavement plan.
- **City of Pleasanton:** Completed slurry sealing of 1.7 million square feet of city streets and roadways.
- **City of San Leandro:** Initiated PS&E studies for future street resurfacing and maintenance projects.
- **City of Union City:** Realigned 2,600 feet of roadway and reconfigured the Alvarado Blvd and Union City Blvd intersection to improve pedestrian safety and traffic circulation.





www.AlamedaCTC.org



Summary of Exemptions for Agencies with Balances of Greater than 30 percent

6.2C

(Cumulatively Across the Programs)

MEASURE B

WETA

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Mass Transit	\$ 782,481	\$ 218,426	\$ 564,055	72%	
Totals:	\$ 782,481	\$ 218,426	\$ 564,055	72%	1 and 2

City of Albany

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Bicycle and Pedestrian	\$ 59,471	\$ 18,425	\$ 41,046	69%	
Local Streets and Roads	\$ 368,779	\$ 8,508	\$ 360,271	98%	
Paratransit	\$ 28,490	\$ -	\$ 28,490	100%	
Total:	\$ 456,740	\$ 26,933	\$ 429,807	94%	2 and 4

City of Dublin

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Bicycle and Pedestrian	\$ 492,812	\$ 494,037	\$ (1,225)	0%	
Local Streets and Roads	\$ 903,389	\$ 346,513	\$ 556,876	62%	
Total:	\$ 1,396,201	\$ 840,550	\$ 555,651	40%	3

Vehicle Registration Fee

City of Berkeley

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Local Streets and Roads	\$ 102,500	\$ 56,743	\$ 45,757	45%	
Total:	\$ 102,500	\$ 56,743	\$ 45,757	45%	5

City of Dublin

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Local Streets and Roads	\$ 370,000	\$ 196,965	\$ 173,035	47%	
Total:	\$ 370,000	\$ 196,965	\$ 173,035	47%	3

City of Pleasanton

Program	Planned Expenditures FY 12-13	Actual Expenditures FY 12-13	Unspent Amount FY 12-13	Unspent Percentage	Reason Code
Local Streets and Roads	\$ 556,614	\$ 207,894	\$ 348,720	63%	
Total:	\$ 556,614	\$ 207,894	\$ 348,720	63%	4

Reason/Justification Code

- (1) Project Delays
- (2) Revised Implementation Plan to implement other future projects
- (3) Expenditures not realized in current fiscal year/Expenses accrued in subsequent fiscal year.
- (4) Project Savings
- (5) Project scope reduced due to unforeseen issues i.e. funding issues, staffing shortages, community concern, etc.

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December 20, 2013

*Dedicated to
passengers*

*Responsive
to change*

*Committed
to growth*

Arthur L. Dao, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Request for exemption authorization from Timely Use of Funds FY12/13, due to extraordinary circumstances.

Commissioners

Bob Johnson
City of Lodi

John W. Harris
City of Manteca

Steve Bestolarides
San Joaquin County

Brent H. Ives
City of Tracy

Kathy Miller
City of Stockton

Omar Ornelas
City of Lathrop

Executive Director
Stacey Mortensen

In July 2008, the San Joaquin Regional Rail Commission (SJRRRC) entered into an agreement with the Alameda County Transportation Improvement Authority and the Alameda County Congestion Management Agency (Alameda County Transportation Commission - ACTC) to be the direct recipient of Measure B sales tax revenue pass-through allocations for operations of the Altamont Corridor Express (ACE) service. This agreement required the transfer of the Measure B ACE reserve fund balance into a SJRRRC designated restricted fund for ACE Operations. The amount of this transfer was \$1,691,991.35, providing the initial fund balance to be used for ACE operations as approved annually by the ACTC Board. The current balance is a combination of the initial deposit along with interest earned and subsequent deposits in excess of authorized contribution amounts.

As part of the ACE Cooperative Services Agreement executed in July 2003, between SJRRRC, ACTC and Santa Clara Valley Transportation Authority (SCVTA), an annual Baseline Service Plan is developed by SJRRRC inclusive of ACTC and SCVTA operating contributions for the next fiscal year. After ACTC and SCVTA staff reviews the Baseline Service Plan, the respective Boards take an action on approving the plan and setting their respective local contributions.

The Measure B funds are deposited each month by ACTC, directly to SJRRRC's designated restricted fund, per sections 3.6, 3.8 and 6.3.5 of the Cooperative Services Agreement. SJRRRC may only draw ACTC's contribution from the Measure B funds based on an annually approved CPI increase. If amounts deposited by ACTC during the year exceed authorized amounts to draw, an increase in fund balance occurs.

Currently, the calculation for projected funds added to the fund balance exceeds the amounts allowed for retention in the Operations Fund Reserve (3.A.2) and



December 20, 2013
Arthur L. Dao, Executive Director
Alameda County Transportation Commission
Page 2

Undesignated Fund Reserve (3.A.3). It is the intent of SJRRC, upon ACTC Board approval of the annual Baseline Service Plan to use Measure B reserved funds to augment ACTC's Baseline contribution to the ACE service over the next five fiscal years and fully expend all funds carried forward by the end of FY16/17. The table below illustrates the expenditure plan for the fund reserves:

	FY 12/13	FY 13/14	FY 14/15	FY 15/16	FY 16/17
Measure B service Contribution		\$ 2,145,893	\$ 2,200,000	\$ 2,200,000	\$ 2,200,000
Administrative Fee		\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000
Measure B from Reserve Balance		\$ 655,055	\$ 700,000	\$ 700,000	\$ 20,306
Total		\$ 2,820,948	\$ 2,920,000	\$ 2,920,000	\$ 2,240,306
Remaining Reserve	\$ 2,075,361	\$ 1,420,306	\$ 720,306	\$ 20,306	\$ -

As per the Cooperative Services Agreement and Baseline Service Plan approved annually by the ACTC Board, SJRRC has been unable to expend any Measure B funds received in excess of the approved budget. This has resulted in a reserve of Measure B funds which is not consistent with use of timely funds as defined and set by ACTC's "Master Programs Funding Agreement" Section 3 (FY15/16). SJRRC/ACE is requesting authorization for an exemption due to extraordinary circumstances.

Please do not hesitate to contact George Fink, Manager of Planning & Programming at (209)944-6235, email george@acerail.com, or Margaret Merin, at (209)944-6246, email margaret@acerail.com if you have any questions or comments.

Sincerely,



Stacey Mortensen
Executive Director

cc: John Nguyen, ACTC
Matt Todd, ACTC
Vivek Bhat, ACTC
Brian Schmidt, SJRRC
Nila Cordova, SJRRC
George Fink, SJRRC

file

ALBANY CALIFORNIA



CITY OF ALBANY
1000 SAN PABLO AVENUE
ALBANY, CA 94706
www.AlbanyCA.org

March 3, 2014

Mr. Scott Haggerty, Chair
Alameda County Transportation Commission (ACTC)
1111 Broadway, Suite 800
Oakland, California 94607

RE: City of Albany Request For Extension For Expenditure of Fiscal Year 2012-2013 Measure B Balances

Dear Chairman Haggerty:

In accordance with the Timely Use of Funds policy adopted by ACTC, a formal written extension request must be submitted when an agency has carry-over Measure B Funds. In Fiscal Year 2012-2013 the City of Albany had Measure B Fund balances totaling \$430,076. This matter was presented to our City Council on March 3, 2014 and the City formally requests that the Commission grant an extension. (A copy of the City Staff Report is attached for your reference and background information).

In Fiscal Year 2012-2013 the City of Albany hired a new Public Works Director. Although in previous years Measure B Local Streets funds were used in Albany primarily for eligible general street maintenance, plans are now underway to invest Measure B funds along with other local funding sources in a Citywide Pavement Rehabilitation Project. In order to implement this shift in the programming of the funds there were Local Streets and Roads funds in the amount of \$371,660, remaining at June 30, 2013. On February 3, 2014 the City Council awarded an agreement for a contract engineering firm to undertake the design and specification for street rehabilitation that will utilize over \$400,000 in Measure B funds by the end of Fiscal Year 2013-2014. In addition the City has additional planned projects and assigned reserves that were submitted as part of the Measure B compliance report, and will bring the cumulative balance within the ACTC expenditure limits.

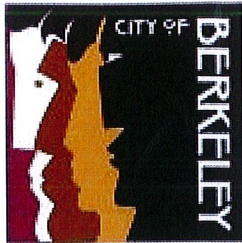
We look forward the action by the Commission to approve this change in planned spending. The result will be visible improvements throughout our City. Further, the use of the funds on a larger project should provide economies of scale and a more efficient use of Measure B taxes. If additional information is needed from the City, please contact Ray Chan, Public Works Director.

Sincerely,


Peggy Thomsen
Mayor

Attachment: City of Albany City Council Staff Report Dated March 3, 2014

Cc: Penelope Leach, City Manager
Ray Chan, Public Works Director
Arthur Dao, ACTC Executive Director
John Hemiup, Senior Transportation Engineer



Public Works Department
Administrative & Fiscal Services

February 26, 2014

Arthur L. Dao, Executive Director
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607-4006

RE: Request for exemption from the Vehicle Registration Fee (VRF) Timely Use of Funds policy

Mr. Arthur Dao:

Per the Master Programs Funding Agreement (MPFA) between the Alameda County Transportation Commission (Alameda CTC) and the City of Berkeley, Article 3-Timely Use of Funds Policy, the City requests an extension to expend the planned projects balance of FY 12-13 VRF receipts. The \$45,757 programmed balance required additional funding for the planned purchase of a crack sealer machine for street repair. The balance has been reallocated to FY 13-14 to be spent in addition to the annual allocation of VRF supplemental funding for the City's Street Preventative Maintenance program. The crack sealer machine has been purchased and 85% of the adjusted programmed FY 13-14 allocation has been spent to date.

Please feel free to contact me at (510) 981-6306 if you have any questions.

Sincerely,

Sydney Oam
Administrative & Fiscal Services Manager



CITY OF DUBLIN

100 Civic Plaza
Dublin, California 94568
Phone: (925) 833-6650
Fax: (925) 833-6651

City Council
(925) 833-6650
City Manager
(925) 833-6650
Community Development
(925) 833-6610
Economic Development
(925) 833-6650
Finance/Admin Services
(925) 833-6640
Fire Prevention
(925) 833-6606
Human Resources
(925) 833-6605
Parks & Community Services
(925) 556-4500
Police
(925) 833-6670
Public Works/Engineering
(925) 833-6630



www.dublin.ca.gov

February 25, 2014

Alameda County Transportation Commission
John Hemiup, Senior Transportation Engineer
John Nguyen
1111 Broadway Suite 800
Oakland, CA 94607

RE: Exemption Request for Timely Use of Funds Policy

Mr. Hemiup:

Please accept this letter as City of Dublin's request for an exemption from the Timely Use of Funds Policy for your Commission's consideration.

Measure B Funds

In FY 2012-2013, the planned expenditures were \$903,389 and the actual expenditures through June 30, 2013, were \$346,513. The unspent amount in FY 2012-2013 is \$556,876. The primary reason for the unspent amount is the construction schedule for the planned Annual Street Overlay project. The overlay project improvements/construction took place in early FY 2013-2014, and therefore, Measure B funds expenditure took place in FY 2013-2014. To date, a total of \$479,046 in actual expenditures have been expended as part of the Annual Street Overlay Program (Project ID# ST5013). The remaining balance of \$77,830 will be utilized as part of the FY 2013-2014 Annual Street Overlay Program (Project ID# ST5014).

VRF Funds

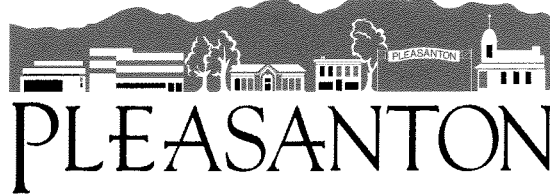
In FY 2012-2013, the planned expenditures were \$370,000 and the actual expenditures through June 30, 2013, were \$196,965. The unspent amount in planned expenditures was \$173,035, which is above the 30% threshold for unspent funds. The reason for this unspent amount at the close of the FY 2012-2013 is the processing of project invoices after the June 30, 2013. The City was able to expend the planned expenditures at the beginning of FY 2013-2014.

If you have any questions regarding this request, please contact me at (925) 833-6640 or vivian.gong@dublin.ca.gov.

Thank you for your time and consideration.

Sincerely,

Vivian Gong
Finance Manager



February 21, 2014

Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Vehicle Registration FY '12-'13 Request for Exemption from Timely Use of Funds Policy

Dear Alameda CTC:

The City of Pleasanton is requesting an exemption from the Timely Use of Funds Policy for the planned expenditure for CIP 125003 identified in the VRF FY '12-'13 compliance report, Index 3. The City allocated \$438,562 toward the City's 'Annual Resurfacing of Various Streets' project, Capital Improvement Project (CIP) 125003, which was anticipated to be completed in FY '12-'13. The project scope was greatly reduced due to removal of a road from the project so that an unanticipated water main project could be completed before resurfacing that roadway. In addition to the reduced scope, the project bids came in lower than expected, requiring less funding. The City reallocated the VRF funds to active CIP projects and created a new capital project in an attempt to meet the planned expenditure levels. The City reallocated \$80,742 to the 'West Las Positas Boulevard at Tassajara Creek Repairs' project, CIP 115014, to cover additional scope increases to the project and subsequently expended this reallocated VRF funding. Funds totaling \$9,100 were reallocated to the 'Annual Slurry Seal' project, CIP 125004, and were also successfully expended. The City also reallocated \$271,980 to the 'Stoneridge Drive and Vineyard Avenue Overlay' project, CIP 125024, to resurface the street removed from CIP 125003, but was unfortunately unable to expend the VRF funds before the end of FY '12-'13. Construction of CIP 125024 has since been completed, utilizing the full \$271,980. If the re-allocated \$271,980 were billed under FY '12-'13, the City would have reached 86% of the planned expenditure. The City is requesting an exemption from the Timely Use of Funds Policy for the Index 3 project CIP 125003 so the funds can be applied in FY '13-'14 toward CIP 125024.

Sincerely,

Adam Nelkie
Sr. Civil Engineer

COMMUNITY DEVELOPMENT

P. O. BOX 520, Pleasanton, CA 94566-0802

Planning

200 Old Bernal Ave.
(925) 931-5600
Fax: 931-5483

Building & Safety

200 Old Bernal Ave.
(925) 931-5300
Fax: 931-5478

Engineering

200 Old Bernal Ave.
(925) 931-5650
Fax: 931-5479

Traffic

200 Old Bernal Ave.
(925) 931-5650
Fax: 931-5479

Inspection

157 Main Street
(925) 931-5680
Fax: 931-5484

February 14, 2014

John Hemiup, P.E.
Senior Transportation Engineer
Alameda County Transportation Commission
1111 Broadway, Suite 800
Oakland, CA 94607

RE: Measure B Funds - Time Extension Request

Dear Mr. Hemiup:

Pursuant to Article 3.A of the Master Program Funding Agreement, please accept this letter as the San Francisco Bay Area Water Emergency Transportation Authority's ("WETA") request for a time extension to spend the remaining Measure B balance for the FY2012/13 Planned Projects.

As part of the FY2011/12 Measure B Compliance Report, WETA staff estimated \$782,481 would be spent in FY2012/13 to support two projects including: 1) *Mid-Life Refurbishment of the Bay Breeze Vessel*, and 2) *Purchase of Inflatable Buoyant Apparatus*. Due to project delays and funding and program changes, the actual amount spent in FY2012/13 was \$218,426 or 28% of the total planned expenditures.

Mid-Life Refurbishment of the Bay Breeze Vessel


The development of the initial Request for Proposal (RFP) and scope of work for this project took longer than anticipated, causing an overall project delay. However, vessel refurbishment work has been underway since March 2013 and the vessel is scheduled for return to the Bay Area and final Coast Guard approvals this Spring. All remaining Measure B funds planned for this project, \$676,581, will be spent in FY2013/14.

Purchase of Inflatable Buoyant Apparatus (IBA)

Funds were originally planned to be used to support a project to purchase and install IBAs on vessels serving WETA's Alameda and Oakland to San Francisco routes. However, we have developed an alternative means and funding plan to address this vessel safety project. As a result, WETA is requesting that Measure B funds planned for this project be reallocated to support our East Bay Passenger Terminal Improvements project. This project includes a variety of float, pier, gangway and access improvements to be made at the Main Street and Harbor Bay terminals in Alameda and at the Clay Street terminal in Oakland. The terminal improvements project is underway and Measure B funds proposed for the project, \$125,000, could be spent in FY2013/14.

If you have any questions or require additional information, please contact Lynne Yu at (415) 364-3193 or yu@watertransit.org.

Sincerely,



Nina Rannells
Executive Director

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Measure B/Vehicle Registration Fee Compliance Report Reserve Policies and Monitoring Procedures

Commission Approval Date - October 24, 2013

Background

In April 2012, all jurisdictions receiving Measure B and Vehicle Registration Fee (VRF) funds entered into a Master Programs Funding Agreement (MPFA) with Alameda County Transportation Commission (Alameda CTC). The MPFA and its associated Implementation Guidelines outlined the direct local program distributions (pass-through), eligible expenditures, recipient reporting requirements, policies on the timely use of funds and establishment of reserve funds. Recipients of Measure B and VRF funds are required to submit to Alameda CTC an Audited Financial Statement within 180 days following the close of each fiscal year and an Annual Program Compliance Report due by December 31st of each calendar year.

Per Article 3 of the MPFA, jurisdictions receiving Measure B and VRF funds are required to use the direct local program distributions in a timely manner. As such Alameda CTC requires jurisdictions to report in their Annual Program Compliance Report an implementation plan using Measure B/VRF funds. Information reported in the prior year's Annual Program Compliance Report(s) will be evaluated against the subsequent year's reported expenditure information to determine compliance with the MPFA's Timely Use of Funds policy. This process ensures the expeditious expenditure of voter-approved transportation dollars on projects and programs throughout Alameda County.

Timely Use of Funds and Reserve Fund Policies

Per the MPFA, jurisdictions must specify the annual Measure B and VRF funding expenditures, and identify a funding plan of proposed projects/programs to be funded using any remaining Measure B/VRF funds. The applicable policies are captured below:

Article 3.A. Timely Use of Funds Policy

The Timely Use of Funds Policy requires all Measure B and VRF recipients to spend funds expeditiously or place funds into a reserve fund. Any funds not spent within the allotted time, including funds placed into reserve funds, will be subject to rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Article 3.B. Reserve Fund Policy

The Reserve Fund Policy enables Measure B and VRF recipients to establish a reserve fund for specified periods of time. This allows jurisdictions to place unexpended funds into an applicable reserve fund to demonstrate a reasonable plan to expend Measure B and VRF funds. The types of reserve funds and their eligibilities are noted in the Exhibit A: Fund Categories

Article 3.C. Rescission of Funds Policy

If the recipient does not meet the timeliness requirements, Alameda CTC may rescind any unspent funds and interest earned, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Tracking and Monitoring Measure B/VRF Expenditures and Reserve Plans

As part of the Compliance Reporting process, jurisdictions are required to report annual planned expenditures using their fund balances into the four available fund categories listed in Exhibit A. Alameda CTC's tracking and monitoring policies is also further disseminated in the sections below.

EXHIBIT A: FUND CATEGORIES

FUND CATEGORY	MAXIMUM FUNDING ALLOTMENT	TIMELY USE OF FUNDS REQUIREMENT
1. <u>Annual Planned Projects (unreserved)</u> Recipients may report an annual implementation plan using Measure B or VRF direct local program distributions.	None.	<ul style="list-style-type: none"> To ensure expeditious use of funds, Alameda CTC expects recipients to expend funds identified as annual planned projects.
2. <u>Capital Fund Reserve</u> Recipients may establish a specific capital fund reserve to fund specific large capital project(s) that could otherwise not be funded with a single's year worth of Measure B or VRF direct local program distributions.	None.	<ul style="list-style-type: none"> Recipients shall expend all reserve funds by the end of three fiscal years following the fiscal year during which the reserve was established. <ul style="list-style-type: none"> <i>In the FY 11-12 Compliance Report the established Capital Fund Reserve Window is FY 12/13 through FY 15/16.</i> To ensure expeditious use of funds, Alameda CTC expects recipients to expend funds identified in the first FY of the reserve fund.
3. <u>Operations Fund Reserve</u> Recipients may establish and maintain a specific reserve to address operational issues, including fluctuations in revenues, and to help maintain transportation operations	50 percent of anticipated annual direct local program revenues.	<ul style="list-style-type: none"> This is a revolving fund; therefore, unexpended funds may be reassigned in the subsequent fiscal year, but must be expended within the subsequent expenditure period. The next reserve window is FY 13/14 through FY 16/17.
4. <u>Undesignated Fund Reserve</u> Recipients may establish and maintain a specific reserve for transportation needs over a fiscal year for grants, studies, contingency, etc.	10 percent of anticipated annual direct local program revenues.	This is a revolving fund; therefore, unexpended funds may be reassigned in the subsequent fiscal year, but must be expended within the subsequent expenditure period. The next reserve window is FY 13/14 through FY 16/17.

Annual Expenditure Threshold Guideline

Alameda CTC recognizes recipients are providing an estimate of planned expenditures when reporting their implementation plan as part of the Annual Compliance Report. As a result there may be unexpected funds balances from these planned budgets due to project bid savings, contingencies, or supplemental savings. Thus, Alameda CTC will monitor and evaluate the total summation of the planned annual expenditures across all programmatic types (*Bike/Pedestrian, Local Transportation, Mass Transit, and Paratransit*).

SECTION 1: Measure B/VRF Annual Planned Projects

Purpose of Annual Planned Projects

Through the Annual Program Compliance Report, jurisdictions may report annual planned projects using Measure B/VRF funds in the compliance reporting forms, *Table 3 Section 1 Planned Projects*.

Project Types include:

- One-year Capital Projects
- Traffic Operations
- Traffic Signal Coordination
- Slurry Seal/Pavement Rehabilitation
- Program Management

Timely Use of Funds Policy Implementation

- Alameda CTC will monitor the recipient's planned versus actual expenditures in the Annual Program Compliance Report.
- Alameda CTC expects recipients to expend funds identified as annual planned projects.
 - Recipient's annual reported expenditures collectively across the planned sections for all applicable programmatic types must be at least 70 percent expended to demonstrate expeditious use of Measure B/VRF funds.
 - 70 percent expenditure threshold is derived from:
 - Jurisdictions planned annual expenditures are reported in December, which is mid-way through the relevant fiscal year.
 - Permits an allowance for contingencies or unexpected cost savings.
 - Any unspent funds greater than 30 percent of the reported planned expenditures across the planned sections for all applicable programmatic categories must be justified and may be subject for rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC (*MPFA, Article 3*).

Program Compliance Report Table 3

Section 1: Planned Projects (unreserved)

RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are required to be implemented and funded as planned during the specified fiscal year.</p> <p><u>Project Types include:</u></p> <ul style="list-style-type: none"> - One-year Capital Projects - Traffic Operations - Traffic Signal Coordination - Slurry Seal/Pavement Rehabilitation - Program Management 	<p>Recipients are allowed to outline specific projects that are planned to be implemented during the specified fiscal year.</p> <p>Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status.</p>	<p>Alameda CTC will review projects listed in this section through the Annual Program Compliance Report process and ensure the Recipient is adhering to the Timely Use of Funds Policy.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports. Alameda CTC will evaluate unexpended fund balances.</p>
<p><u>What happens to unexpended balances?</u></p> <ol style="list-style-type: none"> 1. All funds specified in this section must be no less than 70 percent expended collectively across the planned sections for all applicable programmatic categories. A written justification is required for unexpended balances for administrative or Commission approval. Annual balances less than 30 percent are subject to administrative approval, and balances greater than 30 percent are subject to Commission approval. 2. Any funds not expended may be subject to rescission, unless a written time extension request is submitted by the recipient and approved by Alameda CTC. 		

SECTION 2: Measure B/VRF Capital Fund Reserve

Purpose of Capital Fund Reserve

Through the Annual Program Compliance Report, jurisdictions may report planned uses of Measure B/VRF fund reserves for Capital Projects in *Table 3 Section 2 Capital Fund Reserve* of the compliance reporting forms.

The Capital Fund Reserve is for anticipated Capital Projects planned over four fiscal years. Recipients cannot reserve funds past the end of the third fiscal year immediately following the fiscal year during which the reserve was established.

Project Types include:

- Multi-year Capital Projects
- Roadway Projects
- Drainage/Facilities Projects
- Slurry Seal/Pavement Rehabilitation
- Bike/Pedestrian Projects

Timely Use of Funds Implementation Policy

- Alameda CTC will track each project's proposed budget in the Capital Fund Reserve by phase and year through the Annual Program Compliance Report process.
- Alameda CTC will monitor the recipient's reported Capital Fund Reserve planned versus actual expenditures.
- Recipient's annual reported planned expenditures for the overall reserve section must demonstrate expeditious use of Measure B/VRF funds.
- Recipient may request fund adjustments from year to year within the reserve period as part of the Annual Compliance Report. However, Alameda CTC will monitor each individual project to ensure that the reported expenditures for each fiscal year are being expended within the Timely Use of Funds requirements.
 - Any unspent funds for individual projects and/or Capital Fund Reserve section must have a justification for the unexpended funds.
 - Recipient may reallocate funds to an outer year in the reserve window to the same project or to an alternative project.
 - Unexpended funds must be reallocated in the same Capital Fund Reserve window in which the reserve was established.
 - Any funds not expended by the end of third fiscal year immediately following the fiscal year during which the reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC (*MPFA, Article 3*).

Program Compliance Report Table 3**Section 2: Capital Fund Reserve**

RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are designated with Capital Fund Reserves during a reserve window over four fiscal years.</p> <p><i>Reserve Window: All funds must be expended prior to the end of the third fiscal year immediately follow the fiscal year during which the reserve was established.</i></p> <p><u>No.1 Initial Reserve Window</u> - FY 12-13 through FY 15-16</p> <p><u>No.2 Second Reserve Window</u> - FY 13-14 through FY 16-17</p> <p>The Capital Fund Reserve is for large capital project(s) that could otherwise not be funded with a year's worth of Measure B/VRF direct local program distributions. All programmed funds must be expended by the end their respective fiscal year window.</p> <p><u>Project Types include:</u></p> <ul style="list-style-type: none"> - Multi-year Capital Projects - Roadway Projects - Drainage/Facilities Projects - Slurry Seal/Pavement Rehabilitation - Bike/Pedestrian Projects 	<p>Recipients are expected to report large capital projects funded with Measure B/VRF revenue over a four fiscal year reserve window.</p> <p>Any projects that require additional Measure B/VRF funding beyond the total anticipated fiscal year's revenue that is allocated in this reserve must state in the project status notes:</p> <ol style="list-style-type: none"> 1. The total project cost using Measure B/VRF funding; 2. The outstanding Measure B/VRF balance that is required to complete the project; and 3. Specify anticipated future funding using additional Measure B/VRF revenue for the project in subsequent years. <p>Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status (i.e. continuing or close-out).</p>	<p>Alameda CTC will track each project proposed in the Capital Fund Reserve through the Annual Program Compliance Report process to ensure the Recipient is adhering to the Timely Use of Funds Policy of the MPFA.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.</p> <p>Alameda CTC will evaluate unexpended fund balances.</p>
<p><u>What happens to unexpended balances?</u></p> <ol style="list-style-type: none"> 1. Recipients must expend the funds identified for projects as reported within their respective reserve window. <ol style="list-style-type: none"> a. Capital Fund Reserve balances may be forwarded to an outer year of the original reserve window. b. As part of the Program Compliance Report, a written justification is required for unexpended balances. 2. Any funds not expended by the end of third fiscal year immediately following the fiscal year during which the reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC. 		

SECTION 3: Measure B/VRF Operations Fund Reserve

Purpose of Operations Fund Reserve

As part of the Annual Program Compliance Report, jurisdictions may establish an operational reserve of up to 50 percent of annual Measure B/VRF fund revenues in *Table 3 Section 3 Operations Fund Reserve* of the compliance reporting forms.

The Operations Fund Reserve allowed to accounts for fluctuations in revenues, and operational adjustments.

Project Types include:

- Transit Operations
- Traffic Signal Coordination
- Street Lights Maintenance
- Roadway/Traffic Studies
- Facilities Maintenance
- General Studies

Timely Use of Funds Implementation Policy

- Alameda CTC will monitor recipient's annual Operations Fund Reserve to ensure it does not exceed 50 percent of the annual Measure B/VRF revenue.
- There are no expenditure requirements for the immediate fiscal year that the reserve was established for. However, in the following fiscal year, recipients must reallocate the reserve balance to a planned project or Capital Fund Reserve project.
 - Once reallocated, any funds not expended by the end of third fiscal year immediately following the fiscal year during which the initial operating reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Program Compliance Report Table 3 Section 3: Operations Fund Reserve		
RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
Projects and activities included in this section are designed to address operational issues, such as fluctuations in revenues, and to help maintain transportation operations. The total amount identified may not exceed 50 percent of anticipated annual revenue. <u>Project Types include:</u> <ul style="list-style-type: none"> - Transit Operations - Traffic Signal Coordination - Street Lights Maintenance - Roadway/Traffic Studies - Facilities Maintenance - General Studies 	Recipients are allowed to program up to 50 percent of anticipated annual revenue for operational projects/programs such as transit operations, traffic operations, streetlight maintenance, etc. Recipients may also create a reserve item for general operations. Recipients cannot program more than 50 percent of anticipated annual revenue. Recipients will report these same projects/expenditures in subsequent Annual Compliance Reports and identify their delivery status (i.e. continuing or close-out).	Alameda CTC will review the project list to determine eligibility in the operational reserve. Alameda CTC will ensure the programmed amount does not exceed 50 percent of anticipated annual revenue. Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.
<u>What happens to unexpended balances?</u> Unexpended Operational Fund Reserve balance may be reassigned as part of the subsequent Annual Program Compliance Reporting process.		

SECTION 4: Measure B/VRF Undesignated Fund Reserve**Purpose of Undesignated Fund Reserve**

As part of the Annual Program Compliance Report, jurisdictions may establish an undesignated reserve of up to 10 percent of annual Measure B/VRF fund revenues in *Table 3 Section 4 Undesignated Fund Reserve* of the compliance reporting forms.

The Undesignated Fund Reserve accounts for project contingencies or unexpected circumstances.

Timely Use of Funds Implementation Policy

- Alameda CTC will monitor recipient's annual Undesignated Fund Reserve to ensure it does not exceed 10 percent of the annual Measure B/VRF revenues.
- There are no expenditure requirements for the immediate fiscal year that the reserve was established for. However, in the following fiscal year, recipients must reallocate the reserve balance to a planned project or Capital Fund Reserve project.
 - Once reallocated, any funds not expended by the end of third fiscal year immediately following the fiscal year during which the initial undesignated fund reserve was established will be rescinded, unless a written time extension request is submitted by the recipient and approved by Alameda CTC.

Program Compliance Report Table 3

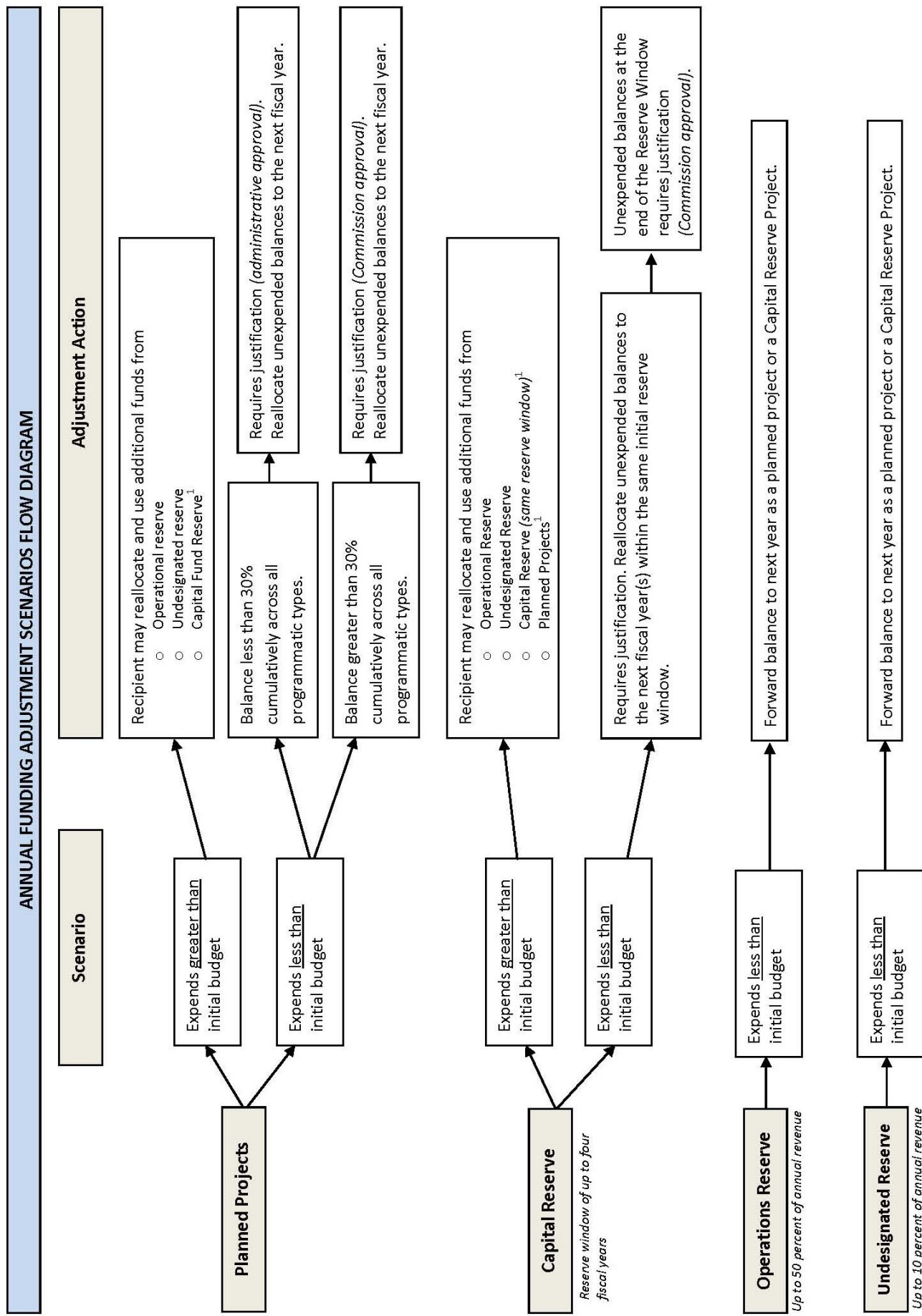
Section 4: Undesignated Fund Reserve

RESERVE TYPE DESCRIPTION	RECIPIENT'S RESPONSIBILITY	ALAMEDA CTC'S RESPONSIBILITY
<p>Projects included in this section are for unspecified/as-needed transportation activities such as matching funds for grants, project development work, studies for transportation purposes, or contingency funds for a project or program.</p> <p>This fund may not contain more than 10 percent of annual direct local program revenues.</p>	<p>Recipients may establish an undesignated reserve fund for yet to be defined transportation funding needs of up to 10 percent of anticipated annual revenue.</p> <p>Recipients may propose potential uses of undesignated fund reserves in the additional information or status section.</p>	<p>Alameda CTC will ensure the programmed amount does not exceed 10 percent of anticipated annual revenue.</p> <p>Alameda CTC will monitor Recipient's reported planned expenditures and actual expenditures reported in the past and present Annual Program Compliance Reports.</p>
<p><u>What happens to unexpended balances?</u></p> <ol style="list-style-type: none"> 1. Unexpended annual undesignated Fund Reserve balance may be reassigned as part of the subsequent Annual Program Compliance Reporting process. 		

Exhibit B: Annual Funding Adjustment Scenarios

FUND CAT.	SCENARIO	ADJUSTMENT
PLANNED PROJECTS	1. Recipient expends <u>greater than</u> initial budget <ol style="list-style-type: none"> Projects required additional funds Implemented more projects than expected 	<ul style="list-style-type: none"> Recipient may reallocate and use funds from <ul style="list-style-type: none"> Operational Reserve Undesignated Reserve Capital Fund Reserve¹
	2. Recipient expends <u>less than</u> initial budget <ol style="list-style-type: none"> Projects contained project savings or other funding sources acquired Projects were not delivered 	<p><u>Unexpended balance less than 30%</u></p> <ul style="list-style-type: none"> Recipient may reallocate unexpended balances less than 30 percent of overall planned allocation (<i>cumulatively across all programmatic types</i>) to the next fiscal year. Justification is required and reallocation subject to Alameda CTC administrative approval. <p><u>Unexpended balance greater than 30%</u></p> <ul style="list-style-type: none"> If unexpended amount is greater than 30 percent of overall planned allocation (<i>cumulatively across all programmatic types</i>). Recipient may propose to reallocate balances to the following fiscal year. Justification is required and reallocation is subject to Alameda CTC's Commission approval.
CAPITAL FUND RESERVE	3. Recipient expends <u>greater than</u> initial budget <ol style="list-style-type: none"> Projects required additional funds Implemented more projects than expected 	<ul style="list-style-type: none"> Recipient may reallocate and use funds from <ul style="list-style-type: none"> Operational Reserve Undesignated Reserve Capital Reserve (<i>same reserve window</i>)¹ Planned Projects¹
	4. Recipient expends <u>less than</u> initial budget <ol style="list-style-type: none"> Projects contained project savings or other funding sources acquired Projects were not delivered 	<p><u>Unexpended balances</u></p> <ul style="list-style-type: none"> Recipient may reallocate unexpended balances per project and/or overall planned Capital Fund Reserve allocation to the next fiscal year(s) within the same reserve window. <ul style="list-style-type: none"> Justification statements are required for fund balances and proposed reallocations. Funds must remain within the same initial Capital Fund Reserve window. Unexpended balances at the end of the four fiscal year reserve window may be subject to rescission.
OPERATIONS FUND RESERVE	5. Recipient expends <u>less than</u> initial budget	<ul style="list-style-type: none"> Operations Reserve balance to be forwarded to following fiscal year as a planned project or a Capital Reserve Project.
UNDESIGNATED FUND RESERVE	6. Recipient expends <u>less than</u> initial budget	<ul style="list-style-type: none"> Undesignated Fund Reserve balance to be forwarded to following fiscal year as a planned project or a Capital Reserve Project.

Notes: 1. Drawing funds from the "Planned" or "Capital Fund" fund sources should be considered after exhausting other Fund Reserves. If drawing funds from the "Planned Projects" or "Capital Fund Reserve" project(s), recipient must disclose the impact of removing funds for the project(s), and alternative funding to fulfill the original project funding plan.



Notes: 1. Drawing funds from the "Planned" or "Capital Fund" fund sources should be considered after exhausting other Fund Reserves. If drawing funds from the "Planned Projects" or "Capital Fund Reserve" project(s), recipient must disclose the impact of removing funds for the project(s), and alternative funding to fulfill the original project funding plan.

“BASELINE” IMPLEMENTATION PLANS AND FUND RESERVES

The Timely Use of Funds policy dictates that Measure B and VRF funds must be expended expeditiously and within specified time periods as outlined for each of the reserve categories.

As such, recipients are required to submit an Annual Program Compliance Report on December 31st. This submitted report will be reviewed by Alameda CTC staff, the Citizens Watchdog Committee, and posted on the Alameda CTC’s website. Recipients may be requested to clarify reporting data and project implementation plans. Thus, recipients may be asked to modify their Annual Program Compliance Report submittal. By mid-March, recipients may submit revisions to the Annual Program Compliance Reports, if necessary. Revision must include information on the delivery status of planned projects and programs, and reasons for changes. These reports establish a baseline implementation plan used for evaluation to subsequent compliance reports.

The finalized (*executed*) reported information provided in the Annual Program Compliance Report’s Table 3 will be used to evaluate the recipient’s adherence to the Timely Use of Funds policy as described in the MPFA. Information reported in the Annual Program Compliance Report’s Table 3 will be evaluated against the subsequent year’s reported expenditure information to determine compliance with the Timely Use of Funds policy.

AMENDMENT REQUESTS

Alameda CTC will consider the following amendment requests:

1. Reallocation of unexpended annual balances of Planned Projects or Capital Fund Reserve at the Timely Use of Funds milestone.
 - a. Annual balances less than 30 percent (*cumulatively across all programmatic types*) are subject to administrative approval, and
 - b. Annual balances greater than 30 percent (*cumulatively across all programmatic types*) are subject to Commission approval.
2. Revision to projects identified in the Capital Fund Reserve including scope, project lists, and dollars.

Administrative Amendment Procedure

1. Recipients must justify and propose balance reallocations within the Annual Compliance Report for balances less than 30 percent of overall planned project sections (*cumulatively across all programmatic types*) or for amendments within the Capital Fund Reserve.
2. Alameda CTC will review the requests through the compliance reporting process and may request additional information, if required, prior to its determination of the request.

Formal Amendment Procedure

1. Recipients must submit a written request for a time extension and reallocation of balances greater than 30 percent of overall planned project sections (*cumulatively across all programmatic types*) to Alameda CTC or unexpended funds at the end of the Capital Fund Reserve period.
2. Alameda CTC staff will evaluate the eligibility of time extension request and will prepare the staff report to Alameda CTC Commission.
3. Alameda CTC Commission approval is required for a formal amendment.
4. Alameda CTC staff will notify recipient of the Commission’s action in writing.



Memorandum

6.3

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 2, 2014

SUBJECT: Transportation Fund for Clean Air (TFCA) FY 2014-15 Program

RECOMMENDATION: Receive an update on the TFCA FY 2014-15 Applications received.

Summary

Applications for FY 2014-15 Transportation Fund for Clean Air (TFCA) County Program Manager funding were due on May 12, 2014. Attachment A provides a summary of the applications received to date. Of the approximately \$3.35 million of TFCA funding available for projects this year, \$2.32 million has been requested leaving an unrequested balance of \$1.03 million. Staff is currently evaluating the applications received and a FY 2014-15 program recommendation is scheduled to be brought to the Commission in July 2014.

Background

TFCA funding is generated by a four dollar vehicle registration fee collected by the Bay Area Air Quality Management District (Air District). Projects that result in the reduction of motor vehicle emissions are eligible for TFCA. Eligible projects are to achieve "surplus" emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects typically funded with TFCA include shuttles, bicycle lanes and lockers, signal timing and trip reduction programs. As the TFCA Program Manager for Alameda County, the Alameda CTC is responsible for annually programming 40 percent of the four dollar vehicle registration fee that is collected in Alameda County for this program. Five percent of new revenue is set aside for the Alameda CTC's administration of the TFCA program. Per the Alameda CTC TFCA Guidelines, 70 percent 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 percent of funds are to be allocated to transit-related projects on a discretionary basis.

A jurisdiction may borrow against its projected future share in order to receive more funds in the current year, which can help facilitate the required annual programming of all available funds. Projects proposed for TFCA funding are required to meet the eligibility and cost-effectiveness requirements of the TFCA program.

Next Steps

The TFCA Expenditure Plans for FY 2014-15 are scheduled to be approved by the Air District Board in late May 2014. Subsequently, the Alameda CTC will enter into a funding agreement with the Air District and will have six months to submit a Commission-approved program of eligible projects. After this six-month period, any funds that remain un-programmed may be programmed directly by the Air District. An initial FY 2014-15 program is scheduled for consideration by the Commission in July 2014. Staff will continue to work with ACTAC Representatives to identify potential projects and evaluate requests for funding until all available funds are programmed.

Fiscal Impact: TFCA funding is made available by the Air District and costs associated with projects and the Alameda CTC's administration of the TFCA program are included in the Alameda CTC's 2014-15 budget.

Attachments

- A. FY 2014-15 TFCA Application Summary

Staff Contacts

[Jacki Taylor](#), Program Analyst

[Matt Todd](#), Principal Transportation Engineer

TFCA County Program Manager Fund, FY 2014-15 Application Summary

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	Notes
70% Cities/County Share						
Berkeley	Bay Area Bike Share Expansion to Berkeley	Expand the regional Bay Area Bike Share program to the City of Berkeley. Berkeley's Bike Share service area will consist of 400 bicycles circulating among 34 stations in an area including Downtown Berkeley, UC Berkeley, Upper Shattuck Avenue, North Berkeley, West Berkeley, Lower Adeline Avenue, Telegraph Avenue Corridor, College Avenue Corridor and will be contiguous with Oakland's planned service area.	\$ 3,574,000	\$ 317,000	\$ 263,708	Requires Air District approval of an exception to TFCA CPM Policy #7, due to request for 5-year operations period.
Dublin	Village Parkway Bike Lanes and Bicycle Detection	Install Class 2 bike lanes on Village Parkway from Dublin Boulevard to Amador Valley Boulevard, including enhanced bicycle detection at Amador Valley Boulevard and Dublin Boulevard intersections and a protected left-turn phase on Village Parkway at Brighton Drive.	\$ 120,000	\$ 100,000	\$ 240,249	
Fremont	Downtown Fremont Arterial Management	Signal timing and coordination of the three busiest corridors in the City of Fremont. The three corridors consist of Mowry Avenue, Stevenson Boulevard, and Fremont Boulevard from downtown Fremont to I-880. Project will upgrade existing traffic signal equipment and add new equipment to enhance the operation of traffic signal coordination and traffic monitoring system.	\$ 440,000	\$ 440,000	\$ 534,614	
Oakland	Oakland Broadway "B" Shuttle Peak Hour Operations	The Free Broadway Shuttle (the "B") operates between the Jack London Oakland Amtrak Station and Grand Avenue at 11-16 minute frequencies. The TFCA request is for the eligible peak hour service for FY 2014-15.	\$ 769,441	\$ 41,487		
Oakland	Bay Area Bike Share Expansion to Oakland	Expand the regional Bay Area Bike Share program to the City of Oakland. Oakland's Bike Share service area will consist of 700 bicycles circulating among 70 stations in an area including Downtown Oakland, Lake Merritt neighborhoods, Telegraph Ave corridor, Broadway corridor, West Oakland, Jack London Square, and Fruitvale and will be contiguous with Berkeley's planned service area.	\$ 6,963,000	\$ 579,600	\$ 746,565	Requires Air District approval for an exception to TFCA CPM Policy #7, due to request for 5-year operations period.
Subtotal Cities/County (70%) Requested				\$ 1,478,087		
TFCA 70% Available				\$ 2,643,536		
Difference				\$ 1,165,449		

Sponsor	Project Name	Project Description	Total Project Cost	Amount Requested	TFCA Share	Notes
30% Transit Discretionary Share						
AC Transit	Zero-Emission Bus Purchase for Broadway Shuttle	Purchase of six zero-emissions buses to replace the fleet for the Oakland Broadway Shuttle service. The TFCA funds will provide local match to FTA funds that are covering the incremental cost of the zero-emissions buses over hybrid-electric buses.	\$ 8,200,000	\$ 405,000	N/A	
CSU East Bay	CSUEB/Hayward BART - 2nd Shuttle Peak Hour Operations	FY 14/15 operations for second shuttle between California State University East Bay and the Hayward BART Station, 10am - 7 pm, M-F.	\$ 536,000	\$ 159,000	N/A	
LAVTA	Route 8 Peak Hour Operations	Route 8 serves the Pleasanton area, connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 114,000	\$ 84,000	N/A	
LAVTA	Route 12 Peak Hour Operations	Route 12 serves the Cities of Dublin, Livermore and Pleasanton, spanning the Tri-Valley East to West, and connecting BART, ACE, educational, residential and commercial destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 210,000	\$ 128,000	N/A	
LAVTA	Route 15 Peak Hour Operations	Route 15 serves the City of Livermore, providing a vital connection between residential, commercial and regional transit destinations (TFCA request is for two FYs, 2014-15 & 2015-16).	\$ 120,000	\$ 66,000	N/A	
Subtotal Transit Discretionary (30%) Requested				\$ 842,000		
TFCA 30% Available				\$ 704,580		
Difference				\$ (137,420)		

TFCA Category	Amount Available	Amount Requested	Difference
Subtotal 70% Cities/County	\$ 2,643,536	\$ 1,478,087	\$ 1,165,449
Subtotal 30% Transit Discretionary	\$ 704,580	\$ 842,000	\$ (137,420)
Totals	\$ 3,348,116	\$ 2,320,087	\$ 1,028,029

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Memorandum

6.4

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• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 2, 2014

SUBJECT: Alameda County Federal Inactive Projects List: May 2014 Update

RECOMMENDATION: Receive an update on the May 2014 Alameda County Federal Inactive Projects

Summary

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 updating a list of inactive projects every week. If Caltrans and FHWA do not receive adequate invoicing or justification for the project's inactivity, the project may be deobligated.

Background

In response to FHWA's new guidance for processing Inactive Obligations, Caltrans developed new guidelines for managing federal inactive obligations. The new guidelines treat all federal-aid as well as the American Recovery and Reinvestment Act (ARRA) inactive projects equally. In order to manage these changes more proactively Caltrans changed the management of "inactive projects" as follows beginning July 1, 2013:

- If the Department does not receive an invoice for more than six months, the project will be deemed "inactive" and posted on the Department's website. Local Agencies will be notified the first time projects are posted.
- If the Department does not receive an invoice within the following six months (12 months without invoicing), the Department will deobligate the unexpended balances.
- It is the responsibility of the local agencies to work in collaboration with their respective District Local Assistance Engineer's to ensure their projects are removed from the list to avoid deobligation.
- The Inactive project listing is posted at the following website and will be updated weekly: <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>

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

Attachments

- A. Alameda County List of Federal Inactive Projects Report dated 05/19/14
- B. Justification Form

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON MAY 19, 2014

Updated on 05/19/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5012087	Inactive	Submit invoice to District by 05/20/2014	CML	Oakland	66TH AVE.FROM SAN LEANDRO TO INTERNATION BLVD, STREETSCAPE	5/9/2013	3/30/2009	5/9/2013	5/9/2013	\$2,067,126.00	\$1,230,000.00	\$1,193,441.26	\$36,558.74
5012100	Inactive	Invoice returned to agency. Resubmit to District by 05/20/2014	ESPL	Oakland	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETSCAPE IMPROVE	4/10/2013	8/4/2009	4/10/2013	4/10/2013	\$4,070,044.00	\$3,630,000.00	\$3,470,509.81	\$159,490.19
5101026	Inactive	Invoice under review by Caltrans. Monitor for progress.	CML	Pleasanton	I-580 AT FOOTHILL RD, FOOTHILL RD: CANYON WAY NORTH TO I-580 WB RAMP, REALIGN FREEWAY RAMPS FOR BIKE LANE GAP CLOSER	4/30/2013	4/30/2013		5/10/2013	\$3,960,000.00	\$709,000.00	\$0.00	\$709,000.00
5933028	Inactive	Invoice under review by Caltrans. Monitor for progress.	STPLZ	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-0147, SEISMIC RETROFIT	6/27/2013	9/1/1996	6/27/2013	6/27/2013	\$561,250.00	\$488,021.00	\$466,237.38	\$21,783.62
6273053	Inactive	Invoice under review by Caltrans. Monitor for progress.	HPLUN	Alameda County Congestion Management Agency	I-880- 23RD. AVE. TO 29TH. AVE. INTERCHANGES., REPLACE INTERCHANGES-OVERCROSS	4/11/2013	5/8/2009	4/11/2013	4/11/2013	\$2,249,750.00	\$1,787,000.00	\$1,628,695.47	\$158,304.53
6273061	Inactive	Submit invoice to District by 05/20/2014	IMDL	Alameda County Congestion Management Agency	I-580- EAST OF OVER CROSSING OF ISABEL AVE.- TO FIRST ST. IN CITY OF LIVERMORE, WIDEN THE EASTBOUND INTERSTATE 580 FOR AUX. LANES	6/13/2013	5/31/2011	6/13/2013	6/13/2013	\$1,525,000.00	\$225,000.00	\$219,947.58	\$5,052.42
6273063	Inactive	Submit invoice to District by 05/20/2014	IMDL	Alameda County Congestion Management Agency	I-580 WESTBOUND, W.OF GREENVILLE RD. O.C. TO W.OF SAN RAMON RD./ FOOTHILL O.C., PRELIMINARY ENGINEERING	6/13/2013	7/22/2011	6/13/2013	6/13/2013	\$12,600,000.00	\$250,000.00	\$243,149.99	\$6,850.01
6273065	Inactive	Submit invoice to District by 05/20/2014	STPCML	Alameda County Congestion Management Agency	COUNTY WIDE, IMPLEMENT A COUNTYWIDE SR2S PROGRAM	5/14/2013	3/29/2011	5/14/2013	5/14/2013	\$3,604,000.00	\$3,189,000.00	\$1,312,825.06	\$1,876,174.94
5012088	Future	Submit invoice to District by 08/20/2014	CML	Oakland	FRUITVALE AVE. , STREETSCAPE	9/19/2013	3/9/2009	9/19/2013	9/19/2013	\$3,406,270.00	\$2,620,000.00	\$2,256,421.23	\$363,578.77
5012090	Future	Submit invoice to District by 08/20/2014	STPLZ	Oakland	PARK BLVD VIADUCTS 1, 2 & 3, BRIDGE # 33C0178, 33C0179 & 33C0180, SEISMIC RETROFIT	9/18/2013	8/17/2010	9/18/2013	9/18/2013	\$2,048,267.00	\$1,813,331.00	\$1,655,632.84	\$157,698.16
5012101	Future	Submit invoice to District by 08/20/2014	ESPL	Oakland	VARIOUS STREET AND ROADWAY REHAB., AC OVERLAY	8/7/2013	11/18/2009	8/7/2013	8/7/2013	\$1,258,949.00	\$1,255,000.00	\$1,113,896.87	\$141,103.13

ALAMEDA COUNTY LIST OF INACTIVE OBLIGATIONS

UPDATED BY CALTRANS ON MAY 19, 2014

Updated on 05/19/2014

Project No (newly added projects highlighted in GREEN)	Status	Agency/District Action Required	Prefix	Agency	Description	Latest Date	Authorization Date	Last Expenditure Date	Last Action Date	Total Cost	Federal Funds	Expenditure Amt	Unexpended Bal
5014040	Future	Invoice returned to agency. Resubmit to District by 08/20/2014	TCSPL	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE, PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	9/18/2013	3/22/2013	9/18/2013	9/18/2013	\$319,633.00	\$282,885.00	\$27,950.60	\$254,934.40
5041042	Future	Invoice returned to agency. Resubmit to District by 08/20/2014	HSIPL	San Leandro	BANCROFT AVE./ SYBIL AVE., UPGRADE TRAFFIC SIGNALS	7/16/2013	7/16/2013		7/16/2013	\$77,000.00	\$69,300.00	\$0.00	\$69,300.00
5053025	Future	Invoice returned to agency. Resubmit to District by 08/20/2014	CML	Livermore	DOWNTOWN LIVERMORE, BIKE & PED. TRAIL	7/25/2013	4/4/2012	7/25/2013	7/25/2013	\$1,154,649.00	\$1,153,989.00	\$905,049.03	\$248,939.97
5057038	Future	Submit invoice to District by 08/20/2014	RPSTPLE	Berkeley	BERKELEY BAYTRAIL EXTENSION, WALKWAY & BIKELANE (TC)	7/11/2013	2/16/2012	7/11/2013	7/11/2013	\$1,870,199.00	\$1,860,199.00	\$1,093,398.84	\$766,800.16
5354030	Future	Final Invoice under review by Caltrans. Monitor for progress.	CML	Union City	UNION CITY BLVD.- FROM SMITH ST. TO 600' SOUTH OF ALVARADO BLVD., WIDENING TO ALLOW BICYCLE LANES AND RELATED IMPRO	8/20/2013	3/22/2012	8/20/2013	8/20/2013	\$1,605,101.00	\$860,000.00	\$763,467.21	\$96,532.79
5432017	Future	Final Invoice under review by Caltrans. Monitor for progress.	HPLUL	Dublin	DUBLIN BLVD. - BETWEEN DOUGHTERY ROAD TO SCARLET, RESURFACE	9/25/2013	11/8/2012	9/25/2013	9/25/2013	\$297,000.00	\$297,000.00	\$215,127.69	\$81,872.31
5933119	Future	Invoice under review by Caltrans. Monitor for progress.	SRTSL	Alameda County	MULTIPLE SCHOOLS IN EAST AND WEST OAKLAND, IMPLEMENT GOLDEN SNEAKERS PROGRAM, SAFETY PATROLS	9/25/2013	8/3/2012	9/25/2013	9/25/2013	\$500,000.00	\$500,000.00	\$35,190.82	\$464,809.18
6000025	Future	Invoice under review by Caltrans. Monitor for progress.	STPLZ	San Francisco Bay Area Rapid Transit District	VARIOUS BART AERIAL STRUCTURES IN 4 COUNTIES. , RETROFIT OF BART AERIAL STRUCTURES	7/9/2013	8/3/2005	7/9/2013	7/9/2013	\$30,242,133.00	\$24,756,014.00	\$19,495,915.87	\$5,260,098.13
6480003	Future	Submit invoice to District by 08/20/2014	TGR2DGL	Alameda County Transportation Commission	SAN LEANDRO ST. OAKLAND COLISEUM BART TO 85TH AVE., BICYCLE AND PEDESTRIAN PATH	9/17/2013	9/17/2012	9/17/2013	9/17/2013	\$1,348,000.00	\$1,078,400.00	\$12,880.53	\$1,065,519.47



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



6.4B

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)											
<input type="checkbox"/> Litigation Filed <input type="checkbox"/> Environmental Delays <input type="checkbox"/> 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



**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 http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
8	Enter authorized federal funds		
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 http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects/QuarterlyReviewofInactiveProjects.htm	
12	Enter unexpended funds		
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



Memorandum

6.5

1111 Broadway, Suite 800, Oakland, CA 94607

• PH: (510) 208-7400

• www.AlamedaCTC.org

DATE: June 2, 2014

SUBJECT: California Transportation Commission May 2014 Meeting Summary

RECOMMENDATION: Receive an update on the May 2014 CTC Meeting.

Summary

The May 2014 California Transportation Commission (CTC) meeting was held in San Diego. Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects/Programs within Alameda County that were considered at the May 2014 CTC meeting.

Background

The California Transportation Commission is responsible for programming and allocating funds for the construction of highway, passenger rail, and transit improvements throughout California. The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has three (3) CTC members residing in its geographic area: Bob Alvarado, Jim Ghielmetti and Carl Guardino.

Detailed below is a summary of the three (3) agenda items of significance pertaining to Projects / Programs within Alameda County that were considered at the May 21, 2014 CTC meeting.

1. 2016 State Transportation Improvement Program (STIP)

The STIP process generally begins in January of the odd year with the fund estimate overview, including a timeline for adoption of the fund estimate and the amended guidelines. The draft fund estimate is usually presented in June, along with draft STIP guidelines amended to include specifics as identified in the draft fund estimate. Both the draft guidelines and the draft fund estimate are discussed in a noticed workshop in July, with both adopted by August 15 of the odd year.

To enhance transparency and accountability in the programming process, the 2016 STIP guidelines process will begin immediately, with staff working with stakeholders to identify key areas for revision. Staff intends that the 2016 STIP guidelines will continue to emphasize coordination and consistency with adopted Regional Transportation Plans, the

Interregional Transportation Strategic Plan, and investment strategies and decisions consistent with state and federal laws. Areas of focus for possible revision include, but are not limited to, methods to (1) determine, evaluate, and communicate cost effectiveness of Regional Transportation Improvement Programs (RTIPs) and the Interregional Transportation Improvement Program (ITIP); (2) promote greater public participation and enhanced transparency; and (3) evaluate and communicate the regional and statewide benefits of projects programmed in the adopted STIP.

Outcome: CTC Staff intends to present a first draft of the 2016 STIP guidelines at the October 8, 2014 Commission meeting.

2. 2014 Active Transportation Program

The Commission adopted statewide guidelines for administering the 2014 Active Transportation Program (ATP) at its March meeting. While the statewide guidelines may be used for administering the Metropolitan Planning Organization (MPO) competitive component of the ATP, the nine MPOs charged with programming funds to projects in the MPO competitive component were also provided discretion in Senate Bill 99 to develop MPO guidelines with regard to project selection.

The CTC adopted amendments to the 2014 ATP Guidelines for purposes of administering the MPO competitive component of the 2014 ATP.

Outcome: The Metropolitan Transportation Commission (MTC) released a regional call for projects on May 21, 2014. Approximately \$30 Million will be available on a region wide competitive basis.

3. Proposition 1B State-Local Partnership Program (SLPP) / BART Warm Springs Extension Project

CTC approved an 18-month time extension for the period of project completion to December 31, 2015, for the Warm Springs Extension project.

Outcome: Extension will allow project to fully expend the allocated SLPP funds.

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

Attachments

A. May 2014 CTC Meeting summary for Alameda County Project / Programs

Staff Contact

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

[Vivek Bhat](#), Senior Transportation Engineer

May 2014 CTC Summary for Alameda County Projects/ Programs

Sponsor	Program / Project	Item Description	CTC Action / Discussion
Caltrans	2016 State Transportation Improvement Program (STIP)	Preview of 2016 STIP process.	Information Only
Caltrans	2014 Active Transportation Program (ATP)	Approval of amendments to the 2014 ATP Guidelines for purposes of administering the MPO competitive component of the 2014 ATP	Approved
BART	Proposition 1B State-Local Partnership Program (SLPP) / BART Warm Springs Extension Project	Approval of 18-month time extension for the period of project completion to December 31, 2015,	Approved

http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_05/000_ETa.pdf

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AGENDA

Topic	Estimated Time
1. Introductions (<i>Seana Gause, LSRWG Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group – March 13, 2014* (<i>Seana Gause, LSRWG Chair</i>)	
3. Standing/ Programming Updates:	
A. Federal Programs Delivery Update (STP/CMAQ, Bridge, Local Safety)** (<i>Marcella Aranda, marand@mtc.ca.gov</i>)	5 min
▪ Inactive Obligations Update* (<i>The current Quarterly Inactive Obligations listing is available online at: http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm.)</i>)	
4. Federal/State Program Announcements:	
A. Caltrans/FHWA/CalRTPA 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. Caltrans Local Assistance Federal-Aid Series Training Schedule (<i>Caltrans has posted its registration link and schedule for upcoming federal-aid series training sessions. The next Bay Area training is scheduled for June 2-6, 2014. http://www.cce.csus.edu/conferences/caltrans/localAssistance/training_upcTraining.cfm</i>)	
ii. DLA Office Bulletin (OB), 14-03: Toll Credit Use Policy (<i>The purpose of this OB is to reflect changes brought about by the Division of Budgets "Toll Credit Use Policy" dated June 04, 2013. http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm.</i>)	
iii. DLA Office Bulletin (OB), 14-04 "Utility Clause Update-Buy America"* (<i>DLA Office Bulletin (OB), 14-04 has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm. "Buy America" clauses have been added to LAPM Exhibits 14-G and 14-I, which are replaced in their entirety.</i>)	
iv. CalAPA "Training Day"* (<i>CalAPA continues to reach out to local agencies with a "training day" scheduled for June 5, 2014 in San Leandro. We'll be addressing some pavement-related topics of interest to Bay area agencies. It's a relatively easy and inexpensive way for local agency personnel to catch up on hot topics.</i>)	
5. Informational Items: ("Memo Only" unless otherwise noted)	
A. Active Transportation Program (ATP) Update (<i>Kenneth Kao, kkao@mtc.ca.gov</i>) (<i>Please visit the MTC website, http://www.mtc.ca.gov/funding/ATP/ for information and updates about the workgroup meetings, including new meeting notices, meeting agendas, and prior meetings' notes</i>)	
• The Active Transportation Program (ATP) Call for Projects (<i>The Active Transportation Program (ATP) Call for Projects has been posted to the Caltrans Division of Local Assistance's Office Bulletin website at: http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html. The Statewide Competitive ATP applications are due May 21, 2014.</i>)	

- B. TIP Update (Adam Crenshaw; acrenshaw@mtc.ca.gov)
(The current TIP and subsequent TIP Revisions are available online at: <http://www.mtc.ca.gov/funding/tip/2011/revisions.htm>)
 - 2013 TIP Update*
- C. PTAP Update (Christina Hohorst, chohorst@mtc.ca.gov)
(For PTAP-15 awardees, if your consultant has not been in contact you, please contact Christina Hohorst as soon as possible.)
- D. PMP Certification Status*
(Current PMP Certification status is available online at: <http://mtc.ca.gov/services/pmp/>).
- E. 2014 Local Streets and Roads Working Group Meeting Calendar
(The 2014 Local Streets and Roads Working Group meeting calendar is available online at: http://www.mtc.ca.gov/meetings/schedule/2014_LSRWG_Tentative_Meeting_Schedule.pdf)
- F. 2014 Programming and Delivery Working Group Meeting Calendar
(The 2014 Programming and Delivery Working Group meeting calendar is available online at: http://www.mtc.ca.gov/meetings/schedule/2014_PDWG_Tentative_Meeting_Schedule.pdf)

6. Discussion Items:

- A. Caltrans Quarterly Expenditure Reports (Waddah Al-Zireeni, Caltrans) 10 min
(SB 45 requires that Caltrans provide MTC with quarterly expenditure reports for projects using RTIP funds sponsored by Caltrans. MTC encourages all CMAs to review these reports to ensure on-budget and on-schedule delivery of RTIP projects.)
- B. ADA Curb Ramp Standards* 10 min
(There is a revision to the Standard Plans for Curb Ramps that has the potential to affect many of the OBAG projects. http://www.dot.ca.gov/hq/esc/oe/project_plans/highway_plans/2010-RSP-and-NSP/rspa88a.pdf)
- C. MAP-21 Safety Performance Measures NPRM* (Dave Vautin, dvautin@mtc.ca.gov) 15 min
(The NPRM is available online at: : <https://www.federalregister.gov/articles/2014/03/11/2014-05152/national-performance-management-measures-highway-safety-improvement-program>.)
- D. Federal Efficiencies Subcommittee Status Update (Jean Higaki, PDWG Chair) 5 min
 - i. Single Point of Contact (SPOC) Workshop
- E. 2014 LSRWG Work Plan Update (Seana Gause, LSRWG Chair) 30 min
 - i. Statewide Needs Assessment Update (Theresa Romell, tromell@mtc.ca.gov)
 - ii. Pothole Report Update (Nicholas Richter, nrichter@mtc.ca.gov)
 - iii. OBAG Report Card* (Craig Goldblatt, cgoldblatt@mtc.ca.gov)

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

5 min

The next LSRWG meeting:

Thursday, June 12, 2014
9:30a – 11:30a, 2nd Floor, Claremont
101-8th Street, Oakland 94607

The next Joint LSRPDWG meeting:

Thursday, July 10, 2014
9:30a – 12:30p, 1st Floor, Room 171
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.